



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Planning Commission Regular Meeting

Wednesday, August 3, 2022 at 6:30 PM

Cowles Council Chambers In-Person & via Zoom Webinar

Webinar ID: 979 8816 0903 Password: 976062

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

CALL TO ORDER, 6:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA (3 minute time limit) The public may speak to the Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration.

RECONSIDERATION

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

- A. Decisions and Findings for Conditional Use Permit 22-04 at 843 Fish Dock Rd. **Page 3**

PRESENTATIONS / VISITORS

- A. Memorandum from Jenny Carroll, Special Projects & Communications Coordinator,
Re: Draft City of Homer 2023-2028 Capital Improvement Plan (CIP) **Page 8**

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. Staff Report 22-45, City Planner's Report **Page 84**

PUBLIC HEARINGS

PLAT CONSIDERATION(S)

- A. Staff Report 22-46, Lloyd Race Lot 4 Replat Preliminary Plat **Page 89**
- B. Staff Report 22-47, Hamm Subdivision Preliminary Plat **Page 97**

PENDING BUSINESS

- A. Staff Report 22-48, Review of Conditional Uses and Structures **Page 105**

NEW BUSINESS

- [A.](#) Memorandum from Deputy City Clerk Re: Election of Officers **Page 134**

INFORMATIONAL MATERIALS

- [A.](#) City Manager's Report for July 25, 2022 **Page 135**
- [B.](#) Memo 22-120 & Backup Items, Appointment of Mike Stark to Planning Commission **Page 146**
- [C.](#) Planning Commission Calendar **Page 151**

COMMENTS OF THE AUDIENCE (3 minute time limit) Members of the audience may address the Commission on any subject.

COMMENTS OF THE STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **WEDNESDAY, AUGUST 17, 2022 at 6:30 p.m.** All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.



City of Homer

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HOMER PLANNING COMMISSION

Approved CUP 2022-04 at the Meeting of July 20, 2022

RE: Conditional Use Permit (CUP) 2022-04

Address: 843 Fish Dock Road

Legal Description: T 7S R 13W SEC 1 SEWARD MERIDIAN HM 0890034 HOMER SPIT SUB AMENDED COAL POINT MONUMENT PARK

DECISION

Introduction

Russell Cooper, representing Petro 49 (the “Applicant”) applied to the Homer Planning Commission (the “Commission”) for a Conditional Use Permit (CUP) under Homer City Code HCC 21.30.030(d), for bulk petroleum storage in the Marine Industrial District.

The applicant is proposing to replace underground petroleum tanks with above ground tanks.

A public hearing was held for the application before the Commission on July 20, 2022, as required by Homer City Code 21.94. Notice of the public hearing was published in the local newspaper and sent to 4 property owners/lease holders of 6 parcels as shown on the Kenai Peninsula Borough tax assessor rolls. Public notices contained information on how to submit written testimony, participate telephonically, or participate on the Zoom meeting platform.

At the July 20, 2022 meeting of the Commission, five Commissioners were present. Commissioner Smith was not present and had an excused absence. The Commission approved CUP 2022-04 unanimously with two conditions.

Evidence Presented

City Planner, Rick Abboud reviewed the staff report and reminded the Commission that they had laydown items regarding requirements of bulk fuel tank removal provided by the Applicant. The Applicant presented and reviewed the project and associated state permitting requirements. Mayor Castner confirmed that tanker trucks were going to be used to fill the bulk storage tanks. The Commission confirmed that the adjacent park lands would not be disturbed and asked about the disturbance associated with tank replacement and service provisions

during construction. Public Works Director Keiser asked for clarification of procedure for decommissioning tanks. The Commission approved the CUP with unanimous consent.

Findings of Fact

After careful review of the record and consideration of testimony presented at the hearing, the Commission determines CUP 2022-04, to allow above ground bulk petroleum storage tanks per HCC 21.03.030(d), satisfies the review criteria set out in HCC 21.71.030 and is hereby approved.

The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030 and 21.71.040.

a. The applicable code authorizes each proposed use and structure by conditional use permit in that zoning district.

Finding 1: HCC authorizes each proposed use and structure.

b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning district in which the lot is located.

Finding 2: The proposed uses and structures are compatible with the purpose of the district.

c. The value of the adjoining property will not be negatively affected greater than that anticipated from other permitted or conditionally permitted uses in this district.

Finding 3: An above ground petroleum storage facility is not expected to negatively impact the adjoining properties greater than other permitted or conditional uses.

d. The proposal is compatible with existing uses of surrounding land.

Finding 4: The proposal is compatible with the existing uses of surrounding land.

e. Public services and facilities are or will be, prior to occupancy, adequate to serve the proposed use and structure.

Finding 5: Existing public services and facilities are adequate to serve the proposed facility.

f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the nature and intensity of the proposed use, and other relevant effects, the proposal will not cause undue harmful effect upon desirable neighborhood character.

Finding 6: The Commission finds the proposal will not cause undue harmful effect upon desirable neighborhood character as described in the purpose statement of the district.

g. The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

Finding 7: The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole when all applicable standards are met as required by city code and state regulations.

h. The proposal does or will comply with the applicable regulations and conditions specified in this title for such use.

Finding 8: The proposal will comply with applicable regulations and conditions specified in Title 21 when gaining the required permits.

i. The proposal is not contrary to the applicable land use goals and objectives of the Comprehensive Plan.

Finding 9: The proposal is not contrary to the applicable land use goals and objects of the Comprehensive Plan.

j. The proposal will comply with all applicable provisions of the Community Design Manual.

Condition 2: Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

Finding 10: Project will comply with the applicable provisions of the CDM.

HCC 21.71.040(b). b. In approving a conditional use, the Commission may impose such conditions on the use as may be deemed necessary to ensure the proposal does and will continue to satisfy the applicable review criteria. Such conditions may include, but are not limited to, one or more of the following:

1. Special yards and spaces: No specific conditions deemed necessary.

2. Fences and walls: Condition 1. Install green slats in fencing surrounding the facility.

3. Surfacing of parking areas: No specific conditions deemed necessary.

4. Street and road dedications and improvements: No specific conditions deemed necessary.

5. Control of points of vehicular ingress and egress: No specific conditions deemed necessary.

6. Special provisions on signs: No specific conditions deemed necessary.

7. Landscaping: No specific conditions deemed necessary.

8. Maintenance of the grounds, building, or structures: No specific conditions deemed necessary.

9. Control of noise, vibration, odors or other similar nuisances: No specific conditions deemed necessary.

10. Limitation of time for certain activities: No specific conditions deemed necessary.

11. A time period within which the proposed use shall be developed: No specific conditions deemed necessary.

12. A limit on total duration of use: No specific conditions deemed necessary.

13. More stringent dimensional requirements, such as lot area or dimensions, setbacks, and building height limitations. Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.

14. Other conditions necessary to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot.

Conclusion: Based on the foregoing findings of fact and law, Conditional Use Permit 2022-04 is hereby approved, with Findings 1-10 and the following conditions.

Condition 1. Install green slats in fencing surrounding the facility.

Condition 2: Outdoor lighting must be down lit per HCC 21.59.030.

Date

Chair, Scott Smith

Date

City Planner, Rick Abboud

NOTICE OF APPEAL RIGHTS

Pursuant to Homer City Code, Chapter 21.93.060, any person with standing that is affected by this decision may appeal this decision to the Homer Board of Adjustment within thirty (30) days of the date of distribution indicated below. Any decision not appealed within that time shall be final. A notice of appeal shall be in writing, shall contain all the information required by Homer City Code, Section 21.93.080, and shall be filed with the Homer City Clerk, 491 East Pioneer Avenue, Homer, Alaska 99603-7645.

CERTIFICATION OF DISTRIBUTION

I certify that a copy of this Decision was mailed to the below listed recipients on _____, 2022. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

Date

Travis Brown, Planning Technician

Petro 49, Russel Cooper
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Anchorage, AK

Michael Gatti
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3000 A Street, Suite 300
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Rob Dumouchel, City Manager
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Memorandum

TO: City of Homer Planning Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: July 28, 2022
SUBJECT: City of Homer Draft 2023-28 Capital Improvement Plan (CIP)

- I. **Issue:** The purpose of this Memorandum is to request input from the Planning Commission on the City's 2023-28 CIP.
- II. **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) that result in a fixed asset with an anticipated life of at least three years.

The CIP contains written descriptions of City prioritized projects and is submitted to our State and Federal Legislators and appropriate agencies so they have the information necessary to make funding decisions. The CIP also positions capital projects for potential grant funding and for consideration in the City's biennial budget process.

Projects in the CIP are organized in three sections: Legislative Priority Projects are a short list of high priority *City of Homer projects* which are selected by City Council for promotion to State and Federal representatives for capital funding assistance. Last year the State of Alaska funded several capital projects around the State, including funds to complete the local match for the Large Vessel Harbor Expansion General Investigation.

Other sections in the CIP include mid-range City projects which may be initiated within the next six years and long range projects. A section for State and local non-profit projects that benefit the Homer community is also included in the CIP.

The CIP is updated annually and includes updating project descriptions with Department Heads and Commissions and seeking Commission recommendations for Legislative Priority Projects to share with Council. Ultimately, after considering public input, City Council will adopt a final version of the CIP in October 2022.

III. Requested Actions:

- **Review the draft 2023-2028 CIP in your packet.** Substantive updates and/or recommended changes from last year's CIP to date are indicated in red font.
- **Discuss projects of particular interest to your Commission and provide input on specific changes or updates you would recommend for current projects.**

- If the Commission thinks a project should be added or removed from the CIP, **pass a motion recommending City Council add or remove specific project(s) and explain the reasons why.** A project nomination form is provided in your packet should you need one.

Currently, three projects have been recommended for removal. If it chooses, the Commission can support these recommendations or not.

- Public Restroom Accessibility Barrier Removal – by the ADA Compliance Committee because these barriers have been and are being addressed by Public Works over time.
- Large Vessel Sling Lift, Phase 1 – recommended by Harbormaster Hawkins because planning for a large vessel haul out will be considered during the Large Vessel Harbor Expansion General Investigation.
- Sterling Highway Milepost 172 Drainage Improvements in the State project section because the City wishes to work with the State on drainage in this area through the Slope Stability Program.

Three projects have been recommended to be added to the FY24 CIP:

- Beluga Sewage Lift Station
- West Side Water Supply Line
- Fish Grinding Building Replacement

- **Pass a motion recommending three projects for Council to consider for inclusion in the Legislative Priority section, and of those three indicate the Commissions #1 and #2 Federal Legislative Priority projects.** I will share your recommendations with City Council at their September worksession.
 - Any **City** project in the CIP is eligible.
 - For reference, last year the Planning Commission selected the Main Street Sidewalk Facility as the #1 priority project, which was subsequently funded in the FY22-23 budget. The Commission's #2 recommendation to City Council was the Barge Mooring-Large Vessel Haul Out Repair Facility.

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession. The CIP will remain a draft document until after public hearings in September and City Council formally adopts the CIP via Resolution.

City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

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

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

1. Project title (Suggested heading in CIP):

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

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

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

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

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

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

Draft City of Homer Capital Improvement Plan 2023-2028



491 E. Pioneer Avenue • Homer, Alaska 99603 • 907-235-8121



September 23, 2023

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2023 through 2028 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 2023-2028 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.

The City updates 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 2022-2027 Capital Improvement Plan

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

- **Homer Harbor Cathodic Protection**
City secured an FY23 State of Alaska Municipal Harbor Facility Program matching grant to complete this project.
- **Parks, Play Areas & Campgrounds Transition Plan**
ADA Committee members and City staff completed this project in-house.
- **Homer Volunteer Fire Department Fleet Management, partial completion with purchase of a Pierce Enforcer 2500 gallon tender to replace Tanker 2.**
City of Homer funds approved in the FY22-23 Capital Budget.



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. A capital expenditure is a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years.

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.
- 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 funding capital projects as part of the biennial budget process.
- Understand the impact of new capital projects on maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a very general target construction schedule. 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. 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.

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 six-year plan is updated annually in accordance with a planning schedule approved 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.

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. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the 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?
- Is the project specifically recommended in other City of Homer long-range plans?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Is the project strongly supported by one or more City advisory bodies?
- 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?

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



Integration of the CIP With Comprehensive Plan Goals

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics and aesthetics, and increasing community connectivity for vehicles, pedestrians and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Support development of a variety of well-defined commercial/business districts for a range of commercial purposes. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.



State Legislative Request FY2024

City of Homer FY2024 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 22-XXX

1. **Port of Homer: New Large Vessel Harbor**
2. **Multi-Use Community Center, Phase 1**
3. **Slope Stability Program**
4. **Barge Mooring & Large Vessel Haul Out Repair Facility**
5. **Homer Spit Erosion Mitigation**
- 6.
- 7.
- 8.
- 9.
- 10.



1. Port of Homer: New Large Vessel Harbor

FY 2024 - DRAFT Document

Project Description & Benefit: This project will construct a new multi-modal large vessel harbor to the north of Homer's existing Port and Harbor. The new large vessel port will support economic development in Alaska by meeting demands of the marine industrial transportation sector and creating jobs. It also addresses navigational safety hazards and advances national security interests by accommodating the layover and repair needs of US Coast Guard ships deployed under the Arctic Security mission.

- Currently, large vessels are moored at System 4 and System 5 transient floats in Homer's Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two and three abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.
- The new facility will fill the unmet mooring needs of 60-100 large vessels that would home port in Alaska, but have been turned away due to their overall size, draft, or that we simply lack the space. These large vessels work in the commercial fishing, oil and gas, research, marine transportation and cargo industries. Port expansion will capture an estimated \$3.5 million in economic activity Alaska loses annually due to lack of moorage space and create Alaskan jobs by an estimated \$2.75 annually. Over a 50-year period, the cost to Alaska's economy of doing nothing carries a present day value of \$93 million.
- The project will also meet the US Coast Guard's long-term mooring needs for the Arctic Security and Search & Rescue missions. The large vessel harbor will be built to USCG specifications for layover and repair of fast cutters and other assets deployed to the Arctic and provide a protected and secure small boat station.

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.

Plans & Progress: The City, State of Alaska DOT, and Army Corps of Engineers (USACE) partnered on a feasibility study in 2007, 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 USACE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program grant in 2019. Positive results led the USACE to recommend resuming work on the General Investigation (GI).

The City and State of Alaska have committed the 50% local match funds required to initiate the three-year GI. The City and USACE have formally expressed intent to work together on the study. **As the USACE's #1 ranked new start project for Alaska, it is in the FY23 work plan awaiting USACE authorization and Federal funding.**

Total Project Cost: \$3,000,000

Federal Share: \$1,500,000 (Pending)

City Share: \$ 750,000 (Committed via Ord 20-06)

State Share: \$ 750,000 (Committed in FY23 Capital Budget)

FY2023 Federal Request: Federal authorization for the new start GI and \$1.5M Federal share.

FY2024 State Request: \$30,000,000 for construction.



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





2. Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center

Project Description & Benefit: The Pioneer Gateway Redevelopment project completes a comprehensive revitalization plan and initiates cleanup on a 4.3-acre Brownfield site located in the heart of Homer's commercial district at the corner of the Sterling Highway and Pioneer Avenue. This project would create an economically viable reuse program that can catalyze site cleanup and construction of a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development of Homer's central business district. 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.

The community has long prioritized re-developing the site to better serve recreation needs and as a welcoming gateway for visitors to Homer. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community's high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for safe walking/running, meeting and convention or events space, dedicated space for youth and emergency shelter as priority features.

Over the years, the City has performed a variety of structural and feasibility analyses, but contamination in the two former school buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The next steps to accomplishing the community goal of a new facility is twofold: finalizing design and site cleanup.

Plans & Progress: In 2018, a Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the current building. The retrofits needed to bring the building into modern code compliance exceeded the cost of new construction. In September 2021, City Council appropriated \$75,000 for professional services for public process, conceptual design and construction cost estimate for a new multi-use center, a big step towards refining the scope of the project and moving it forward. The next step is finalizing design, a feasibility study for ongoing operations and maintenance and a cleanup plan.

In spring of 2022, the City determined the smaller of the two former school buildings was unsafe for occupancy, and began planning demolition of that building. The City will proceed with demolition of the smaller building while planning for a new community facility.

Total Project Cost: \$15,795,666

FY24

Phase 1: Abate HazMat in both
HERC Buildings: \$ 176,377

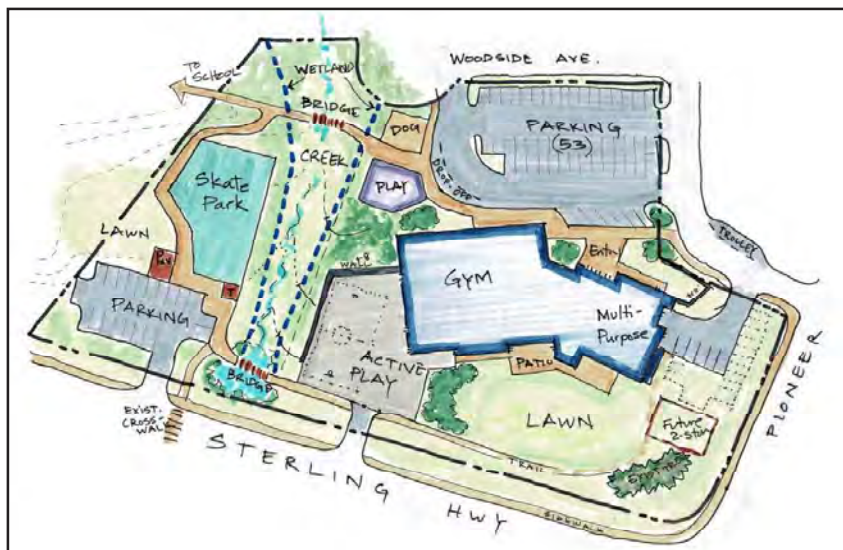
Phase 2: Demolish HERC2 \$ 78,094

Final Design &
Feasibility Study \$ 350,000

FY25

Phase 3: Demolish HERC1 \$ 191,195
Construction \$15,000,000

FY2024 State Request: \$15,000,000
(City of Homer Match: \$795,666)



Conceptual design for a new community recreation facility to revitalize a Brownsfields site at the gateway to Homer.



3. Slope Stability & Erosion Mitigation Program

Project Description & Benefit: One of the greatest risks to Homer’s natural and built environment is the stability of the steep slopes and coastal bluffs upon which much of Homer is built. These slopes are prone to sudden losses in stability, due in large part to the movement of water, whether it’s surface water that flows over the ground, storm water that falls from the sky or ground water that flows under the surface. When these waters combine, they saturate the soil, which makes the soil particles “slippery” and creates potential for slumping. The annual freeze-thaw cycle further exacerbates erosional loss.

Another major factor in Homer’s coastal erosion is an increase in impervious surfaces due to recent commercial and residential development booms. When stormwater quickly exits developed areas, discharge events downgradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

Homes and businesses in the area have been impacted; homes have slid down steep slopes, forcing residents to abandon their homes. Roads have failed, and with them water/sewer, electrical and natural gas distribution line infrastructure, requiring emergency repairs to restore access. This is a problem affecting both the City and the State of Alaska, as multiple state highways have been, and are continuing to be, adversely affected by slope instability – including the Sterling Highway, Homer’s only road connection to the rest of mainland Alaska; Kachemak Drive, a tsunami evacuation route and connector road for commuter, recreational and commercial traffic to Homer’s Port & Harbor facility on the Homer Spit; and the southern portion of Main Street.

The City has been researching how these waters collectively affect steep slopes and coastline erosion and developing mitigation measures. Conceptual plans for four specific projects have emerged from the research and together form a Green Infrastructure Storm Water Management System. They include the Kachemak Drive sponge, a green infrastructure project that protects private and public properties as well as Kachemak Drive. The Baycrest Storm Drain conveyance and treatment system protects the Sterling Highway and adjacent, downhill properties and also features a micro-hydro energy generating unit. The Main Street, South and Beluga Lake/Slough projects protect two state roads, manage stormwater from East End Road, a State roadway, and insure water quality for Beluga Slough and Lake, important habitat for waterfowl and shorebirds.

Each project will acquire existing peatland wetlands to serve as green infrastructure stormwater collection sites, which will simultaneously recharge the peat, protect the water quality of Kachemak Bay, conserve critical moose and waterfowl habitat, and protect valuable peatlands to mitigate coastal erosion for the long term in the face of short term development pressures. The project will also build LID a stormwater conveyance system in each area.

Plans & Progress:

The Program is being developed in Phases.

- Phase 1: Fieldwork - geological and hydrological testing to measure and document existing conditions: \$180,000
- Phase 2: Property Acquisition: \$2,500,000
- Phase 3: Design and final specifications: \$100,000
- Phase 4: Construction: \$2,110,000

Total Project Cost: \$4,850,000

Phase 1: \$180,000 (completed with City of Homer Funds)

FY2024 State Request, Phases 2-4: \$3,725,000

(City of Homer 25% Match: \$945,000)



The Slope Stability Program utilizes green infrastructure to mitigate property and infrastructure losses due to solifluction.



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

Project Description & Benefit: This project constructs 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 needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

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 six work sites with water, electrical pedestals, lighting, and security fencing and cameras. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer large vessels the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Completing repairs locally gives the marine trades sector greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense.

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



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

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 completed design and permitting utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.

Total Project Cost: \$5,297,626

2019: Phase 2 Engineering/Permitting/ Geotechnical/Design: \$297,626 (Design completed June 2020).

2025: Phase 3 Construction: \$5,000,000 (Project is shovel ready.)

FY2024 State Request for Phase 2: \$4,841,933 (City of Homer Match: \$158,067)



5. Homer Spit Coastal Erosion Mitigation

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (AK DOTPF) work cooperatively with the Army Corps of Engineers (USACE) and the City of Homer to design, permit and implement a long term erosion mitigation and maintenance plan to mitigate and stabilize erosion conditions on the Homer Spit. This project is needed to protect critical infrastructure on the Homer Spit.

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat.

While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT & PF armored the highway in two emergency projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

Erosional damage on the Spit, if left unchecked, will undermine the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway, and ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska. Many private businesses located on the Homer Spit depend on the Sterling Highway as their gateway to conduct business; the Sterling Highway also accesses the City of Homer Port and Harbor critical infrastructure that supports United State Coast Guard facilities, the Alaska Marine Highway system, regional commercial marine transportation, the commercial fishing industry and the marine trades. The road is also an essential tsunami evacuation route. A coordinated, long-term maintenance plan is needed.

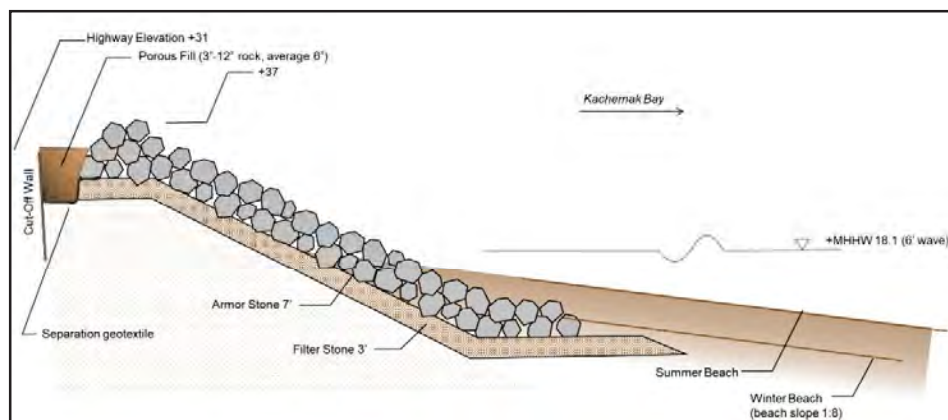
Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. More recently, in 2019, HDR analyzed environmental conditions and sediment transport and produced a Coastal Erosion Assessment of the Sterling Highway Termini on the Homer Spit which also considered concept alternatives (perched bench, groin field, offshore breakwater, sediment management and rock revetment) for improving resilience of existing roadway embankment. A rough order of magnitude for revetment is \$1.5 M per 100-foot station.

Due to the importance of access on Homer Spit, a traditional revetment was recommended; however it strongly encouraged coupling any rock project with a beach renourishment program and sediment management plan for long term viability of the Spit. Dredging operations for the construction of Homer's new large vessel harbor will provide sufficient material to renourish the beach.

The City requests that the USACE and State develop a final design and implementation plan.

Total Project Cost: \$18,000,000
Phase 1: Engineering & Design
\$ 3,000,000

Phase 2: Construction
\$15,000,000



Armor stone revetment schematic.



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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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 helped develop solutions and remedies which are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project would ideally be addressed in conjunction with local paving and asphalt repair projects in 2023-24 to take advantage of the paving equipment and contractors that will be mobilized locally.

Total Project Cost: \$400,000

Schedule: 2023-2024

Priority Level: 1

ADA Compliance Committee feedback:

Ask Jan what has been completed from project list; can she add some of the ADA paving projects in Transition Plan to PW small works paving program?



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 & Fishing Platform

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Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit is a man-made marine basin that the Alaska Department of Fish and Game annually stocks with king and silver salmon smolts to provide an easily accessible recreational sport fishing opportunity. This road accessible, shore based salmon fishing site attracts a wide array of sport anglers. When salmon return to the terminal fishery from May through September, over 250 anglers line the bank at any one time.

Due to its popularity, the City of Homer enlarged the lagoon to five acres (twice its original size) in 1994, and in 1999 added accessibility features (handicapped parking and a series of ramps and landings inside the fishing lagoon) to expand recreational sport fishing opportunities to anglers with mobility challenges. The City also maintains fish cleaning tables, restroom facilities, a small picnic area and adjacent campground to serve fishermen's needs.

The existing twenty-year old ADA platform is subject to damage from tidal action, gravel build-up and ice scouring. Over the years, despite annual maintenance, it has succumbed to these forces and no longer serves its purpose of providing ADA access to the fishing waters. Parts of it have detached from the main body and are a safety hazard. A new access ramp and fishing platform, designed and located to resist these forces, is needed to restore accessibility to the Fishing Lagoon, improve the fishing experience, and if possible, reduce maintenance.

Plans & Progress: The City has been working in concert with Alaska Department of Fish and Game to design and seek funding to replace the ramp. In 2022, the City and State prepared conceptual design options for consideration. Initially, the preferred option is for floating access (similar to a dock) that provides over-water fishing opportunities. The floats will allow the dock to move up and down during tidal swings to provide ADA access to fishing for the entire tidal fluctuation. A gangway to the dock would be affixed to a fixed pier above the highwater level. The floating portion of the dock and the gangway should be designed to be removable to avoid seasonal ice damage and to perform maintenance as necessary.

Total Project Cost: \$ 770,000

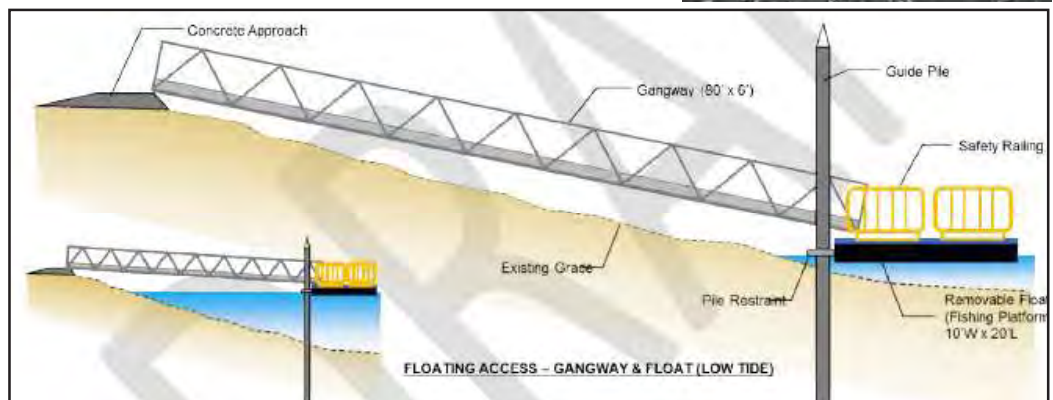
Concept Design \$ 30,000 (Completed 2022;
City of Homer funds)

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2023/Construction 2024

Priority Level: 1



A concept design of a removable gangway and floating fishing platform to restore ADA angle access to the Nick Dudiak Fishing Lagoon.



Staff recommends removing this from the CIP as City Public Works staff has been correcting these issues over time and many are completed.
Public Restroom Accessibility Barrier Removal
The ADA Committee requests annual updates from Public Works on items completed in the ADA Transition Plan.

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. 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:

- relocating 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, and;
- removing obstacles to clear floor space for wheelchair maneuverability.

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 will proceed in phases to remove accessibility barriers in existing City restrooms, bringing them into ADA compliance.

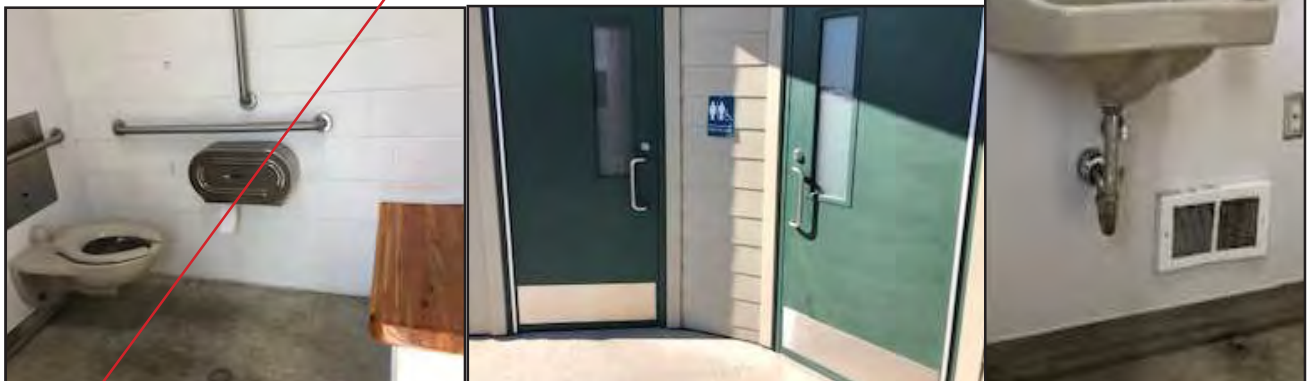
Total Project Cost: \$75,000

Airport Restroom & Water Fountain \$14,400 (funded in FY22 with City of Homer Capital Funds)

Schedule:

2024 Continuation of barrier removal in existing bathrooms \$60,600

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

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, 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: City staff assisted the ADA Compliance Committee during the self-evaluation process and together developed solutions and remedies that were included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project is expected to proceed incrementally. In 2021, accessible vehicle and van parking spaces were paved at Harbor Ramps 3, 4 and 5, and at public restrooms and compliant signage and pavement markings were completed.

Total Project Cost: \$385,600

Phase 1: Harbor Accessible Parking, completed \$49,100

Schedule:

2024: Facility Parking Lot Cross Slopes & Signage \$336,500

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.



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
- 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: 2021-22

Priority Level: 1

Staff & ADA Committee recommend moving this project to the 'Completed' list. The transition Plan for parks, play areas and campgrounds was done in-house and is close to complete. When complete it will be transmitted to Public Works for cost estimating.

Due to the number parks, playgrounds and campgrounds in the City, the ADA Committee determined that it would be a better use of time and efforts to perform a separate transition plan for city trails after the Parks, Playgrounds and Campgrounds transition plan is complete.



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



Parks, Art, Recreation & Culture

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Bayview Park Restoration

Project Description & Benefit: Bayview Park is a neighborhood park at the top of Main Street. This project seeks to improve accessibility and safety of the Park and its playground elements so that the park is more user-friendly for preschool age children and for children with disabilities or mobility issues.

In 2011, volunteers with Homer's Early Childhood Coalition adopted Bayview Park and coordinated with Corvus Design to create a park master plan. While some elements of the plan have been implemented, much more work needs to be done to transform the park into a fun, safe and accessible destination for young families. Project goals include:

- Replacing the existing high-maintenance, and rickety white picket fence with with a wood frame-chain link fence to improve the stability and durability of the fence. The fence also provides a level of safety for young children around the busy roads and deep water-filled ditches surrounding the park.

- Procuring and installing inclusive playground equipment and safety surfacing to reduce risk of injuriesnew playground equipment to ADA standards, and extending ADA trail to the new elements.

Plans & Progress: . In 2022, the City will be installing an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The design replaces the existing open ditch on the east side of Bayview Park with a closed storm drain system and creates accessible parking and access to that side of the park. The Kachemak Bay Rotary Club committed \$10,000 in 2022 to help procure new playground quipment, which the City plans to install with the help of community volunteers.

Total Project Cost: \$190,000

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 Campground Renovations

Project Description and Benefit: The Mariner Park and Fishing Hole campgrounds are situated on the Homer Spit. Their waterfront locations and close proximity to recreational activities and visitor support services make the campgrounds very popular with both Alaskans and out-of-state visitors. City campgrounds are heavily used in the summer and shoulder seasons, hosting over roughly 20,000 campers annually and generating up to \$200,000 in revenue through camping fees.

The campgrounds are primitive. Campers use porta potties and have no means of hand washing. Campsites are potholed, poorly marked and without tent pads. Many lack picnic tables and fire rings.

This renovation project greatly improves the camping experience and makes it easier to maintain the campgrounds to a higher standard of cleanliness and safety. Renovations include installing hand wash stations, grading campgrounds, delineating and labeling campsites, developing tent pads in tent camping areas and installing picnic tables and fire rings at sites that currently lack these basic amenities.

Completing these renovations bring the campgrounds to a minimum standard to keep them healthy, attractive and competitive. Visitors have a choice of where to stay on the Kenai Peninsula. We anticipate these upgrades will attract new visitors and motivate existing visitors to extend their stays or come back. Summer and shoulder season visitors contribute significantly to Homer's overall economy through their patronage of local businesses throughout their stay.

Plans and Progress: This project is 80% shovel ready.

Staff recommends adding elements from Mariner Park Improvements project in the long range section.

Total Project Cost: \$90,000

Mariner Park Campground	\$45,000
Fishing Hole Campground	\$45,000

Schedule: 2023-2024

Priority Level: 1



Mariner Campground at the base of the Homer Spit.



Homer Spit Trailhead Restroom

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

Total Project Cost: \$400,000

Schedule: 2025

Priority Level: 2



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 founded in 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. Phase 3 will provide potable water (water main extension) and construct a plumbed restroom.

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. In 2022, the City will install a bike path connecting Jack Gist Park to two new nearby residential developments and to East End Road.

Phase 2 Project Cost: \$60,000

Schedule: 2024-2025

Priority Level: 2



One of the softball fields at Jack Gist Park.



Karen Hornaday Park Improvements

Project Description & Benefit: Karen Hornaday Park is Homer's largest, most diverse public recreation space. At 40 acres in size, it offers a wide variety of activities, including camping, ballfields, playgrounds and two public pavilions with picnic facilities, barbecue grills and campfire circles. For those looking to relax, the park offers benches to view Kachemak Bay and the surrounding mountains and glaciers, as well as access to a more intimate, natural area along Woodard Creek on the park's eastern boundary. The park hosts an estimated 100,000 user days each year. This includes 18,000 campers, 2,000 Little League participants and spectators, plus general use park visitors and attendees of approximately 1,000 small gatherings and large events reserved in the park annually such as the Scottish Highland Games festival and concerts.

The Karen Hornaday Park Master Plan, first approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. While several aspects of the plan have been accomplished, two major projects are still outstanding: safe and accessible park entry for vehicles and pedestrians and an accessible public restroom facility. This project accomplishes Design B-2 from the Park's Master Plan to provide accessible and safe entry to the park for both cars and pedestrians and constructs an ADA accessible public restroom. The design, shown below, realigns the park entrance road eastward and provides all parking on the west side of the road to prevent people from having to cross road traffic to access the park. It also provides an adjacent accessible pedestrian entry path, which the park currently lacks.

The plan also constructs a new ADA accessible public restroom facility. At present, the park only offers portable toilets; the former restroom facility was demolished in 2020 due to safety concerns. Over the years the physical structure had deteriorated and its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The portable toilets currently provided are inadequate to support the needs of the many visitors and groups who utilize this public recreation space.

This project significantly improves safety for pedestrians and accommodates a variety of park users with varying abilities, facilitating access to the park and ensuring inclusive recreational opportunities for all to enjoy.

Plans & Progress: Phase 1 of park improvements (including ballfields, drainage, a new playground) were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011 and community grassroots efforts of HoPP. A Land and Water Conservation Fund (LWCF) grant in 2103 completed campground improvements and developed a new day use area between the two ball fields. Significant volunteer efforts and HART Program funding in 2017 constructed two new footpaths providing pedestrian access to the park along Fairview Avenue on the southern border of the park and from Danview Avenue. Neither of these trails are ADA accessible and they do not address safety issues of children running across the road from the parking lot to access the park.

In 2021, a field survey confirmed that Concept Design B-2 could be accommodated over the existing conditions. A design and cost estimate for the accessible pedestrian entry trail have also been completed.

Total Project Cost: \$784,500

Pedestrian Trail: \$164,500 (FY22 Rec Trails Program grant received)

Road Realignment: \$120,000 (City of Homer FY22 Capital funds)

Parking Area: \$75,000

Restroom Utilities & Construction: \$425,0000

Schedule: 2023 -2025

Priority Level: 1



Concept Design B-2 from the Karen Hornaday Park Master Plan



Port and Harbor

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Deep Water/Cruise Ship Dock Expansion, Phase 1

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

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

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

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

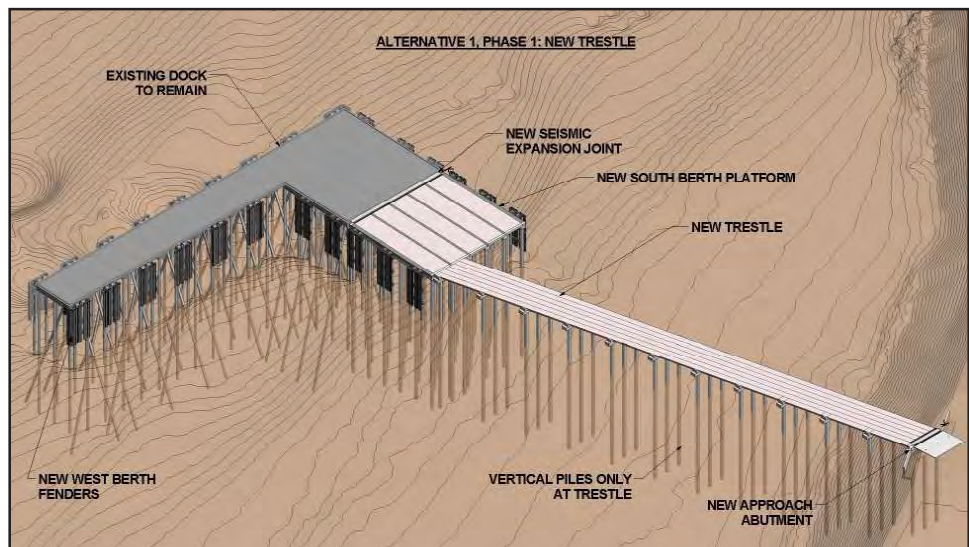
Total Project Cost: \$35,000,000

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

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion proposed design.



Harbor Ramp 8 Public Restroom

FY 2024 - DRAFT Document

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

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

Total Project Cost: \$400,000

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

This project received FY23 AK Municipal Harbor Grant funding and has been moved to the completed project list.

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 pilings. 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.

A cost estimate to protect the remaining pilings was completed in 2021. Another \$200,000 in reserve funds was requested in the FY21 budget as 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:	\$1,080,800
Cathodic Protection 2018: (139 pilings completed with City of Homer Port & Harbor Reserve funds)	\$200,000
Cathodic Protection 2021 (protect remaining pilings)	\$200,000
Project funding needed:	\$680,000

Schedule: 2023

Priority Level: 1



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.



Homer Harbor Security Cameras: Ramp 1-5 Access Points

FY 2024 - DRAFT Document

Project Description and Benefit: This project will expand and enhance coverage capabilities of Homer Harbor's current security camera system. The Port and Harbor Advisory Commission and staff have a long term goal of installing cameras on the west side of the basin at the access points to Ramp 1 through Ramp 5. Expanding the current camera system allows harbor officers to keep a monitored eye on these heavily trafficked areas.

Over the years, security cameras have come to play an ever increasing role in assisting staff to monitor harbor and vessel security because of the advantages they provide. Cameras allow harbor officers to monitor situations while completing other tasks the field or while on the radio helping other customers. Quick review of a recorded incident will also help an officer verify vessel status while not having to actually dedicate time to watching and waiting on scene. Cameras also provided an element of safety by allowing responding officers to view a situation before arrival; they can also be used to assist in monitoring evacuations from the Spit in the case of a tsunami or other natural disaster without putting officers in harms way.

Plans & Progress: City Council approved a capital budget request of \$20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget. Once the design is completed, an accurate cost estimate will be available for installation and implementation of this important security systems upgrade.

Total Project Cost: \$120,000 (estimated)

System Design: \$20,000

Equipment Purchase and Installation: \$100,000 (TBD after system design)

Schedule: 2022-2023

Priority Level: 1



Security cameras, pictured here, center, allow harbor officers to gain situational awareness before responding to an event, to verify details of recorded events and monitor progress of evacuations or check on inundation during tsunami events.



Ice Plant Upgrade (Project Update Pending)

FY 2024 - DRAFT Document

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

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

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 consisted of contracting with Coffman Engineering from Anchorage to assess Homer's Ice Plant and provide a list of 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. Two recommendations from the study to optimize energy savings comprise Phase 2 and Phase 3 of the project: upgrading the evaporator fans and condensers with variable frequency drives.

Total Project Cost:

Phase 1: \$40,000 (Design and engineering study)

Phase 2: ?? (Evaporator fan upgrades)

Phase 3: ?? (Condenser upgrades)

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2022: Phase 2

Priority: 1



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



City of Homer Capital Improvement Plan • 2023-2028

Large Vessel Sling Lift, Phase 1

Staff recommend removing this project from the CIP as a large vessel lift will be considered in the design of the new Large Vessel Harbor Expansion project.

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.

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include 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.

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 consider location 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. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

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

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

Schedule: 2025

Priority Level: 3



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

FY 2024 - DRAFT Document



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: 2025

Pending Port & Harbor approval, staff recommend removing this project until there's a plan for a transformative element and cost estimates.



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.



Steel Grid Repair

Project Description and Benefit: The Steel Grid is a series of benches (steel 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 Steel 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 Steel Grid was originally built 42 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders have kept this grid patched up and going for a good long while, but we’re now at a point when we need a larger project replacement. More may be revealed after an engineering inspection during Phase 1, but as of now, staff believe that the piers and wooden fenders are still serviceable. It is anticipated that only the grid itself would 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 or repair.

Total Project Cost:

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

Phase 2: Construction: (TBD after engineering and design phase.)

Schedule: 2024

Priority Level: 2



A marine vessel utilizing Homer Harbor’s steel grid for repairs.



System 4 Vessel Mooring Float System

Project Update Pending -- condition report and updated cost estimates expected by August 22.

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 replaces CC, DD, EE and GG floats and the remainder of AAA that wasn't upgraded in 2014. We also plan to extend AAA towards the LL ramp so that we can open up the fairways between the floats to give the vessels a little more room to navigate between the float systems.

Total Project Cost: \$5,600,000

Schedule:

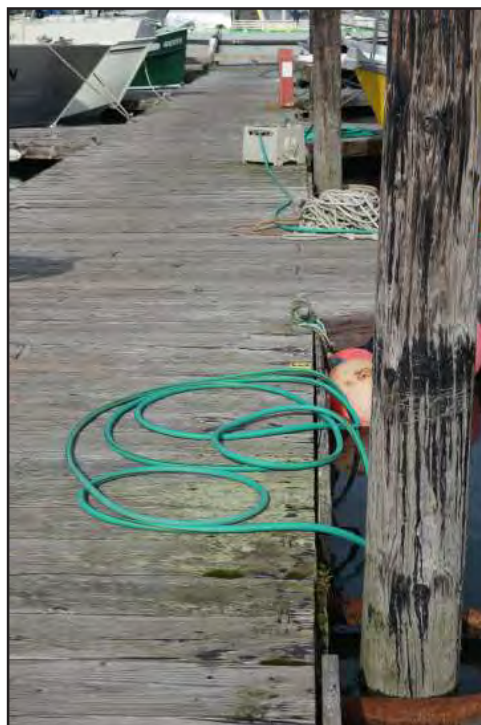
2022 Design: \$600,000

2023-2026 Construction: \$5,000,000

Priority Level: 3



System 4 floats to be replaced.



Detail of aging Float DD.

FY 2024 - DRAFT Document



Wood Grid Repair

FY 2024 - 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 50 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 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: 2022

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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- **Fire Department Fleet Managment33**
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FY 2024 - DRAFT Document



City of Homer Radio Communication System Upgrades

Project Update Pending -- will either be moved to completed, or updated to reflect PW comms needs and any new FCC/ALMR requirements.

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 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, all Police, Fire and Port & Harbor 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 handheld & mobile radios	\$ 118,983 (completed)
Port & Harbor radios and repeater:	\$ 171,174 (completed)
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

Schedule: 2019-2024

Priority: 1



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



Fire Department Fleet Management

Project update will include addition of quint-ladder truck.

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:

Brush-1. Brush-1 is HVFD's single front-line wildland firefighting apparatus. It is a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit and is 16 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-1 is overloaded when carrying 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. Replacing Brush-1 with a quick attack pumper truck will allow access to areas that will not support the weight or dimensions of larger fire trucks and can be used as a backup brush unit. \$185,000

Engine-4, at over 30-years old has well exceeded its functional lifespan and lacks modern safety and capability features that cause concern for operational ability and the safety of our first responders and the public. \$785,000

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. Brush-1 and Engine-4 are the highest priority.

Total Project Cost: \$970,000

Schedule: 2023-2025

Priority Level: 1



HVFD's Brush-1 is a converted 1990 Ford truck which is NFPA non-complaint and has aged out of its functional life by 16 years.



Fire Hall Expansion, Phase 1

FY 2024 - DRAFT Document

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 called for co-locating 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 plans for the Fire Department.

In 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, but nothing was done to address inadequate facility space.

The current fire station was built in the early 1980's. It has five bays to hold four fire trucks and two ambulances. The bays are double-stacked with barely with enough room for a person to move between the trucks, much less accommodate new, modern fire apparatus which are longer and wider than the vehicles the bays were designed for. Storage, training, parking and apron space are also very limited. 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.

This project resumes the planning/conceptual design process for an adequate fire station facility that meets the community's current need for well-prepared, safe, and timely emergency response. It (1) updates the needs assessment to reflect current departmental conditions and needs for a stand-alone Fire Station facility; (2) conducts site feasibility analysis, including the potential to incorporate the former Police Station property into a design at the current site, either through expansion or rebuilding; and (3) conceptual designs and cost estimates.

Plans & Progress: This project can progress in phases. Phase 1 is pre-development work.

Total Project Cost: \$20,000,000

Design: \$1,500,000

Construction: \$18,500,000

Schedule: 2023

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

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- **Water Storage/Distribution Improvements.....39**

FY 2024 - DRAFT Document



Ben Walters Lane Sidewalk Facility

Project Description and Benefit: This project will provide approximately 6,150 feet of ADA-compliant sidewalk, curb and gutter on Ben Walters Lane from Lake Street to East End Road. The need for a sidewalk on Ben Walters Lane was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan and has been included in the 2021 update. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

Ben Walters Lane is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to two of Homer's main thoroughfares: East End Road and Lake Street. Ben Walters Lane supports both residential and commercial traffic. For example, the street is home to many single family residences, some multi-family residences, two City parks, multiple businesses and health care facilities. Further, Ben Walters provides access to two schools located on East End Road and numerous businesses located on Lake Street.

Ben Walters traffic is not just leisure neighborhood traffic; motorists travel Ben Walters at times to bypass the East End Road and Lake Street intersection, hoping to move more quickly to the Sterling Highway, and on their way to and from work places located on Ben Walters Lane. Because Ben Walters Lane has no sidewalks, pedestrians travel along the side of the road, which is hazardous. The road is narrow and side drainage ditches are deep and often flowing with water.

A sidewalk facility will create a safe environment for pedestrians as well as young children biking to school and will fill a missing gap in connectivity between East Road and lower Lake Street sidewalks and connect to the East End Road bicycle and pedestrian path.

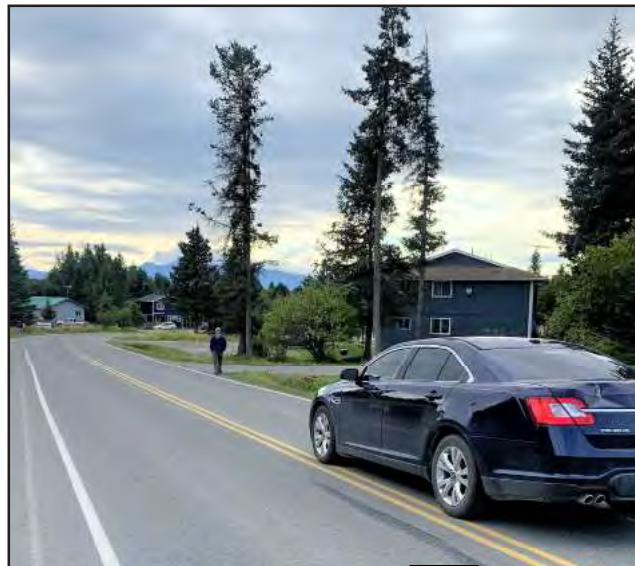
Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate for the project has been developed.

Total Project Cost: \$1,773,436

Design & Survey: \$ 73,436 (City of Homer FY22 Capital funding)

Schedule: 2023

Priority Level: 1





New Public Works Facility

Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. The current mechanic shops are too small to accommodate the city's large equipment and are out of space to house any new machinery. Due to lack of space the building maintenance shop was relocated to a derelict building offsite will soon need a new location. Additionally, Homer's new Tsunami Inundation Map shows the potential for a 30' high wave moving through the Public Works complex. Public Works and associated heavy equipment are critical infrastructure for response and recovery activities before, during and after a disaster.

To help evaluate the risks to Public Works of personal injury and property damage from a tsunami and recommend possible mitigation options, Homer City Council appointed a Public Works Campus Task Force in 2020. The Task Force confirmed risks to the public works campus and additionally identified that the facility is suffering from obsolescence due to growth and technological changes over time. After evaluating different mitigation strategies (including creating tsunami resistant seawalls or perimeter mounds and constructing tsunami resistant buildings in same location), the Task Force advised relocating the mission critical portions of the Public Works campus (administration, building maintenance, City fueling station, rolling stock, piping, culverts, mechanics shop, motor pool shop and other essential equipment and materials) to a new location to mitigate loss and damage during a tsunami event and to provide for long-term sustainability.

Based on a needs assessment, the new facility would require a 4.6 acre site. Ideally, the site would be located 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 followed by full design and construction. The proposed timeframe is to purchase property in 2023; design the facility in 2023-24; begin construction in 2025, with a new facility ready for occupancy in 2026. Availability of funding would change these time periods.

Total Project Cost: \$12,027,750

Schedule:

2023: Property Acquisition \$1,150,000

2023-2024: Facility Design \$ 828,500

2025-26: Construction \$9,949,250

Priority Level: 1



City of Homer existing Public Works facility.

FY 2024 - DRAFT Document



Raw Water Transmission Main Replacement

FY 2024 - DRAFT Document

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. **In 2022, the City responded to FEMA's request for information and the project is likely to move forward to grant award by the end of 2022.** In FY20 and FY21 Homer City Council approved a total of \$247,585 for design of the raw water main transmission project

Total Project Cost: \$2,179,445

Design: \$ 235,385 (Completed with City of Homer FY20 & FY21 Capital funding)

Construction: \$1,944,060

Schedule: 2023

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.

The project also builds drinking water resilience. The storage tank on the water supply system's west trunk will alleviate a drinking water storage deficiency. Current storage capacity gives Homer only a two-day supply of stored drinking water, making us vulnerable to critical water shortages. A 500-foot trunk line from the new tank will provide domestic water and firefighting capabilities to an unserved area in the city, and the pressure-reducing vault on this line will add system resiliency. The pressure-reducing vault will interconnect the two lines, allowing either trunk to distribute water to the other in the event one is damaged or out-of-service.

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 stations 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 in City of Homer funds and benefitted property owner's assessments. Portions of Phase 2 construction work were completed in 2019 using ADEC grant monies and City of Homer water reserve account funds. Another portion of the new water transmission line referenced in Phase 2 will be installed as part of the Tasmania Court Water Special Assessment District in 2023-24, using funds from the ADEC/EPQ Drinking Water Fund as a loan and a partial Principal Forgiveness Subsidy. 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

2023-2024 Phase 2 Construction: \$1,600,000

2024 Phase 3 Construction: \$5,974,000

Priority Level: 1

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State Projects

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

Transportation projects within City limits:

- Baycrest Overlook Gateway Improvements, Phase 3 .. 41
- East Hill Road Bike Lane 42
- ~~Homer Intersection Improvements..... 43~~
- Kachemak Drive Rehabilitation/Pathway 44
- Main Street Reconstruction..... 45
- ~~Sterling Highway Milepost 172:
— Drainage Improvements 46~~
- West Hill Road Bike Lane..... 47

Transportation projects outside City limits:

- ~~Sterling Highway Reconstruction;
— Anchor Point to Baycrest Hill..... 48~~



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 entailed 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 accessibility barriers cited in the ADA Transition plan.





East Hill Road Bike Lane

Project Description and Benefit: This project would create a bike lane, in conjunction with an Alaska Department of Transportation project to repave East Hill Road.

The need for a non-motorized transportation element on East End Road was identified in the 2021 Updated to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. The AK Department of Transportation is planning to repave East Hill Road. It should be feasible to add an adjacent bike path to this project.

Plans & Progress: The subject project is conceived as one lane for non-motorized traffic on one side of East Hill Road as far off the traveled way as the existing right-of-way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.





Homer Intersection Improvements

Staff recommends removing this project and proposing new one after Transportation Planning..

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. DOT/PF have improved some of the intersections; the two remaining include Sterling Highway at Pioneer Avenue and Sterling Highway at Heath Street.

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. 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: 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.

During the 2020 Pioneer Avenue Pavement Preservation Project, all curb ramps were updated to current ADA requirements, crosswalk markings that were agreed to between DOT&PF and the City (at Bartlett, Main, Svedlund, Kachemak, and Heath) were replaced with grooved-in thermoplastic; the crosswalk at Svedlund was relocated to make pedestrians more visible to drivers; the crosswalk at Main Street was relocated to align with the path on the south side; and portions of the existing pathway which had significant cracking, making them difficult for wheelchairs to use, were replaced.

DOT/PF completed design work for Lake Street Rehabilitation in 2020. While the design does not include a pedestrian crosswalk at Grubstake, it does include curb ramps, warning signs, and electric conduits for a potential crosswalk system in a future project.

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Kachemak Drive Non-Motorized Pathway

FY 2024 - DRAFT Document

Project Description & Benefit: This project constructs a separated non-motorized pathway along Kachemak Drive from East End Road to Ocean Drive. Kachemak Drive, a State-owned/operated road in the City of Homer, is a primary east-west transportation corridor. It is a 35-miles per hour, narrow, widening road with essentially no shoulders, only side-slopes and drainage ditches along most of its length.

It provides access to a state airport with general aviation businesses, light industrial businesses, private residents and it connects the Homer Spit to several marine storage and repair businesses, most notably Northern Enterprises, the largest industrial marine storage, repair and boat launch complex on the southern Kenai Peninsula. As a major truck route and commuter route for residents in Kachemak City and other communities further out East End Road, traffic is often heavy, with over 1,500 vehicles daily. Kachemak Drive is also a tsunami evacuation route and is the only alternate route connecting Homer to East End Road should emergencies close the primary west to east Pioneer Avenue route.

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced 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 condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike. The project, if coupled with the Green Infrastructure Erosion Mitigation project will aid in road longevity by mitigating significant frost heaving caused by ground water.

Plans & Progress: The City has long identified this route as a high priority safety issue. In 2012, the City invested \$20,000 to develop a conceptual design for the first half-mile of a Kachemak Drive Path, from the intersection of Kachemak Drive and Ocean Drive to a parking area at the crest of a hill on Kachemak Drive. This work resulted in a recommended trail cross-section for an 8-foot wide path to be built on the south side of Kachemak Drive.

When Alaska DOT/PF began scoping a "1R" road project for Kachemak Drive, Homer City Council passed Resolution 21-065 requesting that DOT include accommodations for non-motorized users in the 1R project plan and evaluate a future project to create safe and sustainable pedestrian amenities along Kachemak Drive. The AK DOT/PF Preconstruction Manual states, "Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians."

The City proposes to partner with the State to accomplish this goal.

Estimated Project Cost: \$4,500,000

Schedule: 2024-2028



Bicyclists riding in the right-of-way after turning onto Kachemak Drive from the Homer Spit bicycle path..



Main Street Sidewalk Facility: Pioneer Avenue South to Ohlson Lane

Project Description & Benefit: This project will provide curb and gutter, sidewalks and storm drainage for the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It also supports residential traffic as the street is home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

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 city-owned 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. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.1M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF 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 then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

The City strongly supports development of a continuous pedestrian facility along the whole of Main Street, leveraging its funding to help secure State funding for the construction of an ADA accessible sidewalk located within the vehicular right-of-way on the west side of Main Street from Pioneer Avenue to its southern terminus. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

The City has already commissioned the design and survey of the corridor and is seeking to partner with AK DOT&PF for construction funding.



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

Staff recommends removing this project from the CIP. Addressed in Slope Stability Program in Legislative Priorities section.

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.



West Hill Road Bike Lane

Project Description and Benefit: This project creates a bike lane on West Hill Road.

West Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan. An engineer's conceptual cost estimate of \$2,300,000 for the project has been developed by the City of Homer.





Sterling Highway Reconstruction Anchor Point to Baycrest Hill

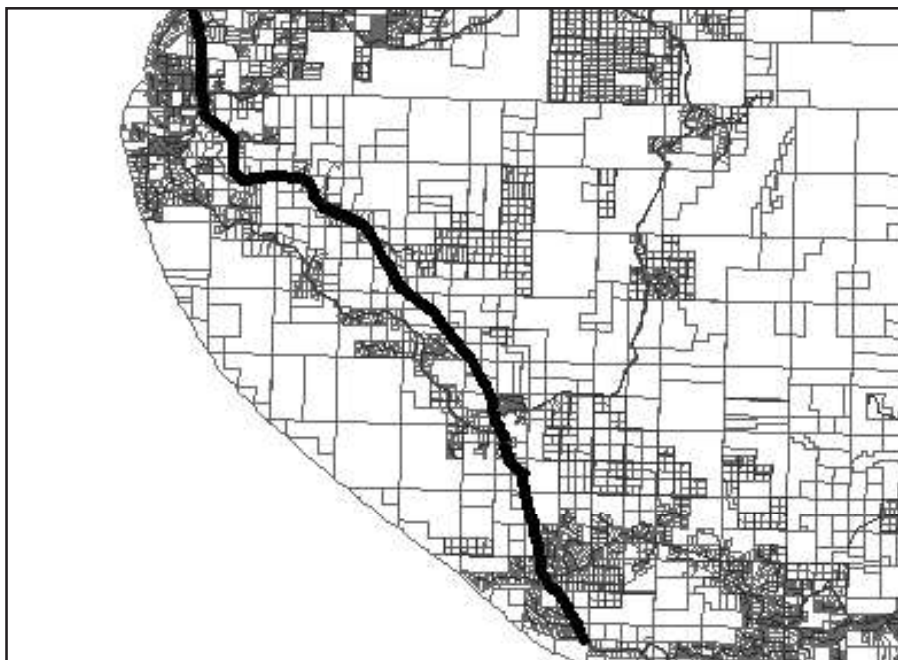
Staff recommends removing this project from the CIP. Project in STIP and planned for implementation..

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. \$1.7 million dollars was in the FY19 budget for Right of Way funding. DOT&PF's Statewide Transportation Improvement Plan indicates the project may go to construction phase in 2023. \$80.8 is currently budgeted..



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

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Projects Submitted by Other Organizations

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

- **Beluga Slough Trail Extension 50**
- **Homer Hockey Association:
Kevin Bell Ice Arena Acquisition..... 51**
- **Homer Senior Citizens Inc.:
Alzheimer's Unit 52**
- **Kachemak Shellfish Growers Association:
Kachemak Shellfish Hatchery 53**
- **Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades 54**
- **South Peninsula Behavioral Health Services
The Annex Upgrade 55**
- **SPARC: Flooring Replacement 56**

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Beluga Slough Trail Extension

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

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

The proposed trail (see map below) would be on City of Homer property. Owners of the new Aspen Suites Hotel, which opened in May 2019, anticipate re-platting their private parcel and donating the lower portion to the city (indicated by yellow star). Planning for the project and discussions with the private landowner is under way. Construction of Phase 1 is anticipated to start in fall of 2021.

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. KBA is home ice for the Mariner-High School Co-Op Team with includes players from all of the secondary schools on the southern Kenai Peninsula.

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 and allow for major building maintenance. 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: \$1, 954,300



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



Homer Senior Citizens Inc. Alzheimer's Unit

FY 2024 - 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 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. Most of our seniors have families remaining in the Homer community.

To maintain the health of a senior, a full continuum of care is required. Maintaining physical, mental, and social capacity supports the dignity of our most vulnerable adults. HSC Alzheimer's Unit has been a strategic priority for the Board of Directors to keep our seniors' home in the community. We will not need a certificate of need for this project.

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

We will be holding many fundraising events to secure the match for foundation grants. We have identified three foundations which funds for this type of project are acceptable. One of the priorities for scoring of the grants is Capital Improvement Plan designation.

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 stage 2 has been completed); and fees for contracted space for equipment and pool.

Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

We have been activity fundraising for the Unit for the past five years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated total of \$99,550 in fundraising for this valuable project.

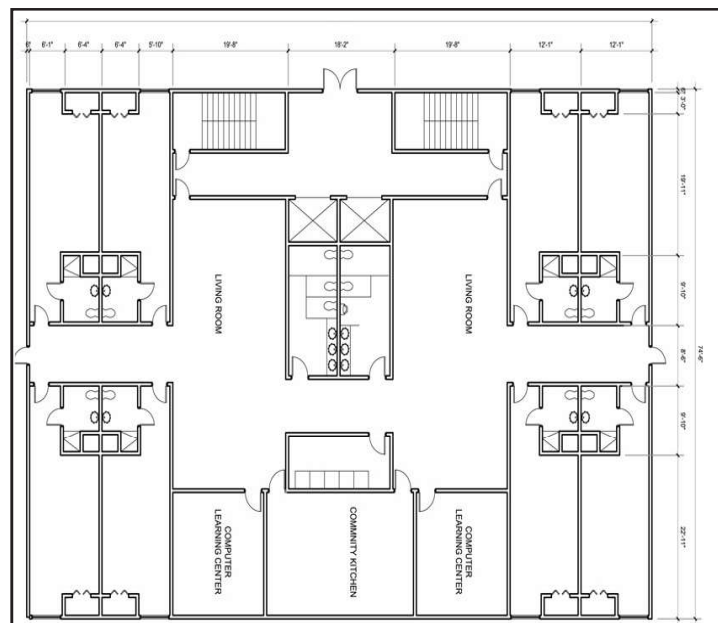
Due to COVID-19, we postponed plans with our architect to design the facility. We will begin discussions with the architect again this fall.

Total Project Cost: \$3,000,000

Funding Received as of date: \$99,950



Example of a HydroWorx Therapy Pool Room .





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 eight 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.

KSGC farms have been recently impacted by oyster seed shortages affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers decided to be in charge of their own seed production. Therefore the farmers 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 fulfil 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 continues to pursue grant funds to assist with the construction phase. Should funds be secured from other sources, 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 just off Ohlson Mountain Road 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 of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

This project improves the skier access to and experience on the slopes, making it more welcoming for youngsters and newcomers. It relocates and refurbishes the hill's aging electric bullwheel at the top of the slopes and grades the upper towpath to lower the rope's haul angle to diminish the physical strain on skiers riding to the top of the hill. It also allows purchase of a portable rope tow device that can be positioned on the lower, more gently sloping part of the hill to increase the number of skiers who can be accommodated on busy days and improve access and skill development for new riders. It will also be used for snowsport instructional classes and special events, leaving the main rope tow open for other riders.

To augment natural features and offer entertaining challenges for more advanced skiers and snowboarders the project seeks to acquire terrain park features.

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, Kachemak Ski Club is developing a shared parking area with Homer's Snowmade snow machine organization, directly across Ohlson Mountain Road from the Section Line entrance point. This new parking area will minimize the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that now occurs during crowded weekends. While alternative grant funds will be pursued to fund the majority of the parking areas construction, it is anticipated that additional funds will be needed to complete the project: new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

Relocation of Bull Wheel & Slope Grading: \$40,000

Equipment (auxiliary rope tow & terrain park features): \$35,000

Parking/access improvements: \$15,000



Youth enjoying Homer's own downhill ski area.



SPBHS recommends removing this project from the CIP due to shifting budget priorities..

SPBHS: 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 including 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 to improve the foundation and address structural issues. This also included clearing space next to the building and addressing drainage issues created by neighboring properties. SPBHS 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 three-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 three-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.

In March of 2020, all agency-wide facilities updates were put on hold. During the past year as agency, client, and community changes have informed the way we do business, we are reviewing how those changes (telecommuting, telemedicine, etc.) impact our services. To this end, we anticipate that the updating of our Hillfair property will continue, albeit with different end goals that have not been detailed at this point. During the summer of 2021, the SPBHS is undertaking a new strategic planning session. This will inform the direction of the renovations/updates/improvements to the Hillfair Property.

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.



SPARC: Flooring Replacement

Project Description and Benefit: South Peninsula Athletic and Recreational Committee owns and manages the SPARC building on land abutting the Homer Middle School campus, leased for \$1/year from the Kenai Peninsula Borough, per a 20 year lease. This facility is a non-governmental recreational facility available for community use on a daily basis. A wide variety of activities occur there including pickleball, walking, soccer, roller-skating, and basketball. It also hosts large community events such as performances, celebrations of life, youth dances, and even a recent car/motorcycle show with food trucks and a vendor fair.

The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive first floor, which was already well used when installed in 2017. The first step in replacing the floor will be the installation of a concrete slab to support whatever new flooring is selected. Currently the building has a layer of sand below the floor. The sand will be utilized for the base of the concrete for any replacement floor.

Plans & Progress: Since 2017, SPARC has been setting aside funds in a capital account to be applied to the costs of a floor upgrade. Currently the account is funded at \$45,000. In 2020, SPARC formed a Flooring Committee which was tasked with selecting the specific flooring by winter of 2021. The Flooring Committee was composed of representatives of various sports to provide input on the design and choice of flooring. The SPARC Board of Directors and committee members consulted with Alaskan Industries, Inc., an Alaskan firm that has installed dozens of gym floors around the state. Based on consultations with this firm, including a site visit from their founder, the SPARC chose a “Mondo Advanced” Flooring package, which meets all our unique uses and circumstances. A Letter of Interest to the Murdock Charitable Trust requesting funding for half the cost in the winter of 2021 resulted in an invitation to submit a full application for project funding. The application is pending.

Total Project Cost: \$478,681

Preconstruction and Administration: \$155,917

Construction: \$322,764



Flooring inside SPARC.



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 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

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

Parks And Recreation

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

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Capital Improvement Long-Range Projects

Staff recommends removing this project as it is not in the Non-Motorized Transportation & Trails Plan 2022 Supplement and proposing new projects that align with the plans priorities: areas affected by recent or proposed developments and routes that improve the function of existing routes by providing connectivity or accessibility.

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 and 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 Homer 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.

Mariner Park Improvements: This project makes significant improvements to Mariner Park as called for in the park's Master Plan: construct a bike trail from the "Lighthouse Village" area 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.)

Cost: \$500,000
Staff recommends combining realistic elements of this improvement with the Mariner Park campground improvement project in mid range section and deleting this project.

Utilities

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and constructed of 10-inch cast iron pipe. 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 and safety needs, and protecting economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: \$400,000
Staff recommends deleting this project and creating a new project to address the Spit's long range water supply needs and the potential for a new large vessel harbor.



Capital Improvement Long-Range Projects

Bridge Creek Watershed Acquisition: Bridge Creek Reservoir is Homer's sole water source; land in this area owned by the City is protected by a watershed protection district. The City seeks to acquire additional land for the district to protect the watershed from development that could threaten the water supply, and to ensure the availability of land for future water supply. Conservation easements may also be utilized to restrict development that is incompatible with clean water.

Cost: \$1,000,000

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 has reduced surface water availability. These factors demonstrate 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

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water 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 **Staff recommends moving to mid range and connecting it to other resiliency/
Construction—\$4.5 M
life/safety water system improvement projects.**

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It 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 vehicles to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, Homer is seeing increased 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
2023-2028 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2024 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 23, 2022
Solicit new/revised project information from City Departments, local agencies and non-profits	May 24, 2022
Input for New Draft Requested By	June 30, 2022
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	August 3
Park, Arts, Recreation and Culture Advisory Commission	August 18
Port and Harbor Advisory Commission	August 24
Economic Development Advisory Commission	August 23
ADA Committee	August 15
Administrative Review and Compilation	August 29 - September 6
City Council Worksession to Review Proposed Projects	September 12
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 26
Adoption of Resolution by City Council	September 13
Administration Forwards Requests for Governor's Budget	October 8
Distribution of CIP and State Legislative Request	October 8
Compilation/Distribution of Federal Legislative Request	October 2022 & January 2023



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 New Projects Table of Contents

City of Homer Projects

1. Beluga Sewage Lift Station
2. West Side Water Supply Line
3. Fish Grinding Building Replacement
- 4.

Other Organizations

- 1.

State Projects

- 1.
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FY24 PROPOSED NEW PROJECTS - DRAFT



Beluga Sewage Lift Station

Project Description and Benefit: This project replaces aging sewer collection components. A dependable sewage collection and treatment system ensures public safety and contributes to Homer's growth and economic vitality.

The Beluga Sewer Lift Station consists of a concrete control vault and an 8' diameter concrete wet well. All the waste water from the Homer Spit, as well as many residential and commercial neighborhoods, flows into the wet well on its way to the Waste Water Treatment Plant. The septic waste water contains hydrogen sulfide gas, which oxidizes in the presence of moisture, producing sulfuric acid. The acid eats concrete and metal, damaging the piping, mechanical controls and concrete structure itself. A breach of the concrete structure would cause raw, septic sewage to flow into Beluga Slough, part of Kachemak Bay's Critical Habitat, home to, among other creatures, nesting sand hill cranes. Failure of the mechanical equipment could cause the pumps to fail and the wet well to overflow.

The need to renovate this critical infrastructure was first identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan. The City invested in the development of a conceptual engineering design, which has been completed. The Conceptual Engineering Report evaluated various options for renovating the lift station and developed a cost effective solution, which includes:

- Installing a fiberglass wet well into the existing concrete structurel
- Replacing the valves and piping with stainless steel or plastic components;
- Installing more energy efficient and durable pumps; and
- Upgrading the instrumentation and control systems.

Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate for the project has been developed.

Total Project Cost: \$1,600,000

Design & Survey: \$ 100,000 (City of Homer FY22 Capital funding)

Schedule: 2023-2024



West Side Water Supply Line

Project Description and Benefit: This project replaces an 800-foot section of cast iron water supply line in Homer's water utility system. The pipe, at 57-years-old, is brittle, corroded and on a 52-degree slope, making it extremely susceptible to catastrophic damage during seismic events.

This supply line is only line transmitting water to the west side of Homer, serving hundreds of customers, South Peninsula Hospital and two schools. Loss of this line our sole drinking water utility would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to serious but repairable seismic damage to the supply line) has serious consequences, including the impacts to hospital/medical care facilities, the availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water.

Replacing the cast iron pipes with HPDE pipes protects this critical water utility infrastructure from seismic damage, significantly mitigating potential life, health and public safety losses associated with a major earthquake event.

Loss of supply in the area's sole drinking water utility would have a devastating impact on public health and safety, fire protection capability and the economy. To mitigate the likelihood of a catastrophic break that would disrupt water supply and smaller ruptures that could compromise water quality, the cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

The water main is critical infrastructure for the life, health and safety of Homer's 5,522 residents and additional residents in surrounding unincorporated areas who rely on the system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution doubles during the summer (June to August), compared to the height of winter (December and January) due to the influx of seasonal residents and a burgeoning tourism industry.

Plans & Progress: .

Total Project Cost: \$

Design: \$

Construction: \$

Schedule: 2023

Priority Level: 1



Fish Grinding Building Replacement

Project Description and Benefit: This project replaces the Fish Grinding Building located on the uplands within the Homer Small Boat Harbor, and completes site drainage improvements to meet DEC permitting requirements.

The building requiring replacement secures and protects a DEC-permitted industrial fish waste grinding system. The system processes a large volume of fish carcasses (on average 304,600 pounds annually) generated by non-commercial sport fishing activity and collected from the City's public fish cleaning tables for environmentally sound disposal. This sport-caught fish waste is transported to the Fish Grinding Building in totes where it is mixed with salt water and ground, and then pumped to an underwater outfall located in Kachemak Bay adjacent to Homer's Pioneer Dock.

The current building is a twenty-one year old, 600 square foot metal clad building. Over time, the humid, salty sea air and the saltwater slurry used in the fish grinding process have taken a corrosive toll on the building. The building is rusting out in several areas, compromising its structural integrity and degrading electrical fixtures. The new proposed building will be constructed on the same concrete footprint, utilize existing utility hook ups and designed with corrosion-resistant materials to protect the fish grinder and associated equipment from the elements, saving on costly equipment maintenance and repairs.

The project also completes site work to correct a site drainage/water quality issue cited in the recent EPA permit review. When totes are delivered to the Fish Grinding Building and awaiting processing, fish slurry inevitably leaks onto the ground and enters a storm drain rather than the outfall line. Site work will create a drainage system in the tote storage area to insure leakage is channeled into the outfall line. These two improvements insure that this important facility can continue to meet sport angler need while remaining compliant with EPA regulations.

Plans & Progress:

Total Project Cost: \$275,000

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

Phase 2: Construction: \$250,000

Schedule: 2024

Priority Level: 1



A new building made of corrosion-resistant materials is compromising the Fish Grinding building's structural integrity and degrading



City of Homer

www.cityofhomer-ak.gov

Planning

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Homer, Alaska 99603

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

Staff Report PI 22-45

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: August 3, 2022
SUBJECT: City Planner's Report

7.25.22 Regular City Council Meeting

Memorandum 22-120 from Mayor Castner Re: Appointment of Mike Stark to the Planning Commission.

Memorandum 22-122 from City Clerk Re: Vacation of a Portion of Hough Road & Associated Utility Easements.

Ordinance 22-38, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget and Appropriating \$185,368 from the Homer Accelerated Roads and Trails Fund for the Master Transportation Plan Update. City Manager/Public Works Director. Recommended Dates Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022. Memorandum 22-124 from Public Works Director as backup.

Ordinance 22-40, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Title 11 by Adding Chapter 11.37 Prohibiting Obstructions and Encroachments in City Rights-of-Way and Easements. City Manager/Public Works Director. Recommended Dates Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022. Memorandum 22-126 from Public Works Director as backup.

Ordinance 22-41, An Ordinance of the City Council of Homer, Alaska Accepting the Vacation and Dedication of Parklands on Spruceview Avenue. City Manager/City Planner. Recommended Dates Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022. Memorandum 22-127 from City Planner as backup.

Ordinance 22-35, An Ordinance of the City Council of Homer, Alaska, Amending the Homer City Zoning Map to Rezone a Portion of the Rural Residential (RR) Zoning District to Urban Residential (UR) Zoning District in the Lower West Hill Road Area. Planning Commission. Introduction June 27, 2022 Public Hearing and Second Reading July 25, 2022. Memorandum 22-116 from City Planner as backup. Memorandum 22-117 from City Manager as backup. ADOPTED as proposed by Planning Commission

Ordinance 22-42, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 11.04.120 to Clarify that all New Streets which Serve as Public Access Corridors shall have Sidewalks. Davis/Erickson. Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022.

Permitting Software

Still working on it. Have to reschedule training until parcel and data transfer issues are resolved.

Transportation Plan

The City Manager and City Engineer are putting together a proposal for an update to the transportation plan. I will update as more information becomes available. See Ordinance 22-38, above.

A neighborhood meeting was held on July 26th regarding concepts for future sidewalk in the Old Town neighborhood. Julie and Jan presented and received ideas to facilitate pedestrian traffic along Olsen Lane and East Bunnell Avenue.

Economic Development Advisory Commission – Does not meet until 8/23.

Commissioner Report to Council

8/8/22 _____
8/22/22 _____

Att.

Memorandum 22-120



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

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(p) 907-235-3130

(f) 907-235-3143

Memorandum 22-120

TO: HOMER CITY COUNCIL
FROM: MAYOR CASTNER
DATE: JULY 20, 2022
SUBJECT: APPOINTMENT OF MIKE STARK TO THE PLANNING COMMISSION

Mike Stark is appointed to the Planning Commission to fill the seat vacated by Syverine Bentz. The term will expire July 1, 2025.

Recommendation

Confirm the appointment of Mike Stark to the Planning Commission.

Published on *City of Homer Alaska Official Website* (<https://www.cityofhomer-ak.gov>)

[Home](#) > [Application for Appointment to an Advisory Body](#) > [Webform results](#) > Application for Appointment to an Advisory Body

Submission information

Form: [Application for Appointment to an Advisory Body](#) ^[1]

Submitted by Visitor (not verified)

Mon, 07/04/2022 - 9:07pm

162.142.118.23

Applicant Information

Full Name

Mike Stark

Physical Address Where you Claim Residency

64190 EasterDay Road, Homer, AK 99603

Mailing Address

PO Box 2804, Homer, AK 99603

Phone Number(s)

970-390-8288

Email

mike@whitetipranch.com

Advisory Bodies

Planning Commission – Meetings held on the 1st and 3rd Wednesday of each month at 6:30 p.m. and Worksessions at 5:30 p.m. prior to each meeting. No first meeting in July or second meetings in November and December.

Residency

Are you a City Resident? Yes

If yes, how long have you been a City Resident? October 2021

How long have you been a resident of the South Peninsula Area? October 2021

Background Information

Have you ever served on a similar advisory body?

- Informally for the cities of Greeley, Fort Collins and Aspen, Colorado.

- For the Ruler of Dubai, U.A.E.
- For New Riyadh International Airport, Riyadh, Saudia Arabia; Eastern Province International Airport, Eastern Province, Saudia Arabia

Other memberships

Numerous past positions. None currently.

Special Training & Education

- Bachelor of Science Degree; Industrial, Community Development and Construction Management
- While a construction project manager with Hensel Phelps Construction Co., assisted the city of Greeley, CO mayor and city manager with downtown development planning, and acquiring state and federal Shared Revenue funding for same
- Performed Community Development Planning and Construction Management for Bechtel's Hydro and Community Development Division

Why are you interested in serving on the selected Advisory Body?

Only to bring my extensive breadth and depth of related experience to serve the city of Homer and it's populous in the best ways possible for wise, healthy, and improved quality of life growth and development, benefitting Homer and all its occupants. Contribute to guiding Homer's most desirable growth and development in maintaining the uniqueness, wonder, benefits and magic of Homer, while avoiding undesirable growth and development mistakes experienced by similar cities and communities. Help improve the housing situation, enable supply of more affordable housing, and contribute to improved quality of life for Homer residents. Contribute to generating improved revenue to Homer without unduly burdening residents. To serve and contribute, and make a significant, positive difference.

Recommended by Chris Story and Janette Keiser

For Planning Commission Only: Have you ever developed real property other than a personal residence?

Yes.

- Mason Street North Mixed-Use Complex, Fort Collins, CO
- Extensive Community Facilities (essentially small-to-medium sized cities) associated with new, large international airports.

Source URL: <https://www.cityofhomer-ak.gov/node/9051/submission/49525>

Links

[1] <https://www.cityofhomer-ak.gov/cityclerk/application-appointment-advisory-body>



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

Staff Report 22-46

TO: Homer Planning Commission **22-46**
FROM: Julie Engebretsen, Economic Development Manager
THROUGH: Rick Abboud, City Planner
DATE: 8/3/2022
SUBJECT: Lloyd Race Lot 4 Replat Preliminary Plat

Requested Action: Approval of a preliminary plat to subdivide one larger lot into two smaller lots

General Information:

Applicants:	Eric Bentson and Tasse Hibbard-Bentson 1723 Beulah Church Rd Calhoun, LA 71225	Ability Surveys Gary Nelson, PLS 152 Dehel Ave Homer AK 99603
Location:	Mission Road	
Parcel ID:	17403004	
Size of Existing Lot(s):	3.54 acres	
Size of Proposed Lots(s):	2.152 and 1.155 acres	
Zoning Designation:	Rural Residential District	
Existing Land Use:	Vacant	
Surrounding Land Use:	North: Residential South: Residential East: Residential West: Residential/Vacant	
Comprehensive Plan:	Goal 1-C-1 Promote infill development in all housing districts.	
Wetland Status:	There is a drainage through the property, running north/south.	
Flood Plain Status:	Zone D, flood hazards undetermined.	
BCWPD:	Not within the Bridge Creek Watershed Protection District.	
Utilities:	City water and sewer are not available at this time.	
Public Notice:	Notice was sent to 33 property owners of 24 parcels as shown on the KPB tax assessor rolls.	

Analysis: This subdivision is within the Rural Residential District. This plat creates two smaller lots from one larger lot.

Homer City Code 22.10.051 Easements and rights-of-way

- A. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.

Staff Response: The plat does not meet these requirements. Dedicate a 15 foot UE adjacent to Mission Road.

- B. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.

Staff Response: The plat meets these requirements.

- C. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities in areas identified as public access corridors in the Homer Non-Motorized Transportation and Trail Plan, other plans adopted by the City Council, or as required by the Kenai Peninsula Borough Code.

Staff Response: The plat meets these requirements.

Preliminary Approval, per KPB code 20.25.070 Form and contents required. The commission will consider a plat for preliminary approval if it contains the following information at the time it is presented and is drawn to a scale of sufficient size to be clearly legible.

- A. Within the Title Block:
 - 1. Names of the subdivision which shall not be the same as an existing city, town, tract or subdivision of land in the borough, of which a plat has been previously recorded, or so nearly the same as to mislead the public or cause confusion;
 - 2. Legal description, location, date, and total area in acres of the proposed subdivision; and
 - 3. Name and address of owner(s), as shown on the KPB records and the certificate to plat, and registered land surveyor;

Staff Response: The plat meets these requirements.

- B. North point;

Staff Response: The plat meets these requirements.

- C. The location, width and name of existing or platted streets and public ways, railroad rights-of-way and other important features such as section lines or political subdivisions or municipal corporation boundaries abutting the subdivision;

Staff Response: The plat meets these requirements.

- D. A vicinity map, drawn to scale showing location of proposed subdivision, north arrow if different from plat orientation, township and range, section lines, roads, political boundaries and prominent natural and manmade features, such as shorelines or streams;

Staff Response: The plat meets these requirements.

- E. All parcels of land including those intended for private ownership and those to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purposes, conditions or limitation of reservations that could affect the subdivision;

Staff Response: The plat meets these requirements.

- F. The names and widths of public streets and alleys and easements, existing and proposed, within the subdivision; [Additional City of Homer HAPC policy: Drainage easements are normally thirty feet in width centered on the drainage. Final width of the easement will depend on the ability to access the drainage with heavy equipment. An alphabetical list of street names is available from City Hall.]

Staff Response: The plat meets these requirements.

- G. Status of adjacent lands, including names of subdivisions, lot lines, lock numbers, lot numbers, rights-of-way; or an indication that the adjacent land is not subdivided;

Staff Response: The plat meets these requirements.

- H. Approximate location of areas subject to inundation, flooding or storm water overflow, the line of ordinary high water, wetlands when adjacent to lakes or non-tidal streams, and the appropriate study which identifies a floodplain, if applicable;

Staff Response: The plat meets these requirements.

- I. Approximate locations of areas subject to tidal inundation and the mean high water line;

Staff Response: The plat meets these requirements.

- J. Block and lot numbering per KPB 20.60.140, approximate dimensions and total numbers of proposed lots;

Staff Response: The plat meets these requirements.

- K. Within the limits of incorporated cities, the approximate location of known existing municipal wastewater and water mains, and other utilities within the subdivision and immediately abutting thereto or a statement from the city indicating which services are currently in place and available to each lot in the subdivision;

Staff Response: The plat meets these requirements.

- L. Contours at suitable intervals when any roads are to be dedicated unless the planning director or commission finds evidence that road grades will not exceed 6 percent on arterial streets, and 10 percent on other streets;

Staff Response: The plat meets these requirements.

- M. Approximate locations of slopes over 20 percent in grade and if contours are shown, the areas of the contours that exceed 20 percent grade shall be clearly labeled as such;

Staff Response: The plat meets these requirements.

- N. Apparent encroachments, with statement indicating how the encroachments will be resolved prior to final plat approval; and

Staff Response: The plat meets these requirements.

- O. If the subdivision will be finalized in phases, all dedications for through streets as required by KPB 20.30.030 must be included in the first phase.

Staff Response: The plat meets these requirements.

Public Works Comments:

1. Dedicate a 15' utility easement fronting the ROW.
2. Dedicate a 30 foot drainage easement, centered on the drainage.

Staff Recommendation:

Planning Commission recommend approval of the preliminary plat with the following comments:

1. Include a plat note stating "Property owner should contact the Army Corps of Engineers prior to any on-site development or construction activity to obtain the most current wetland designation (if any). Property owners are responsible for obtaining all required local, state and federal permits."
2. Dedicate a 15 foot UE adjacent to Mission Road.
3. Dedicate a 30 foot drainage easement, centered on the drainage.

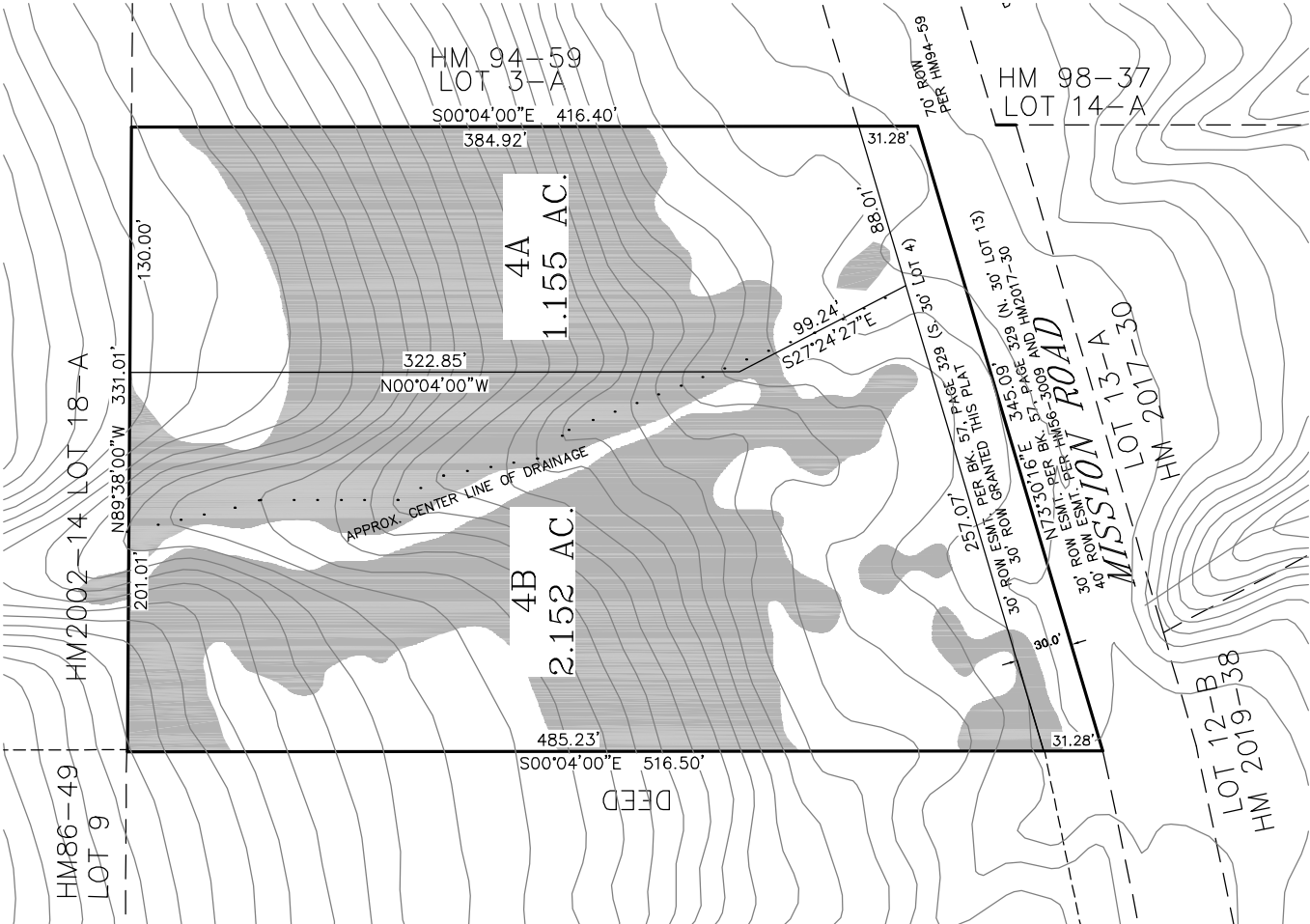
Attachments:

1. Preliminary Plat
2. Surveyor's Letter
3. Public Notice
4. Aerial Map

NOTES

1. DEVELOPMENT ON THESE LOTS IS SUBJECT TO HOMER CITY CODE.
2. NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR PLACED WITHIN A UTILITY EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.
3. PROPERTY OWNER SHOULD CONTACT ARMY CORPS OF ENGINEERS PRIOR TO ANY ON-SITE DEVELOPMENT OR CONSTRUCTION ACTIVITY TO OBTAIN THE MOST CURRENT WETLAND DESIGNATION (IF ANY). PROPERTY OWNERS ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE AND FEDERAL PERMITS.
4. THERE IS AN EASEMENT RECORDED AT BOOK 49, PAGE 187 H.R.D. IN FAVOR OF HOMER ELECTRIC ASSOCIATION FOR ELECTRIC LINES OR SYSTEM AND/OR TELEPHONE LINES TOGETHER WITH THE RIGHT TO ENTER, MAINTAIN, REPAIR AND CLEAR SHRUBBERY ON THESE LANDS, NO DEFINITE LOCATION DISCLOSED.
5. CONTOUR INTERVAL IS 4 FEET. CONTOURS ARE FROM KENAI PENINSULA BOROUGH TERRAIN VIEWER. GRAY SHADING SHOWS APPROXIMATE SLOPES OVER 20% DETERMINED USING KPB 4' CONTOURS.

WASTEWATER NOTES



CERTIFICATE OF OWNERSHIP

We hereby certify that we are the owners of the real property shown and described hereon, and that we hereby adopt this plan of subdivision, and by our free consent dedicate all public rights-of-way and grant all easements to the use shown.

ERIC MICHAEL BENTSON
1723 BEULAH CHURCH RD
CALHOUN, LA 71225

TASSE YVETTE HIBBARD-BENTSON
1723 BEULAH CHURCH RD
CALHOUN, LA 71225

NOTARY'S ACKNOWLEDGEMENT

For ERIC MICHAEL BENTSON and TASSE YVETTE HIBBARD-BENTSON
Acknowledged before me this ____ day of ____ 2022

Notary public for Alaska _____ My Commission Expires _____

PLAT APPROVAL

This plat was approved by the Kenai Peninsula Borough Planning Commission at the meeting of _____ KENAI PENINSULA BOROUGH

BY _____
Authorized Official

VICINITY MAP

SCALE: 1" = 4000 FEET

THIS PLAT

DATE	6/29/2022
SCALE	1"= 60'
GRID No.	AR-73
JOB No.	5371
DRAWING:	5371_5310_5132

STATE OF ALASKA

49TH

GARY D. NELSON

NO. 7610-S

REGISTERED PROFESSIONAL LAND SURVEYOR

LLOYD RACE LOT 4 REPLAT

A SUBDIVISION OF LOT 4, SET 1/4 SEC. 9, T6S, R13W, S.M., KENAI PENINSULA BOROUGH, HOMER RECORDING DISTRICT, STATE OF ALASKA
CONTAINING 3.54 ACRES

OWNERS: ERIC MICHAEL BENTSON
TASSE YVETTE HIBBARD-BENTSON
1723 BEULAH CHURCH RD
CALHOUN, LA 71225

ABILITY SURVEYS
GARY NELSON, PLS
(907) 235-8440
152 DEHEL AVE., HOMER ALASKA 99603

PLAT # _____

Rec Dist _____

Date _____ 20 _____

Time _____ M

ABILITY SURVEYS

SURVEYING HOMER SINCE 1975

LAND SURVEYING - CONSTRUCTION SURVEYING - DESIGN SURVEYING
152 DEHEL AVE. , HOMER, AK. 99603 PH. 907-235-8440 FAX. 235-8440

6/29/2022

City of Homer Planning Dept.
491 E. Pioneer Ave.
Homer, AK 99603

Re: Preliminary Plat submittal of **Lloyd Race Subdivision, Lot 4.**

Enclosed herewith are 1 reduced to 11 X 17 copy of the preliminary plat and 1 full sized 18"X 24" copy, and a check # **3803** in the amount of \$300 for the City of Homer filing fee.

The proposed subdivision is located on Mission Road off of East Hill Road, The existing parcel is not serviced by city water and sewer.

I believe the area is zoned as "Rural Residential".

I am not aware of other necessary code exemptions at this time but reserve a right to ask for it if one is found to be necessary.

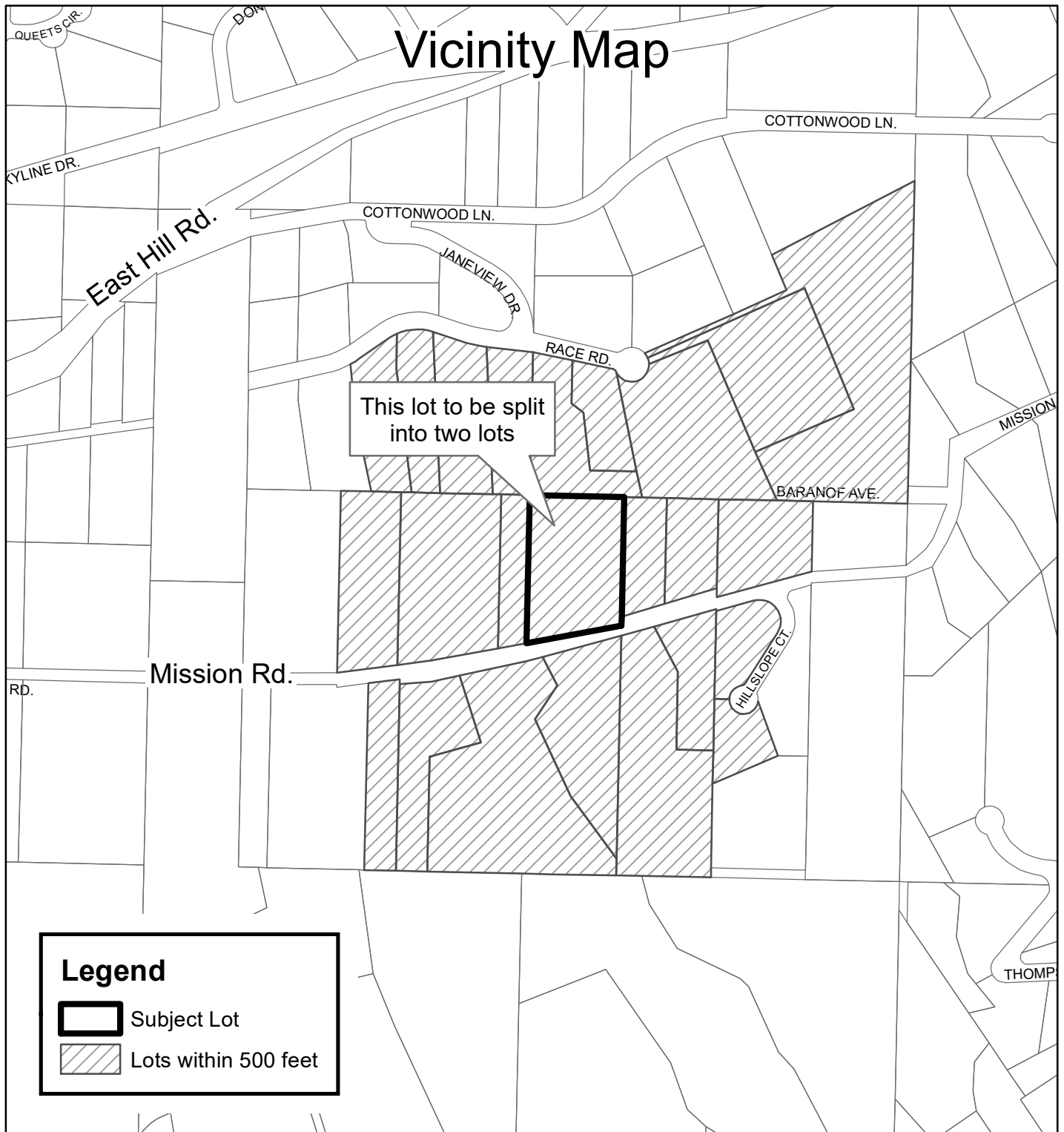
Thank you for your assistance and consideration in this endeavor. Please don't hesitate to call for any reason.

Sincerely,



Brandon Thielke, Survey Technician

Vicinity Map



City of Homer
Planning and Zoning Department

July 21, 2022

Request for Lloyd Race Lot 4 Replat Preliminary Plat

Marked lots are within 500 feet and
property owners notified.

0 250 500 Feet



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

Aerial Map



City of Homer
Planning and Zoning Department

July 21, 2022

Request for Lloyd Race Lot 4 Replat Preliminary Plat

Marked lots are within 500 feet and
property owners notified.

0 250 500 Feet



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City of Homer

www.cityofhomer-ak.gov

Planning

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Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

Staff Report 22-47

TO: Homer Planning Commission **22-47**
FROM: Rick Abboud, AICP, City Planner
DATE: 8/3/2022
SUBJECT: Hamm Subdivision

Requested Action: Add lot line to create two lots from one existing lot.

General Information:

Applicants:	George Hamm 3905 East End Road Homer, AK 99603	Steve Smith Geovera, LLC PO Box 3235 Homer, AK 99603
Location:	East End Road and Collie Street	
Parcel ID:	17419205	
Legal:	T 6S R 13W SEC 11 SEWARD MERIDIAN HM PTN E1/2 SW1/4 LYING N OF LT 1 BLK 1 & E OF LT 2 BLK 1 PUFFIN ACRES & S OF EAST ROAD EXCLUDING DOT ROW	
Size of Existing Lot(s):	7.03 Acres	
Size of Proposed Lots(s):	3.513 & 3.277 Acres	
Zoning Designation:	East End Mixed Use District	
Existing Land Use:	Storage, shop, residence	
Surrounding Land Use:	North: welding shop, multi-family, residential (Kachemak City) South: Boatyard East: Shop, storage, residential West: Storage	
Comprehensive Plan:	Chapter 4, Goal 4, Support development of a variety of well-defined commercial/business districts for a range of commercial purposes.	
Wetland Status:	There may be a discharge slope in the northeast corner of the lot.	
Flood Plain Status:	Zone D, flood hazards undetermined.	
BCWPD:	Not within the Bridge Creek Watershed Protection District.	
Utilities:	City water and sewer are available	
Public Notice:	Notice was sent to 25 property owners of 26 parcels as shown on the KPB tax assessor rolls.	

Analysis: This subdivision is within the East End Mixed Use District. This plat creates two lot from one existing lot.

Homer City Code 22.10.051 Easements and rights-of-way

- A. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.

Staff Response: The plat meets these requirements.

- B. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.

Staff Response: The plat meets these requirements.

- C. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities in areas identified as public access corridors in the Homer Non-Motorized Transportation and Trail Plan, other plans adopted by the City Council, or as required by the Kenai Peninsula Borough Code.

Staff Response: The plat meets these requirements. The dedication of a half of the cul-de-sac would create an encroachment. The City of Homer does not request the dedication of Collie Street other than what is depicted on the plat and recommends an exception to KPB 20.30.100, Cul-de-sacs.

Preliminary Approval, per KPB code 20.25.070 Form and contents required. The commission will consider a plat for preliminary approval if it contains the following information at the time it is presented and is drawn to a scale of sufficient size to be clearly legible.

- A. Within the Title Block:
 - 1. Names of the subdivision which shall not be the same as an existing city, town, tract or subdivision of land in the borough, of which a plat has been previously recorded, or so nearly the same as to mislead the public or cause confusion;
 - 2. Legal description, location, date, and total area in acres of the proposed subdivision; and
 - 3. Name and address of owner(s), as shown on the KPB records and the certificate to plat, and registered land surveyor;

Staff Response: The plat meets these requirements.

- B. North point;

Staff Response: The plat meets these requirements.

- C. The location, width and name of existing or platted streets and public ways, railroad rights-of-way and other important features such as section lines or political subdivisions or municipal corporation boundaries abutting the subdivision;

Staff Response: The plat meets these requirements.

- D. A vicinity map, drawn to scale showing location of proposed subdivision, north arrow if different from plat orientation, township and range, section lines, roads, political boundaries and prominent natural and manmade features, such as shorelines or streams;

Staff Response: The plat meets these requirements.

- E. All parcels of land including those intended for private ownership and those to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purposes, conditions or limitation of reservations that could affect the subdivision;

Staff Response: The plat meets these requirements.

- F. The names and widths of public streets and alleys and easements, existing and proposed, within the subdivision; [Additional City of Homer HAPC policy: Drainage easements are normally thirty feet in width centered on the drainage. Final width of the easement will depend on the ability to access the drainage with heavy equipment. An alphabetical list of street names is available from City Hall.]

Staff Response: The plat meets these requirements.

- G. Status of adjacent lands, including names of subdivisions, lot lines, lock numbers, lot numbers, rights-of-way; or an indication that the adjacent land is not subdivided;

Staff Response: The plat meets these requirements.

- H. Approximate location of areas subject to inundation, flooding or storm water overflow, the line of ordinary high water, wetlands when adjacent to lakes or non-tidal streams, and the appropriate study which identifies a floodplain, if applicable;

Staff Response: The plat meets these requirements.

- I. Approximate locations of areas subject to tidal inundation and the mean high water line;

Staff Response: The plat meets these requirements.

- J. Block and lot numbering per KPB 20.60.140, approximate dimensions and total numbers of proposed lots;

Staff Response: The plat meets these requirements.

- K. Within the limits of incorporated cities, the approximate location of known existing municipal wastewater and water mains, and other utilities within the subdivision and immediately abutting thereto or a statement from the city indicating which services are currently in place and available to each lot in the subdivision;

Staff Response: The plat meets these requirements.

- L. Contours at suitable intervals when any roads are to be dedicated unless the planning director or commission finds evidence that road grades will not exceed 6 percent on arterial streets, and 10 percent on other streets;

Staff Response: The plat meets these requirements.

- M. Approximate locations of slopes over 20 percent in grade and if contours are shown, the areas of the contours that exceed 20 percent grade shall be clearly labeled as such;

Staff Response: The plat meets these requirements.

- N. Apparent encroachments, with statement indicating how the encroachments will be resolved prior to final plat approval; and

Staff Response: The plat meets these requirements.

- O. If the subdivision will be finalized in phases, all dedications for through streets as required by KPB 20.30.030 must be included in the first phase.

Staff Response: The plat meets these requirements.

Public Works Comments:

Lot 1 will need to be provided with a water service and lot 2 will need to be provided with a sewer service. We do not need any drainage easements on property. It appears any significant drainage would fall into the dedicated ROW this plat. The proposed road doesn't meet the City's Design Criteria as set forth in the Homer City Code, which states "...cul-de-sacs must have a turnaround" HCC .04.058(e). City Code defines a cul-de-sac as a "street that is closed at one end and which is therefore required to provide a circular turnaround." HCC 11.04.030(f)

A development agreement is not required

Fire Department Comments:

Staff Recommendation:

Planning Commission recommend approval of the preliminary plat with the following comments:

1. Include a plat note stating "Property owner should contact the Army Corps of Engineers prior to any on-site development or construction activity to obtain the most current wetland designation (if any). Property owners are responsible for obtaining all required local, state and federal permits."

2. The City of Homer does not request the dedication of Collie Street other than what is depicted on the plat and recommends an exception to KPB 20.30.100, Cul-de-sacs.

Attachments:

1. Preliminary Plat
2. Surveyor's Letter
3. Public Notice
4. Aerial Map

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HiPer V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE, NAD83 ALASKA STATE PLANE GRID COORDINATES (U.S. SURVEY FEET) OBTAINED FROM THE GPS OBSERVATIONS WERE BASED ON THE NGS PUBLISHED VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID TT0155).

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" N=100,000 E=100,000. ALL COORDINATE VALUES REPRESENT GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

5. ANY PERSON DEVELOPING THE PROPERTY IS RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE, AND FEDERAL PERMITS, INCLUDING A U.S. ARMY CORPS OF ENGINEERS WETLAND DETERMINATION IF APPLICABLE.

7. ACCESS TO STATE MAINTAINED EAST END ROAD IS PROHIBITED WITHOUT PRIOR WRITTEN APPROVAL FROM THE ALASKA STATE DOT.

9. THE SUBDIVISION IS AFFECTED BY EASEMENTS OF RECORD WITH NO DEFINED LOCATION GRANTED TO HOMER ELECTRIC ASSOCIATION (BK 30, PG 32 HRD) AND (BK 119 PG 714 HRD).

10. AN EXCEPTION TO KPB 20.30.100 (CUL-DE-SACS) WAS APPROVED AT THE MEETING OF ???.

THE UNDERSIGNED OFFICIAL IDENTIFIED BY NAME AND TITLE IS AUTHORIZED TO ACCEPT AND HEREBY ACCEPTS ON BEHALF OF THE CITY OF HOMER FOR PUBLIC USES AND FOR PUBLIC PURPOSES THE REAL PROPERTY TO BE DEDICATED BY THIS PLAT INCLUDING EASEMENTS, RIGHTS-OF-WAY, ALLEYS, AND OTHER PUBLIC AREAS SHOWN ON THIS PLAT IDENTIFIED AS FOLLOWS:

THE ACCEPTANCE OF LANDS FOR PUBLIC USE OR PUBLIC PURPOSE
DOES NOT OBLIGATE THE PUBLIC OR ANY GOVERNING BODY TO
CONSTRUCT, OPERATE, OR MAINTAIN IMPROVEMENTS.

- INDICATES PRIMARY MONUMENT
RECOVERED THIS SURVEY AS SHOWN
- INDICATES PROPERTY CORNER
RECOVERED THIS SURVEY AS SHOWN
- INDICATES 2" ALCAP ON 5/8" X 30" REBAR
(7538-S 2022) SET THIS SURVEY
- INDICATES POTENTIAL LOW WET AREAS PER
KPW WETLANDS ASSESSMENT

LINE	BEARING	DISTANCE
L1	S 8°18'40" E	126.10'
L2	N 64°36'16" E	19.21'
L3	N 89°56'00" E	30.00'

PLANS FOR WASTEWATER DISPOSAL THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

THIS PLAT WAS APPROVED BY THE KENAI
PENINSULA BOROUGH PLANNING COMMISSION AT
THE MEETING OF _____

BY: _____
 AUTHORIZED OFFICIAL
 KENAI PENINSULA BOROUGH

DATE _____

I HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, THAT WE HEREBY ADOPT THIS PLAN OF SUBDIVISION, AND BY OUR FREE CONSENT DEDICATE ALL RIGHTS OF WAY AND PUBLIC AREAS TO PUBLIC USE, AND GRANT ALL EASEMENTS TO THE USE SHOWN HEREON.

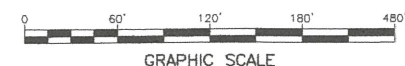
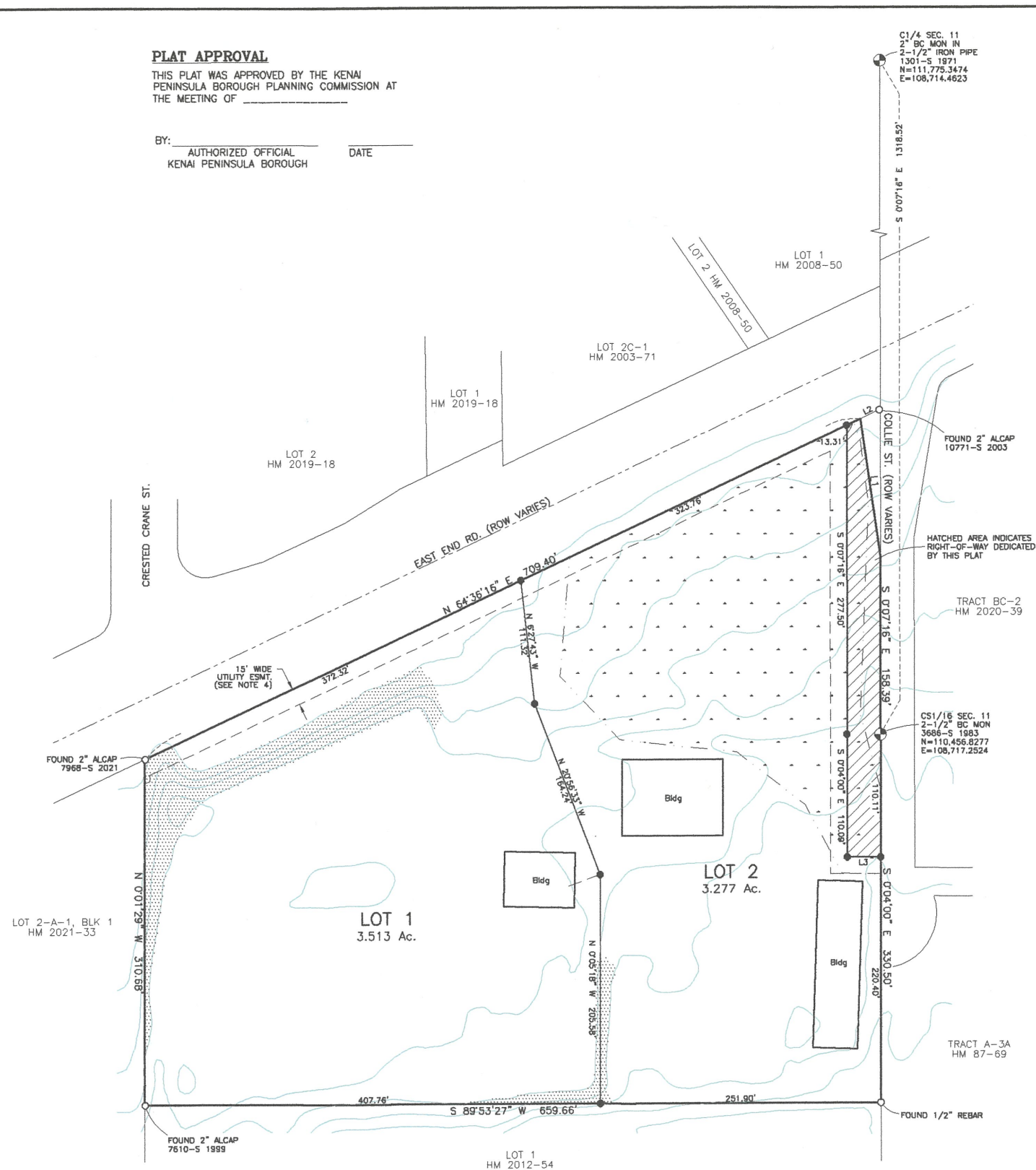
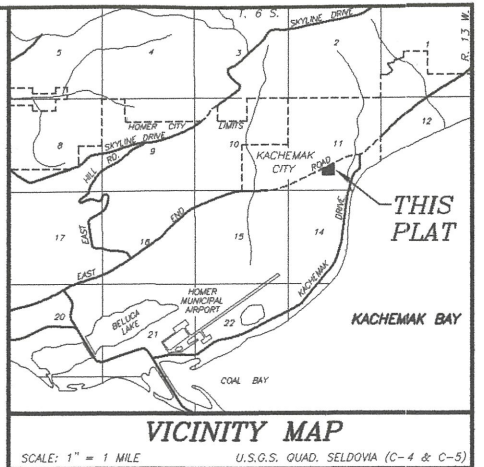
KAREN HAMM
3505 EAST END RD
HOMER, ALASKA 99603

MY COMMISSION EXPIRES: _____

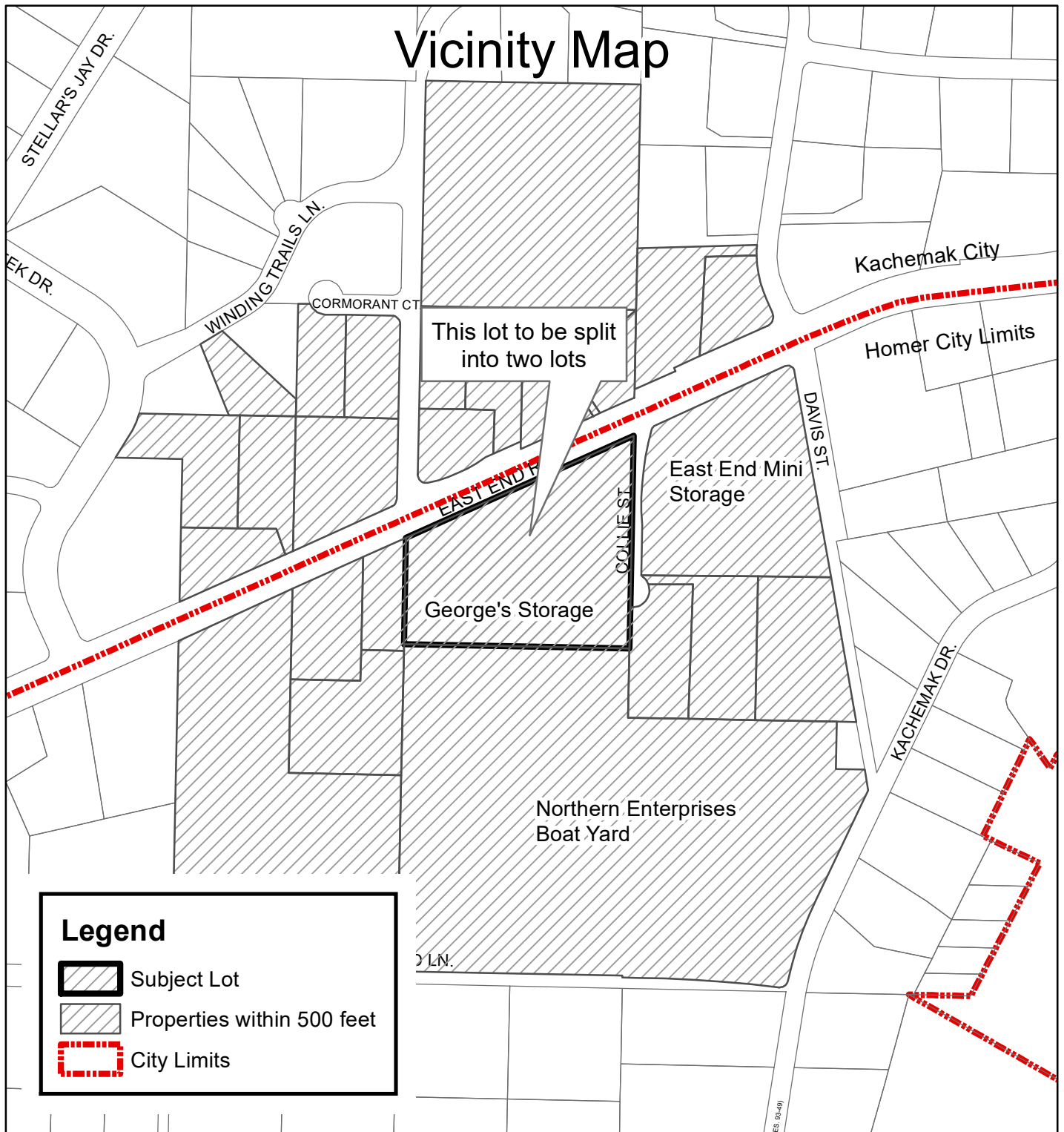
CITY OF HOMER
PLANNING/ZONING

THE SUBDIVISION OF THAT PORTION OF THE
E1/2 SW1/4 SECTION 11
LYING SOUTH OF THE EAST END ROAD RIGHT-OF-WAY
EXCLUDING PUFFIN ACRES NO. 2 (H/M 85-122),
PUFFIN ACRES NO. 2 (H/M 2012-54)
AND LANDS DEEDED TO SOA DOT IN BK 316, PG 19 (HRD)
T. 6 S., R. 13 W., SEWARD MERIDIAN, CITY OF HOMER, KENAI
PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, ALASKA
CONTAINING 7.034 ACRES




DRAWN BY: SCS	DATE: JUNE 2022	SCALE: 1" = 60'
CHK BY: SCS	JOB #2022-31	SHEET 1 OF 1



Vicinity Map



Legend

-  Subject Lot
-  Properties within 500 feet
-  City Limits



City of Homer
Planning and Zoning Department

July 21, 2022

Request for Hamm Subdivision Preliminary Plat

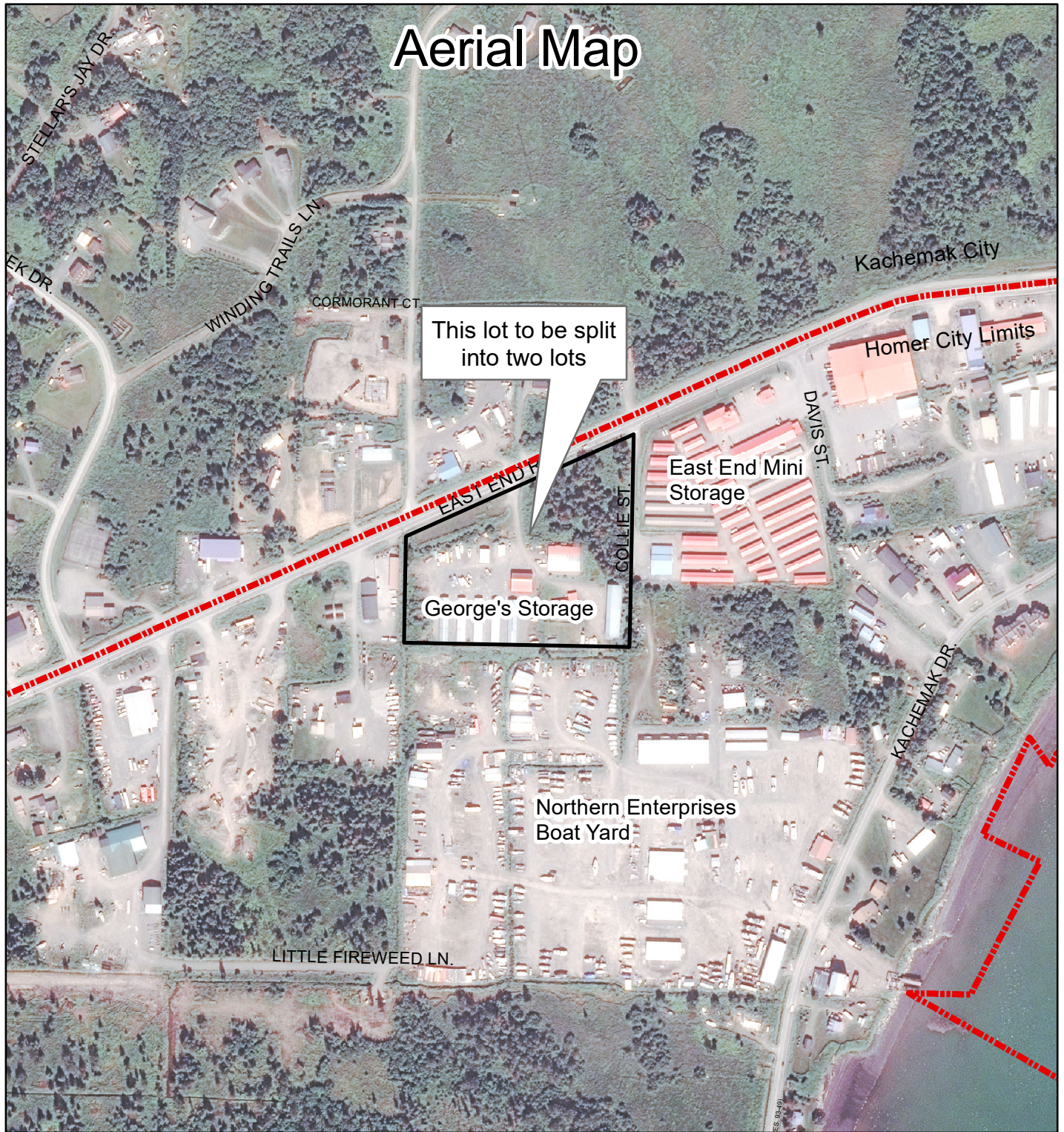
Marked lots are within 500 feet and
property owners notified.

0 250 500 Feet



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not responsible for any errors or omissions
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or conclusions drawn therefrom.*

Aerial Map



City of Homer
Planning and Zoning Department

July 21, 2022

Request for Hamm Subdivision Preliminary Plat

Marked lots are within 500 feet and
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0 250 500 Feet



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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

Staff Report PL 22-48

TO: HOMER PLANNING COMMISSION
FROM: RICK ABOUD, AICP, CITY PLANNER
DATE: AUGUST 3, 2022
SUBJECT: CUP REDUCTION

Introduction

I have amended the original staff report with a section, "8.3.22". This contains my understanding of where the Commission's interest was to the suggested revisions at the last meeting. Please review these and make any additional recommendations. After this I will craft an ordinance for review and schedule a review of the Marine District with the Port and Harbor Commission.

In an effort to be more efficient with the use of planning resources and encourage developments recommended through the comprehensive plan and city code, I am performing a comprehensive review of how we may lower the prevalence of Conditional Use Permits (CUP) to consider allowing items as a permitted use, disallowing altogether, or modifying them. I will review district by district in order to provide the best context and perspective. Along the way we may start thinking or recommending a more streamlined or consistent language for uses.

We will be using a format throughout the document the first lists the intent of the district as proposed by the Comprehensive Plan then applicability of the Community Design Manual when applicable. This is to put a prospective on how a use and/or density and design concerns are be supported in a district. Next, is a list of the code that makes a use or structure a Conditional Use. I used colored font to highlight the opportunities for change. This will be a long discussion and likely take several meetings to address.

Analysis

Rural Residential (RR)

Comprehensive Plan

- **Intent** The R-3 district is intended to provide areas for low density residential development and limited agricultural pursuits.
- **Primary Use** Low-density residential development in outlying locations, generally with less services and/or lower level of service than in urban areas.
- **Other Uses, Allowances, and Specifications**

- Areas generally not served by water and sewer, nor likely to be served in the near future.
- Larger lot sizes or cluster subdivisions to preserve sense of open space.
- Allows accessory housing units by right (subject to standards).
- Allows bed and breakfasts by right, subject to standards (for purposes of this plan B&B defined as lodging where owner proprietor resides on site)
- Allows home-based businesses by right, subject to standards; allows some larger non-retail business activities subject to administrative review.
- **Development standards**
 - Option for higher densities and cluster development. Encourage open space subdivisions as alternative to more typical lot layouts.
 - Ensure newer housing is compatible with character of older neighborhoods.

Homer City Code (HCC)

The purpose of the Rural Residential District is primarily to provide an area in the City for low-density, primarily residential, development; allow for limited agricultural pursuits; and allow for other uses as provided in this chapter.

- a. Planned unit development, limited to residential uses only;
 - b. Religious, cultural and fraternal assembly;
 - c. Cemeteries;
 - d. Kennels;
 - e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown on premises;
 - f. Mobile home parks;
 - g. Public utility facilities and structures;
 - h. Pipelines and railroads;
 - i. Storage of heavy equipment, vehicles or boats over 36 feet in length as an accessory use incidental to a permitted or conditionally permitted principal use;
 - j. Day care facilities; provided, however, that outdoor play areas must be fenced;
 - k. Group care home;
 - l. Assisted living home;
 - m. [More than one building containing a permitted principal use on a lot;](#)
 - n. Indoor recreational facilities;
 - o. Outdoor recreational facilities;
 - p. Public school and private school;
 - q. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot
- a. Lot Size.
1. The minimum lot area shall be 40,000 square feet, plus 40,000 square feet for each dwelling unit in excess of one unit in areas not served by public sewer and water.

2. Each lot shall contain a minimum of 20,000 square feet, plus 20,000 square feet per dwelling unit in excess of one unit if one of the following conditions exists:
 - a. The lot is served by public water supply approved by the State Department of Environmental Conservation; or
 - b. The lot is served by public or community sewer approved by the State Department of Environmental Conservation.
3. Each lot shall contain a minimum of 10,000 square feet, plus 10,000 square feet per dwelling unit in excess of one unit if the lot is served by both public water and sewer that satisfy both conditions of subsection (a)(2) of this section.

Staff: The overwhelming amount of CUP's in the RR District are for 'more than one', 16 out of 20 in the last ten years to be exact. This is mostly a result of the extension of water and sewer services into the district. Ideally, the zoning would change as service is extended into subdivisions, especially those that are centrally located and designated on the Land Use Recommendations Map. We can consider the allowance of 'more than one' with the recommendations of the Future Land Use Map. The lot size requirements with the provision of water and/or sewer are listed above for reference.

Recommended revisions: Allow development of units according to the provision of water and sewer services subject to screening of dumpsters (screening of dumpsters for any multi-family (3 or more) is to be material for all the districts). The rest of the conditions typically addressed in CUP's for this district include a reminder to follow lighting rules and proof of compliance with DEC regulation, which is required by terms of a zoning permit. Only once did we ask that development adjust the sighting to provide an increased buffer for the existing neighbors.

While our code allows anyone in the RR district to reduce the space necessary for dwelling to one per 10,000 square feet, we should consider areas where we would want to preserve the a rural density standard. I am a proponent of creating more opportunity for density, I believe that there is room and some expectation of rural areas maintaining the rural standards of one dwelling unit per 40,000 square feet regardless of the provisioning of city water and sewer. Ideally, this is best accomplished with reference in the comprehensive plan.

It is a good time to review the rest of the CUP's listed above. I have found that the occurrences of the other CUP's are minimal and they are structures and activities not necessarily associated with the vision for RR. It is also a time to consider if such activity should be allowed at all. Discuss.

8.3.22

Discussion about maintaining rural standards where appropriate and consideration of allowance of a number of additional structures in consideration of special standards according to provisioning of water and sewer. We could consider a number that would be allowed without a CUP. I believe at least four units and up to six could be permitting without requiring a CUP in areas designated for consideration of upzone in future land use recommendation

found in the comprehensive plan. This would limit the number of units in areas outside of upzoning consideration of the comprehensive plan to two dwelling unit as the special allowance for the district may allow without a CUP.

Urban Residential (UR)

Comprehensive Plan

UR (URBAN RESIDENTIAL)

- **Intent** The R-1 district is intended to provide more intense residential development in the city core, in a manner that matches Homer's small town character and encourages increased densities near pedestrian-oriented commercial areas.
- **Primary Use** Medium and medium-high density residential including single-family, duplex, and multiple-family; allow for a variety in housing types and housing price levels.
- **Other Uses, Allowances, and Specifications**
 - Areas generally served by water and sewer; central locations with excellent access to a range of urban services and facilities.
 - Residential is primary use; but allows for other uses where these uses maintain residential character.
 - Moderate lot size minimums (for example, 6000 square foot lots for single family homes).
 - Allows bed and breakfasts by right, allows second units and duplexes by right (both subject to standards). (For purposes of this plan, a B&B is defined as lodging where owner proprietor resides on site.)
 - Allows home-based businesses by right (subject to standards).
- **Development standards**
 - Encourage attractive, diverse housing types (vs. "cookie-cutter" subdivisions).
 - Ensure newer housing is compatible with character of older neighborhoods (for example, by requiring transitional densities, buffer uses).

Homer City Code (HCC)

The Urban Residential District is primarily intended to provide a sound environment for medium-density residential occupancy including single-family, duplex and low-rise multiple-family dwellings of various types and designs and other compatible uses as provided in this chapter.

The following uses may be permitted in the Residential Office District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Planned unit development, excluding all industrial uses;
- b. [Townhouse developments](#);
- c. Day care facilities; provided, however, that outdoor play areas must be fenced;
- d. Religious, cultural and fraternal assembly;

- e. Hospitals;
- f. Pipelines and railroads;
- g. Storage of heavy equipment or boats over 36 feet in length as an accessory use incidental to a permitted or conditionally permitted principal use;
- h. Private stables and the keeping of larger animals not usually considered pets, including paddocks or similar structures or enclosures utilized for keeping of such animals as an accessory use incidental to a primary residential use; such use shall be conditioned on not causing unreasonable disturbance or annoyances to occupants of neighboring property, and on sufficient land to harbor such animals;
- i. Group care home;
- j. Assisted living home;
- k. More than one building containing a permitted principal use on a lot;
- l. Indoor recreational facilities;
- m. Outdoor recreational facilities;
- n. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot.

Dimensional requirements *(these are standards commonly referred to in other districts)*

- 2. Multiple-family dwelling containing three or more units shall meet the following standards:
 - a. The total floor area shall not be more than four-tenths the lot area;
 - b. The total open area shall be at least 1.1 times the total floor area. Open area is any portion of the lot not covered or used for parking spaces and maneuvering.

Staff: We have had 5 CUP's in the UR District in the last ten years, 2 'more than one', a daycare facility (denied), indoor recreation/more than one, and a townhouse. Not as much opportunity here for reductions.

Recommended revisions: I believe that we could consider allowing 'more than one' while applying the density standards of multi-family to 3 or more units on a lot (I suggest that this be carried forth to all other districts when served with water and sewer). This would not be out of line with the multi-family standards which are allowed outright. The only difference is that they are not found in a single structure. I also feel that this standard should also apply to townhouse.

8.3.22

This discussion landed on the thought of limiting the number of structures allow to be permitting out right. I would like to confirm a number that would comply with the current density standards of multifamily

Residential Office (RO)
Comprehensive Plan

RO (RESIDENTIAL OFFICE)

- **Intent** The intent of the RO district is to allow for a range of residential and residential compatible uses. While allowing office, certain commercial and other business uses, buildings and sites must have a scale and character similar to single family detached or small multi-family homes. This district serves as a transition zone between commercial and residential neighborhoods.
- **Primary Use** Provide a mix of low-density to medium-density residential uses with certain specified businesses and offices which may include professional services, administrative services and/or personal services, but does not include direct retail or wholesale transactions except for sales which are incidental to the provision of services.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services, close to other urban services.
 - Moderate lot size minimums (for example, 7500 square feet); allows for attached housing.
 - Guide use to create/maintain an attractive highway environment
- **Design and development standard**
 - Required (not advisory) standards to maintain residential character/residential scale of buildings (e.g., height, setbacks, parking location, signage).
 - Advisory design guidelines regarding building style (e.g., use of materials, architectural style).
 - Allow for limited commercial signage, consistent with overall goal of retaining a largely residential character.

Homer City Code (HCC)

The Residential Office District is primarily intended for a mixture of low-density to medium-density residential uses and certain specified businesses and offices, which may include professional services, administrative services and personal services, but generally not including direct retail or wholesale transactions except for sales that are incidental to the provision of authorized services. A primary purpose of the district is to preserve and enhance the residential quality of the area while allowing certain services that typically have low traffic generation, similar scale and similar density. The district provides a transition zone between commercial and residential neighborhoods.

The following uses may be permitted in the Residential Office District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Planned unit developments, excluding all industrial uses;
- b. [Townhouses](#);
- c. Public or private schools;
- d. Hospitals and [medical clinics](#);
- e. Public utility facilities and structures;

- f. Mortuaries;
- g. Day care facilities; provided, however, that outdoor play areas must be fenced;
- h. More than one building containing a permitted principal use on a lot;
- i. Group care homes;
- j. Helipads, but only as an accessory use incidental to a hospital conditional use;
- k. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;
- l. Other uses approved pursuant to HCC [21.04.020](#).

Dimensional requirements

- e. No lot shall contain more than 8,000 square feet of building area (all buildings combined), [nor shall any lot contain building area in excess of 30 percent of the lot area](#), without an approved conditional use permit.

Staff: We have had 16 CUP's in the RO district in the last ten years including 7 'more than one', 5 medical clinics (one more than 8000sf, mostly found in subsequent medical district), 4 - 8000sf, and 2 daycare facilities (math does add up due to multiple CUP triggers).

Recommended revisions: Townhouses and 'more than one' can be handled as previously suggested. I see mortuaries and group care homes as something that the district can reasonable support, as it is not direct wholesale or retail which is not provisioned in the district, these along with medical clinic would only be a CUP when provisioned with more than 8,000sf in a lot. I see no reason require a CUP for daycare in the district. This leaves us with a discussion of the 'more than 30% building area. Perhaps we could discuss the '8000', if any are uncomfortable with the number. I do high recommend that the '30%' does not disappear in concept but we should move the bar.

8.3.22

The Commission discussed the removal of hospitals from the lists of uses. Confirm suggested conditionally permitted uses to change to permitted use and to consider going from 30% to 40% building area coverage.

Medical District (M)

Comprehensive Plan

MEDICAL DISTRICT

Intent: Acknowledge demand for medical services will increase with a larger, aging population. Enact zoning regulations that allow medical services to expand with the growing need for life long medical care, in a localized area near the hospital.

Homer City Code (HCC)

The purpose of the Medical District is to provide an area near the hospital to support medical facilities and other professional office and limited commercial uses. The district is meant to accommodate a mixture of residential and nonresidential uses. Pedestrian-friendly designs and amenities are encouraged.

The following uses may be permitted in the Medical District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Planned unit developments, excluding all industrial uses;
- b. Public or private schools;
- c. Hospitals;
- d. Public utility facilities and structures;
- e. Mortuaries;
- f. Group care homes;
- g. Helipads, but only as an accessory use incidental to a hospital conditional use;
- h. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;
- i. Other uses approved pursuant to HCC [21.04.020](#);
- j. Parking garage.

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: The Medical District is new and has not recorded a CUP. I do not suggest any amendments.

8.3.22

No change

Central Business District (CBD)

Comprehensive Plan

CBD (CENTRAL BUSINESS DISTRICT)

- **Intent** The intent of the CBD commercial district is to provide a mixed use business district in the core area of Homer, with greater allowance for vehicular use than in the Downtown district, but still with a character that encourages pedestrian use.
- **Primary Use** Provide a centrally located area within the City for a mixture of urban uses and activities, including general retail shopping, personal and professional services, educational institutions, entertainment establishments, restaurants and related businesses, civic uses, recreation, and residential uses. Allow a mixture of residential and commercial uses but conflicts resolved in favor of business.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services
 - Allow and encourage relatively high densities (sufficient concentration of uses to encourage circulation by foot).
 - On-site parking required (option for shared parking with an approved parking plan).
 - Residential densities – for example, multi-family up to 6 units per acre - allowed by right
- **Development standards include:**
 - Create an attractive, pedestrian-oriented environment (e.g., landscaped parking, standards to humanize buildings such as clearly articulated entries).
 - Advisory guidelines regarding design character, so buildings and other structures within the district are compatible with one another and with the surrounding area.
 - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).

Community Design Manual – Applicable to uses and structures requiring a CUP

Chapter 1. Architecture, Chapter 2. Site Design, Chapter 3. Lighting (applicable to all uses).

These Chapter's apply to all non-residential uses and uses with more than 12 residential units in the Central Business District.

Homer City Code (HCC)

The following uses may be permitted in the Central Business District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Planned unit developments, excluding all industrial uses;
- b. [Indoor recreational facilities and outdoor recreational facilities;](#)

- c. Mobile home parks;
- d. Auto fueling stations;
- e. Public utility facilities and structures;
- f. Pipeline and railroads;
- g. Greenhouses and garden supplies;
- h. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;
- i. Shelter for the homeless, provided any lot used for such shelter does not abut a residential zoning district;
- j. More than one building containing a permitted principal use on a lot;
- k. Group care homes and assisted living homes;
- l. Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber Subdivision to Heath Street;
- m. One small wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot;
- n. Other uses approved pursuant to HCC [21.04.020](#).

4. If approved by a conditional use permit, the setback from a dedicated right-of-way, except from the Sterling Highway or Lake Street, may be reduced.

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection.

Staff: There have been 25 CUP's in the CBD in the last ten years. These were for a wide variety of reasons, including many with multiple triggers. There were 9 'more than one's' (including 4 that were greater than 8000sf), 8 setback reductions, 7 'more than 8000sf' (commonly with additional triggers), 2 manufacturing, 2 'more than 30%', a greenhouse, mobile home park, group care, auto fueling station, and an amendment.

Recommended revisions: Move recreational facilities, auto fueling, greenhouses, more than one, group care and assisted living to permitted uses. Consider moving the bar for 30% building coverage, something like 50% would be more appropriate for an area where we encourage density. (This is a district under guidance of CDM, CUP requires review). I am still formulating the value of the 30% building coverage, its purpose is unclear in my understanding of our regulation and what exactly we are looking to address. It is something that rarely or possibly has never been the sole reason for a CUP.

8.3.22

Accepted suggestions for change from conditional use to permitted use, move 30% coverage to 40%, and consider up to 4 permitted structures.

Town Center District (TC)

Town Center Plan

The following goals and objectives from the Homer Comprehensive Plan (1999 Update) are particularly relevant to planning for development in Homer's Town Center:

- Improve the attractiveness and usability of the business core to encourage use of the area.
- Encourage a balance of open space and attractive, retail-oriented development of vacant land in the business/core area.
- Actively pursue a theme for Pioneer Avenue. Support the establishment of a Town Square and connecting green spaces through town.
- Develop an integrated system of trails, sidewalks, and walkways to connect City parks, schools, recreational areas, and the downtown core area.
- Encourage and enhance the cultural and educational amenities of Homer.
- Guide growth and development in areas planned or zoned Central Business District (CBD) to provide a centrally located business/commercial area and focal point for the community.
- The City, in cooperation with private business owners, shall research and evaluate steps involved in creating and enabling a Pioneer Avenue theme and town square to become a reality.
- Work with the community to develop a centralized Town Square that includes a cultural center, interfacing with existing organizations and institutions to explore partnerships and shared parking.
- Investigate innovative funding mechanisms to provide funding for development of the Town Square with cultural and other facilities and public art programs

Homer City Code (HCC)

The primary purpose of the Town Center District is to provide a centrally located area in Homer for a core business area and a community focal point. Pedestrian-friendly designs and amenities are encouraged.

The following uses may be permitted in the Town Center District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Planned unit developments, limited only to uses otherwise permitted in this district;
- b. Indoor recreational facilities;
- c. Greenhouses and garden supplies;
- d. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;
- e. Group care homes and assisted living homes;
- f. Other uses approved pursuant to HCC [21.04.020](#);
- g. Outdoor recreational facilities;
- h. Customary accessory uses to any of the permitted uses listed in the TCD district; provided, that a separate permit shall not be issued for the construction of any type of accessory building prior to that of the main building;
- i. Self-service laundries;
- j. Retail sales of hardware, appliances and furniture, building supplies and materials, but only if such use, including storage of goods and materials, is wholly contained within one or more enclosed buildings;
- k. Plumbing, heating and appliance repair shops, but only if such use, including storage of goods and materials, is wholly contained within one or more enclosed buildings;
- l. One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system on any capacity of the lot

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: Only one CUP as development has never taken off in the TC district.

Recommended revisions: recreational facilities, greenhouses, group care, assisted living, and laundries should be acceptable within our regulations. The retail sales of hardware and etc. along with plumbing and etc. should be eliminated and treated as permitted equivalents (and sometime we should look at the permitted uses as to not ‘pigeon hole’ specific details of retail operations).

8.3.22

Commission was amenable to suggested changes including the elimination of J and K from conditionally permitted uses. We would need to consider the changing of Permitted Uses of HCC 21.20.020 k. ~~Retail sales of building supplies and materials, only if such use, including storage of materials, is wholly contained within an enclosed building;~~

Retail sales are required to be wholly contained in an enclosed build per HCC 21.20.080 Nuisance standards b. Storage of Items for Sale. Products for sale may be displayed outdoors in unscreened areas only during the open hours of the business. This does not apply to outdoor storage of items for sale when outdoor storage or sale is permitted in the zoning district, nor does it apply to items normally kept outdoors, such as motor vehicles.

Gateway Business District (GBD)

Comprehensive Plan

G-MU (Gateway Mixed Use)

- **Intent** The intent of the G-MU district is to provide land uses that primarily cater to the tourism and visitor industry of Homer and to promote year round activity. The gateway district serves as the primary roadway entry into Homer. It will provide an attractive built environment and promote those uses that will not compete with the DT, CBD and GC districts.
- **Primary Use** Promote mixed-use development, with emphasis on the visitor industry. Serve needs and interests of the visitor industry, as well as year-round residents and Homer's role as the Gateway to Kachemak Bay (not to conflict w/CBD). Minimize future traffic congestion along the Sterling Highway corridor and preserve the experience residents and visitors have when entering Homer by way of the Sterling Highway.
- Commercial uses are primary objective; focus on “Gateway” appropriate businesses such as visitor amenities, hotels – no gas stations, fast-food, strip development.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services.
 - Allow and encourage relatively high densities (sufficient concentration of uses to encourage circulation by foot).
 - Residential densities – for example, multi-family up to 6 units per acre - allowed by right; higher densities with administrative review or use dimensional standards like CBD above.

- **Development standards**

- Advisory guidelines re “Gateway” design character.
- Encourage parking behind buildings (through appropriate set-back rules).
- Design standards that create an entry point the community can be proud of - attractive, pedestrian-oriented to a degree (e.g., landscaped parking).
- Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).

Community Design Manual – Applicable to uses and structures requiring a CUP

Chapter 1. Architecture, Chapter 2. Site Design, Chapter 3. Lighting (applicable to all uses).

These Chapter’s apply to all non-residential uses and uses with more than 12 residential units in the Central Business District.

Homer City Code (HCC)

The purpose of the Gateway Business District is primarily to promote mixed use development, with an emphasis on visitor-oriented business. Conflicts between residential and business uses are resolved in favor of business. Among the goals of the Gateway Business District regulations are the minimization of future traffic congestion along the Sterling Highway corridor, and preservation of the favorable experience residents and visitors have when entering Homer by way of the Sterling Highway.

The following conditional uses may be permitted in the Gateway Business District when authorized in accordance with Chapter [21.71](#) HCC:

- a. More than one building containing a permitted principal use on a lot.
- b. One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is the only wind energy system of any capacity on the lot.
- c. Other uses approved pursuant to HCC [21.04.020](#).
- d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit.

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;

- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: So far, we have had one property with a CUP in the GBD for ‘more than one’, the same property amended the CUP.

Recommended revisions: Follow previous recommendation for dealing with more than one and consider moving the bar for 30% building area lot coverage.

8.3.22

Move 30% to 40% building coverage.

General Commercial 1 (GC1)

Comprehensive Plan

- **Intent** The intent of the GC-1 district is to provide for auto-oriented business.
- **Primary Use** Provide for a diverse array of commercial, retail, and civic uses; commercial uses are primary objective. Applied in locations where the auto is primary means of access.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services.
 - Residential densities – for example, residential uses up to 6 units per acre allowed by right; higher densities with administrative review or use dimensional standards like CBD above.
 - On-site parking required (option for shared parking with an approved parking plan).
 - Guide use to create/maintain an attractive highway environment.
- **Development standards** include:
 - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).
 - Provide for safe pedestrian circulation.

Homer City Code (HCC)

The General Commercial 1 (GC1) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area, and to provide business locations in proximity to arterials and transportation centers. It is also intended to minimize congestion and adverse effects on adjacent residential districts and on the appearance of the community.

The following uses may be permitted in the General Commercial 1 District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Campgrounds;
- b. Crematoriums;
- c. [Multiple-family dwelling](#);
- d. Public utility facility or structure;
- e. Mobile home parks;
- f. Planned unit developments;
- g. [Townhouses](#);
- h. Pipelines and railroads;
- i. Shelter for the homeless, provided any lot used for such shelter does not abut an RO, RR, or UR zoning district;
- j. More than one building containing a permitted principal use on a lot;
- k. [Day care facilities; provided, however, that outdoor play areas must be fenced](#);
- l. Other uses approved pursuant to HCC [21.04.020](#);
- m. [Indoor recreational facilities](#);
- n. [Outdoor recreational facilities](#).

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: We have had 9 CUP's in the GC1 District. All of these except a multi-family dwelling involved 'more than one' (5 were on Lakeshore Dr.).

Recommended revisions: Recreational facilities can be permitted uses. I recommend that 'more than one' be allowed by right using current regulations. 30% building area should be reconsidered. This district brings up the concept of consideration for me of the general thought of differences between 'multi-family' and multiple individual structures, would we ever want

to think of the congregation of small structures to be treated like multi-family. This could be an approach for the inclusion of ‘tiny homes’ in the zoning regime.

8.3.22

I would like to pick up the conversation here. We did have some conversation about elimination of pipelines and railroads from code. If we did remove these items, they could fall under the provision for Unlisted Uses per HCC 21.04.020 and go through a process of consideration by the Commission.

General Commercial 2 (GC2)

Comprehensive Plan

- **Intent** The intent of the GC-2 district is to locate commercial and industrial uses where access to transportation infrastructure is a primary consideration. This district will also serve as a reserve to allow for future commercial and industrial expansion.
- **Primary Use** Promote a sound heavy commercial area within the community with good access to main roads, and reserve land for future industrial expansion. Designed to permit manufacturing, processing, assembly, packaging, or treatment of products within enclosed utilities and facilities required to serve these uses. Residential uses permitted, recognizing the primacy of light industrial and commercial activities. Residential uses limited; certain retail enterprises limited. Performance standards for heavy commercial uses, especially where the district abuts other zoning districts. Allows for heavier commercial uses – manufacturing, processing, packaging, and support of airport activities / needs.
- **Other Uses, Allowances, and Specifications**
 - Accessible by vehicle/direct access.
 - Allows for mixed use, live/work, provides larger lots than would be available in CBD
 - On-site parking required.
- **Development standards include:**
 - Minimal – basic guidelines for parking, minimal setbacks
 - Encourage basic landscaping, screening

Homer City Code (HCC)

The purpose of the General Commercial 2 District is primarily to provide a sound area for heavy commercial and industrial uses within the community designed to permit manufacturing, processing, assembly, packaging, or treatment of products and other uses described in this chapter. Residential uses and certain retail enterprises are purposely limited.

The following uses may be permitted in the General Commercial 2 District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Mobile home parks;

- b. Construction camps;
- c. Extractive enterprises, including the mining, quarrying and crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;
- d. Bulk petroleum product storage above ground;
- e. Planned unit developments, excluding residential uses;
- f. Campgrounds;
- g. Junk yard;
- h. Kennels;
- i. Public utility facilities and structures;
- j. Pipelines and railroads;
- k. Impound yards;
- l. Shelter for the homeless, provided any lot used for such shelter does not abut an urban, rural or office residential zoning district;
- m. More than one building containing a permitted principal use on a lot;
- n. Day care facilities; provided, however, that outdoor play areas must be fenced;
- o. Group care homes and assisted living homes;
- p. Other uses approved pursuant to HCC [21.04.020](#);
- q. Indoor recreational facilities;
- r. Outdoor recreational facilities.

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection.

Staff: No CUP's have been issued in GC2

Recommended revisions: We can transfer several conditional uses to permitted when considering the purpose of the district including petroleum storage, impound yards, more than one, and recreation facilities. A discussion can be had regarding the appropriateness of things like mobile home parks, daycares, group and assisted living homes. These uses generally

would not upset the goings on of a commercial district, it's more about protecting themselves from the possible negative externalities of the allowed uses.

As the district is to support heavy commercial and industrial activities, we should eliminate CUP for spatial limits and let development regulations guide the development.

East End Mixed Use District (EEMU)

Comprehensive Plan

- **Intent** The intent of the E-MU district is to allow a wide variety of commercial, industrial, and heavy industrial uses in a district with access to the boatyard, marine services, and the airport; and to ensure such uses, which are important to Homer's economy, continue to have a viable location.
- **Primary Use** Mixed-use development with fewer constraints on uses than existing GC-1 and GC-2. Designed to accommodate the wide range of uses found in the area today, as well as other future uses; examples include industrial, marine-oriented, construction services (including batch plants), storage, and artist workshops. Residential and retail are allowable, but residential/retail and commercial conflicts will be resolved in favor of commercial/industrial uses.
- **Other Uses, Allowances and Specifications**
 - Allows for mixed use, live/work, provides larger lots than would be available in CBD.
 - On-site parking required.
 - Guide use to create/maintain an attractive highway environment.
- **Development standards**
 - Minimal – basic guidelines for parking, setbacks.
 - Encourage basic landscaping.
 - Properties adjacent to the Conservation zone should use best management practices when developing near the southern edge of the property. Strategies may include, but are not limited to, 100 foot buffer zones along the southern property lines adjacent to the conservation areas, tree retention (bird habitat, moose cover), habitat and vegetation retention, and storm water and pollution management techniques. Developers are encouraged to use a combination of techniques to minimize impacts within 100 feet of the south property line and to provide for storm water filtration. Development is encouraged to concentrate on the northern portions of these lots.

Homer City Code (HCC)

The East End Mixed Use (EEMU) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area. The district is meant

to accommodate a mixture of existing and accessory residential with nonresidential uses. When a conflict exists between residential and nonresidential uses conflicts shall be resolved in favor of nonresidential uses.

The following conditional uses may be permitted in the East End Mixed Use District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Construction camps;
- b. Extractive enterprises, including crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;
- c. Auto fueling stations;
- d. Bulk petroleum product storage;
- e. Planned unit developments;
- f. Junk yard;
- g. Kennels;
- h. Public utility facilities and structures;
- i. Impound yards;
- j. Indoor recreational facilities;
- k. Outdoor recreational facilities;
- l. Other uses approved pursuant to HCC [21.04.020](#).

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection

Staff: We have had 4 CUP's in the EEMU District, 3 for the same lot that kept expanding operations, all for more than 8000sf.

Recommended revisions: As the district is noted for the support of commercial and heavy industrial, we should consider eliminating CUP for coverage. We can use developmental regulations to permit, screening is required by code.

Marine Commercial District (MC)

Comprehensive Plan

MC (MARINE COMMERCIAL) (See also 2011 Homer Spit Comprehensive Plan)

Provide adequate space for the commercial needs which service and support water-dependent industries and facilities; encourage adequate separation between allied but potentially incompatible commercial and industrial uses while providing proximate locations for the mutual benefit of such water-oriented commercial and water dependent industrial uses. Commercial enterprise permitted to the extent that it services and supports the water-dependent industries which are important to Homer's economic base (e.g., fishing, marine transportation, off-shore energy development, recreation, and tourism) and to the extent that location elsewhere creates unnecessary hardship for the users of such commercial services. Performance standards are required to minimize the impact of commercial development on the natural features on which it depends.

Homer City Code (HCC)

The purpose of the Marine Commercial District is primarily for water-related and water-dependent uses and the business and commercial uses that serve and support them, including but not limited to fishing, marine transportation, off-shore energy development, recreation and tourism. It is recognized that unique natural features of Homer's marine environment contribute significantly to the economic and social environments; therefore, performance standards are required to minimize the impact of development on the natural features on which they depend.

The following uses may be permitted in the Marine Commercial District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Drinking establishments;
- b. Public utility facilities and structures;
- c. Hotels and motels;
- d. Lodging;
- e. More than one building containing a permitted principal use on a lot;
- f. Planned unit developments, limited to water-dependent and water-related uses, with no dwelling units except as permitted by HCC [21.28.020\(o\)](#);
- g. Indoor recreational facilities;
- h. Outdoor recreational facilities;
- i. The location of a building within a setback area required by HCC [21.28.040\(b\)](#). In addition to meeting the criteria for a conditional use permit under HCC [21.71.030](#), the building must meet the following standards:
 1. Not have a greater negative effect on the value of the adjoining property than a building located outside the setback area; and
 2. Have a design that is compatible with that of the structures on the adjoining property.

b. Setbacks. No building may be located in a required setback area without an approved conditional use permit.

d. No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 70 percent of the lot area without an approved conditional use permit.

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection.

Staff: We have had 6 CUP's in the MC District. 3 of those involved setback reductions. Also we have had a restaurant, more than one's, 2 overslope, lodging, heliport, and a 8000sf. It would be a good process to get feedback from the Port and Harbor Commission to incorporate into our discussion.

Marine Industrial (MI)

Comprehensive Plan

MI (MARINE INDUSTRIAL) (See also 2011 Homer Spit Comprehensive Plan)

Provide adequate space for those industrial uses that require direct marine access for their operation and to encourage the most efficient utilization of land. Promote marine-dependent industries important to Homer's economic base (e.g., fishing, fish processing, marine transportation, off-shore oil development, and tourism); give priority to those uses, and minimize conflicts among industrial, commercial and recreational uses.

Homer City Code (HCC)

The purpose of the General Commercial 2 District is primarily to provide a sound area for heavy commercial and industrial uses within the community designed to permit manufacturing, processing, assembly, packaging, or treatment of products and other uses described in this chapter. Residential uses and certain retail enterprises are purposely limited.

The following uses may be permitted in the General Commercial 2 District when authorized by conditional use permit issued in accordance with Chapter [21.71](#) HCC:

- a. Mobile home parks;
- b. Construction camps;
- c. Extractive enterprises, including the mining, quarrying and crushing of gravel, sand and other earth products and batch plants for asphalt or concrete;
- d. Bulk petroleum product storage above ground;
- e. Planned unit developments, excluding residential uses;
- f. Campgrounds;
- g. Junk yard;
- h. Kennels;
- i. Public utility facilities and structures;
- j. Pipelines and railroads;
- k. Impound yards;
- l. Shelter for the homeless, provided any lot used for such shelter does not abut an urban, rural or office residential zoning district;
- m. More than one building containing a permitted principal use on a lot;
- n. Day care facilities; provided, however, that outdoor play areas must be fenced;
- o. Group care homes and assisted living homes;
- p. Other uses approved pursuant to HCC [21.04.020](#);
- q. Indoor recreational facilities;
- r. Outdoor recreational facilities.

2. If approved by conditional use permit, buildings up to 55 feet in height may be allowed.

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

A conditional use permit is required for every use that:

- a. Is estimated to generate more than 100 vehicle trips during any hour of the day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- b. Is estimated to generate more than 500 vehicle trips per day calculated utilizing the Trip Generation Handbook, Institute of Transportation Engineers, 9th Edition;
- c. Is estimated to generate an increase in the traffic to more than 100 vehicle trips during any hour of the day due to a change in land use or intensity of use; or
- d. Is expected to generate traffic that will detract from the safety of, or degrade by one level of service, the highway, road, street, alley or intersection.

Staff: We have had 6 CUP's in the MI District, the Harbor Building (overslope), bulk petro/8000sf/30%, 2 other similar uses (later rezoned to MC), and a PUD for a restroom/guard

shack. Again, I would like to run the concept by the Port and Harbor Commission for their recommendations.

Staff Recommendation

Continue discussion on items and address new issues and any requests for additional information in subsequent meetings

Attachments

CUP report 2011-2021
CUP disposition

<u>CUP</u>	<u>address</u>	<u>zone</u>	<u>reason</u>	<u>disposition</u>	<u>special conditions* beyond required codes</u>	<u>notes</u>
2011-01	n/a	BCWPD/ Conservation	buffers for timber harvesting	approved	time limit/tree survey	
2011-02	4755 Homer Spit Rd	MI	bulk petroleum storage/more than 8000sf/more than 30% lot coverage	approved	none	
2011-03	4136 Hohe St	RO	day care facility	approved	none	
2011-04	880 East End Rd	RO	more than one building/medical clinic/more than 8000sf	approved	pave/screen dumpster	
2011-06	4241 Homer Spit Rd	MC	restaurant/hotel/more than one building/more than 8000sf	approved	architectural features/design	
2011-07	1295 Mission Rd	RR	more than one building	approved	population cap w/I DEC regulation	
2011-08	533 E Pioneer Ave	CBD	amend CUP - landscaping	approved	landscaping/screen dumpster	
2011-09	3406 Main St	CBD	more than one building/setback reduction	approved	none	
2011-10	5155 Kachemak Dr	GC1	more than one building/more than 8000sf	approved	install water	
2011-11	3300 Sterling Hwy	GC1	more than one building/more than 8000sf/Public Utility or Structure	approved	none	
2011-13	1033 Skyline Dr	RR	amend CUP/public utility or structure	approved	none	
2012-01	4744 Homer Spit Rd	MI	other similar uses found in MC	approved	fence/planters/dumpster screening	
2012-02	3800 Sterling Hwy	RR	commercial greenhouse	approved	time limit/lighting	
2012-03	4770 Homer Spit Rd	MI	other similar uses found in MC	approved	resolve setbacks/fence/boardwalk	
2013-01	1401 Candlelight Ct	RR	more than one building	approved	none	
2013-02	4667 Freight Dock Rd	MI	PUD - restroom/guard shelter	approved	none	
2013-03	580 E Pioneer Rd	CBD	setback reduction	approved	none	
2013-04	4661 Kachemak Dr	RR	more than one building	approved	none	
2013-05	1496 Lakeshore Dr	GC1	multi-family dwelling	approved	wetland buffer/screen dumpster/landscaping	
2013-06	265 E Pioneer Ave	CBD	setback reduction	approved	parking plan/screen dumpster/stormwater deadline	
2013-07	3851 Homer Spit Rd	MC	heliport	denied	n/a	
2013-08	4834 Kachemak Dr	RR	more than one building	approved	none	
2013-09	3651 Sterling Hwy	RR	more than one building	approved	proof of DEC compliance - water supply	
2013-10	4914 Kachemak Dr	RR	more than one building	approved	none	
2013-11	203 W pioneer Ave	CBD	setback reduction	approved	landscaping/screen dumpster/landscaping time limit	
2013-12	5700 Easy St	RR	public utility facility and structures (communication tower)	approved*	off site impacts/lighting	project discontinued after remand order
2013-13	3850 Heath St	CBD	more than one building	approved*	many	project discontinued after remanded approve and further litigation
2014-01	4165 Mattox Rd	UR	more than one building	approved	lighting/ screen dumpster	
2014-02	560 Noview Ave	UR	day care facility	denied	n/a	
2014-03	4725 Kachemak Dr	RR	more than one building	approved	lighting	

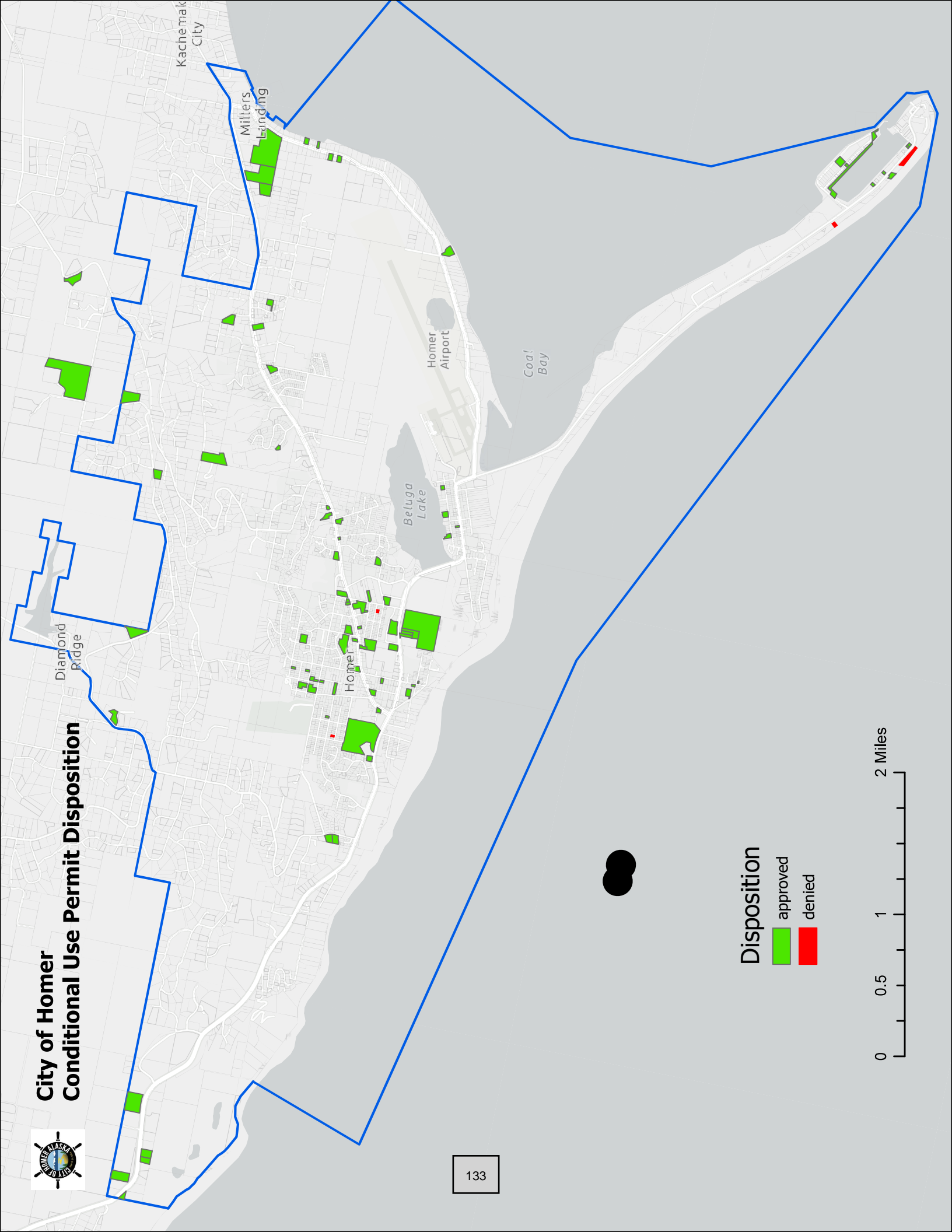
<u>CUP</u>	<u>address</u>	<u>zone</u>	<u>reason</u>	<u>disposition</u>	<u>special conditions* beyond required codes</u>	<u>notes</u>
2014-04	188 Skyline Dr	BCWPD	more than one building/other similar uses	approved	none	
2014-05	320 W Pioneer Ave	CBD	setback reduction	approved	lighting/landscaping	appealed - prevailed in court
2014-06	4311 Freight Dock Rd	MC, MI, SBHOD	overslope/setback reduction	approved	screen dumpster/lighting	
2014-07	564 E Pioneer Ave	CBD	reduced setback	approved	gain non-conforming status	
2014-10	1164 East End Rd	RO	daycare facility	approved	limit hrs/lighting/move nonconforming accessory	
2015-01	2315 East End Rd	RR	more than one building	approved	lighting/ depict easements/screen dumpster	
2015-02	3575 Heath St	CBD	more than one building/more than 8000sf/public facilities and structures	approved	landscaping	
2015-03	4166 Homer Spit Rd	MC	setback reduction/more than one building	approved	parking design	
2015-04	5185 Slavin Dr	RR	more than one building	approved	lighting	
2015-05	315 Klondike Ave	TCD	increase setback	approved	parking design	
2015-06	4242 Calhoun St	UR	more than one building	approved	screen dumpster/driveway design/fence	
2015-07	1242 Ocean Dr	GC1	more than one building	approved	FM approval/W&S connect/screen dumpster/time limit	
2016-01	3902 Shelford St	RO	medical clinic/more than one	approved	FM approval/landscaping/lighting	
2016-02	3936 Svedlund St	RO	more than on building/more than 8000sf	approved	vacate lot line/lighting/screen dumpster/drainage plan	
2016-03	500 Sterling Hwy	UR	indoor rec/more than one building	approved	DEC approval/lighting/access road FM approved	
2016-04	4060 Heath St	CBD	more than one building/public utility facilities and structures	approved	none	
2016-05	5185 Slavin Dr	RR	more than one building	approved	none	
2016-06	4136 Bartlett St	RO	medical clinic/more than 8000sf	approved	pave parking/pedestrian path,/landscaping/screen dumpster	
2017-01	2080 Shannon Ln	RR	more than one building	approved	lighting/screen dumpster/move development 50'	
2017-02	210 Olsen Ln	CBD	more than one building,decrease setback,more than 8000sf	approved	pedestrian trail/screen dumpster/lighting	
2017-03	61447 Florence Martin Ct	BCWSPD	more than 6000sf grading	approved	erosion control/bmp for road	
2017-04	3101 Kachmek Dr	RR	more than one building	approved	lighting	
2017-05	3301 East End Rd	EEMU	more than 8000sf	approved	stormwater plan	
2017-06	3965 Sterling Hwy	RR	bluff setback	approved	time limit/inspection/landscaping/limit disturbance	
2017-07	4300 Freight Dock Rd	MI	tower	approved	seal feed lines/no alteration w/o approval/lighting	

<u>CUP</u>	<u>address</u>	<u>zone</u>	<u>reason</u>	<u>disposition</u>	<u>special conditions* beyond required codes</u>	<u>notes</u>
2017-08	91 Stering Hwy	CBD	more than 8000sf	approved	approve lighting plan/landscaping	
2018-01	94 Sterling Hwy	CBD	auto fueling station	approved	fence/lighting plan	
2018-02	302 E Pioneer Ave	CBD	decrease setback	approved	lighting	appealed - sustained in Supreme Court
2018-03	152 W Danview	RO	more than one building	approved	lighting/ screen dumpster	
2018-04	680 Sterling Hwy	GBD	more than one building	approved	lighting/screen dumpster/time limit	
2018-05	4201 Rhonda St	RO	more than one building	approved	lighting/dumpster	
2018-06	1170 Lakeshore Dr	GC1	more than on building/multi-family dwelling	approved	lighting	
2018-08	1344 Lakeshore Dr	GC1	more than one building	approved	lighting	
2018-09	267 Cityview St	RO	medical clinic/more than 8000sf	approved	lighting/screen dumpster/sunset	appealed - remand points addressed - approved
2018-10	3301 East End Rd	EEMU	more than 8000sf	approved	none	
2018-11	3779 Bartlett St	CBD	more than 800sf/more that one building	approved	lighting	
2018-12	3725 West Hill Rd	RR	more than one building	approved	lighting/screen dumpster/adjust parking	
2018-13	3771 West Hill Rd	RR	more than one building	approved	lighting/screen dumpster	
2018-14	205 W Fairview Ave	RO	medical clinic	approved	lighting/screen dumpster	
2019-01	267 Cityview St	RO	remand CUP 2018-02	approved	lighting	
2019-02	625 Grubstake Ave	CBD	more than 8000sf/unlisted uses	approved	lighting/screen dumpster/landscaping	
2019-03	3641 Sterling Hwy	RR	more than one building	approved	lighting/signage/placement of leachfield	
2019-04	397 E Pioneer Ave	CBD	group care home/more than 30% building area	approved	FM certificate/fencing/landscaping/time limit/screen dumpster/color palate	withdrew after intent to appeal
2019-05	210 W Fairview	RO	medical clinic	approved	lighting/screen dumpster	
2019-06	3301 East End Rd	EEMU	more than 8000sf	approved	none	
2019-07	Lot 31 Spit Rd Sub Amened	OSR	parking lot	denied	n/a	
2019-08	4155 Pennock St	RO	more than one building	approved	lighting/screen dumpster	
2020-01	104 E Pioneer Ave	CBD	more than one building/manufacturing/more than 8000sf	approved	parking/lighting/screen dumpster	
2020-02	680 Sterlig Hwy	GBD	amend - more than one building	approved	time limit/outdoor lighting/screen dumpster	
2020-03	436 Soundview Ave	UR	townhouse	approved	lighting	
2020-04	3385 East End Rd	EEMU	more than 8000sf	approved	landscaped screening	
2020-05	1081A Freight Dock Rd	MC	overslope/lodging	approved	screen trash container and electrical boxes	
2020-06	3935 Svedlund St	RO	morer than 8000sf	approved	lighting	
2020-07	62890 Skyline	BCWSPD	stream buffer	approved	sediment and erosion control plan	
2020-08	151 W Bayview Ave	RO	more than one building	approved	lighting/screen dumpster	

<u>CUP</u>	<u>address</u>	<u>zone</u>	<u>reason</u>	<u>disposition</u>	<u>special conditions* beyond required codes</u>	<u>notes</u>
2020-09	3657 Main St	CBD	manufacturing/more than one building	approved	lighting	
2020-10	750 Nedosik Rd	RR	more than one building	approved	lighting	
2020-11	4936 Clover Ln	RR	more than one building	approved	lighting	
2020-12	3972 Bartlett St	RO	more than one building	approved	lighting	
2020-14	541 Bonanza Ave	CBD	moblie home park	denied	n/a	
2020-15	106 W Bunnell	CBD	setback reduction/more than 30% building area	approved	setback standard/lighting/screen dumpster/screen parking lot	appealing - applicant withdrew
2021-01	1308 Lakshore Dr	GC1	more than one building	approved	no RV occupancy/lightning	
2021-02	89 Sterling Hwy	CBD	more than one building	approved	parking spaces/parking landscaped buffer/lighting	
2021-03	870 Smokey Bay Way	CBD	manufacturing	approved	none	
2021-04	90 Sterling Hwy	CBD	more than 8000sf	approved	none - design manual application	
2021-05	4262 Homer Spit Rd	MC	setback reduction	approved	none	
2021-06	1308 Lakshore Dr	GC1	amended - more than one building	approved	lighting	
2021-07	1554 Homer Spit Road	GC1	more than one	approved	lighting	
2021-08	3860 Kachemek Way	CBD	greenhouse	approved	lighting	



City of Homer Conditional Use Permit Disposition



Disposition

■ approved

■ denied





City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

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Homer, Alaska 99603

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Memorandum

TO: PLANNING COMMISSION

FROM: RACHEL TUSSEY, CMC, DEPUTY CITY CLERK II

DATE: AUGUST 3, 2022

SUBJECT: ELECTION OF OFFICERS

Per the Planning Commission (PC) Bylaws: "A Chair and Vice-Chair shall be selected annually in August or as soon thereafter as practicable by the appointive members."

Recommended process for Election of Vice Chair:

- 1) A commissioner will make a motion to determine the PC's method of voting for the elections. Voting is commonly done by a Show of Hands or a Voice Vote (yes/no).
- 2) Once the election method is decided, the Chair will open the floor for nominations.
- 3) Commissioners are free to call out nominations, they do not need to be recognized by the Chair.
 - **These are not motions and do not require a second**, although providing a second shows support.
 - It's ok for a commissioner to nominate themselves.
 - If a commissioner calls out a nomination and that individual is fully against serving, it is acceptable for that nominated commissioner to speak up and say they would not be willing to accept the seat if elected. They have still been nominated though and should still go through the voting process; the rest of the commission at least now knows who of the nominees is/is not interested in serving.
- 4) Once all nominations are called out, the Chair will close the floor to nominations.
- 5) Chair will then call out each nominee's name for voting. For each name called out, commissioners will vote using the selected method (Show of Hands/Voice Vote).
- 6) As soon as one of the nominees receives the majority of votes, the Chair will declare them elected. If only one person is nominated, the Chair simply declares the nominee elected.

Recommended process for Election of Chair:

- 1) It is preferred the gavel be handed over to the newly elected Vice Chair to conduct the vote for Chair.
- 2) Election is conducted in the same manner as it was for the Vice Chair (see steps 2-6 above).
- 3) The gavel/meeting will be turned over to the newly elected (or re-elected) Chair to conduct the remainder of the meeting.



City of Homer

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(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: July 23, 2022
SUBJECT: City Manager's Report for June 27, 2022 Council Meeting

Main Street Sidewalk Construction is Underway!

As planned, construction began on July 12th. The early phases of the project are going very well, however, the contractor is experiencing some supply chain issues which could delay completion until early fall. We will continue to report on this project as it develops.



Crews working on the Main Street Sidewalk on July 19th

Old Town Sidewalk Meeting

Economic Development Manager Julie Engebretsen and Public Works Director Jan Keiser are scheduled to host a neighborhood meeting related to sidewalks in Old Town. The City is partnering with Bunnell Street Arts Center to host the event at the gallery on Tuesday, July 26th, beginning at 5:00 pm. The City mailed invitations to property owners, and Bunnell staff is spreading the word with neighbors and area residents. The City is in the engineering and design phase for work on West Bunnell Ave and Ohlson Lane. Including sidewalks in the design phase is timely, however there will be tradeoffs and direct impacts for businesses and land owners to consider. The event is intended to present some ideas to the neighborhood and hear their comments and concerns.

Sidewalk Progress (Resolution 22-043)

In May, Council adopted Resolution 22-043 which intended to reconfirm the interest of Council on investing time and resources into non-motorized transportation as well as giving me some direction on things the Council wanted to get underway in the three months that followed. Attached to this report is a memo which outlines progress to date. Additionally, I have attached a memo from Public Works Director Keiser which gives a full overview of the City's open non-motorized transportation-related projects. As I have stated before, this topic in general is a big one that will require some time, however, we're making meaningful progress.

Little HERC Demolition

As a follow up to Resolution 22-055, City staff have been working together to develop potential pathways for the demolition of the "little HERC" building. After a deeper review of the EPA Brownfield grant opportunities available in Alaska, it is apparent that they are not a good fit for our project (programs don't cover demolition, there is a high administrative burden, funds eligible to be disbursed for the HERC are low, etc.). We are instead looking to use the HERC CARMA fund for an option developed by Public Works to bring the building down in spring 2023. Staff intends to submit an ordinance for introduction at the first meeting in August.

FY24/25 Budget Prep

At the first leadership team meeting of the 2023 fiscal year, I distributed budget worksheets to department and division leaders. The first round worksheet is focused on missions, goals, performance metrics, and big ideas. Finance Director Walton is meeting with the leadership team one on one to discuss their visions during the month of July and I will be hosting follow up discussions in August. As a reminder, we are working with a goal of having a complete FY24/25 budget ready to adopt by April 2023. The Budget Development Schedule for FY24/25 is attached to this report.

Capital Projects Review

With the close of FY22, we are doing a review of our open capital projects appropriations. Because of the fiscal year change, the Council's temporary delaying of capital spending during COVID (Resolution 20-050), and supply chain issues, we have quite a few projects which have aged beyond their original three fiscal year windows. The year-end review will have the following outcomes: 1) projects that are complete will be officially closed (if that has not already occurred); 2) some projects will require extensions from Council to allow them to be completed; 3) other projects, that never had a chance to get started but are still needed, will be repackaged into new requests that better fit our current context. Expect to see related ordinances at upcoming Council meetings.

Conditional Use Permit Reform Update

City Planner Rick Abboud worked through the zoning code evaluating conditional uses in all districts. His research has been compiled into a proposal that went to the Planning Commission for discussion on July 20th. Because of the volume of information and potential changes, it is expected that the Planning Commission may require several meetings to review the proposal before it's ready to move back up to the Council level. The City Planner estimates that, if the current recommendations hold, we may eliminate over half of the conditional use permits that have been requested in the past decade.

Website Updates Underway

Assistant to the City Manager Christine Drais has been working through various parts of the City's website updating information and sprucing up various department and division pages. The most recent beneficiaries of this work were the Parks and Community Recreation divisions. Christine is working on creating a more

consistent look to the pages with nice visuals on each page that represent the department or division. This is a long-term project that will continue to simmer in the background. Expect to see continuous small improvements at the year goes on.

Water/Sewer Rates

I mentioned this topic in my last report. The work session for this topic has been tentatively rescheduled to the first meeting in August.

Fire Truck Leasing

While discussing the purchase of a pumper/tanker for the Volunteer Fire Department, we spoke frequently of other fleet needs that Council will have to address in the near future. One vehicle that we need to seriously consider integrating into our future fleet to support the growth and development of the City is a ladder truck. Ladder trucks are serious pieces of fire apparatus and come at a considerable cost. As we saw during the major structure fire on Bunnell Avenue in June, they also provide considerable benefits in protecting lives and property. Fire Chief Kirko has been working with manufacturer representatives to discuss options for ladder trucks as well as pricing for leasing them instead of buying them outright. Two example ladder trucks that were recently for sale and available for delivery this year (through the same channels we ordered our pumper/tanker) were priced at a range \$1.3M to \$1.7M depending on equipment. Financing these trucks would range between approximately \$170,000/year and \$216,000/year for a ten year term. I'm not suggesting that the offered financing is the best deal or the right deal for Homer, we haven't completed that analysis, but I want the Council to understand the magnitude of cost that will be required to meet our fire safety needs going into the future. The Chief and I will continue to study this and a considerable amount of work on the topic of the fire fleet will be integrated into the upcoming FY24/25 budget process.

Update: State Match for Harbor Expansion Study

In mid-July we officially received notice of the FY2023 Designated Legislative State Grant of \$750,000 for the Large Vessel Harbor expansion matching funds. As a reminder, these funds, matched with \$750,000 from the City, make up the "local" match for an Army Corps of Engineers General Investigation, which is a major step in the development of large projects undertaken by the Corps. We are continuing to work with federal partners to get the federal half of the funds appropriated and a new/resumed start authorized.

Harbor Facility Grant Program Award

The City was officially awarded an FY23 Tier II Harbor Facility Matching Grant from the State of Alaska DOT&PF in the amount of \$366,000 for cathodic protection in the Port & Harbor. The funding will allow the City to complete a years-long, phased approach to protect over 487 steel piles harbor-wide from corrosion due to electrolysis. This is an important project to finish up. Most of the float system piling predates the 1999 ownership transfer from the State. When originally installed, the pilings were protected from corrosion by a hot-dipped galvanized coating, which is typically effective between 15 and 20 years. Presently, at 36 to 28 years old, the original protective coating is depleted to the point where it was no longer protecting the pile. Utilizing Port and Harbor reserve funds in 2018 and 2021, the City was able to add protection to about 44% of the harbor piling. This grant award will match \$366,000 in City funds to complete protection for the remaining 56%. Once the project goes out to bid and the State issues a grant award agreement, staff will be bringing an Ordinance to City Council for the matching funds.

Short Term Rental Discussion on KBBI

I was invited to participate in a KBBI Coffee Table discussion on short term rentals (STR) which also featured Councilmember Davis and other community stakeholders involved in housing locally. We had a productive

chat about ways the City can interface with housing challenges in Homer. I have special projects staff working on research related to housing and short term rentals at this time. I expect we will be in a position to host Council work sessions and public meetings in fall/winter this year.

New Special Project Coordinator Positions

The midbiennium budget adjustment passed in April 2022 included the addition of two special project coordinator positions to the city's roster. I formatted these positions as remote work and part-time eligible, a very uncommon configuration in local government jobs. Personnel Director Andrea Browning and I marketed the listing aggressively, and we had a very successful recruitment which drew applications from all over the country. As a result, I have hired and onboarded two new employees.

David Parker joins us as a part-time special projects coordinator working out of Anchorage. David holds an M.A. in Sociology from Georgia Southern University and a PhD in Epidemiology from the University of South Carolina. He has worked with state, county, and local governments for over twenty years on projects involving data identification, collection, management, reporting, and policy analysis. David is also a professor at the University of Alaska Anchorage where his research focuses on the integration of information technology into healthcare to improve health outcomes and reduce costs. David made his first visit to Homer in July and is already engaged in multiple projects with various City departments.

Ryan Foster joined the team in mid-July as a full-time special projects coordinator working as a hybrid (mix of in-person and remote work) employee. Ryan has a B.A. in Geography/Anthropology from the University of Southern Maine and a Master of Planning degree from Dalhousie University in Nova Scotia. Ryan has been a professional planner, working for both public and private employers, for the last 14 years. He most recently worked for the City of Kenai as their planning director. Prior to that he served as the principal planner for Los Alamos County in New Mexico. As much of our special projects work, as outlined by the 2022 visioning process, is very planning heavy, we are very excited to expand our capacity by bringing Ryan on board.

Enclosures:

1. July Employee Anniversaries
2. Memo re: Resolution 22-043 update
3. Memo re: Non-motorized Transportation Progress Report
4. Budget Development Schedule for FY24/25
5. Quarterly report from the SBDC



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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Homer, Alaska 99603

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(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: July 25, 2022
SUBJECT: July Employee Anniversaries

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

Lori Sorrows	Finance	23	Years
Dan Olsen	Public Works	21	Years
Julie Engebretsen	Planning	20	Years
Rick Abboud	Planning	14	Years
Dave Welty	Public Works	14	Years
David Bernard	Library	11	Years
Jason Hoffman	Public Works	7	Years
Clinton Scritchfield	Police	4	Years
Jason Hanenberger	Public Works	3	Years
Mark Kirko	Fire	3	Years
Owen Meyer	Public Works	1	Year



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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: July 20, 2022
SUBJECT: Resolution 22-043 Status Update

Resolution 22-043, a Resolution of the City Council of Homer, Alaska Establishing the City Council's Intention to Promote Sidewalks and Safe Pedestrian Access, was adopted May 9, 2022. The resolution set out a series of ambitious goals to accelerate our pursuit of sidewalks and non-motorized transportation. Staff has put a great deal of effort into furthering these goals and I believe we are doing a good job of meeting the intent of the Resolution. This memo give updates to what has either been accomplished or is currently underway across the last three months.

Excerpted memo language with Commentary:

NOW, THEREFORE BE IT RESOLVED that the City Council intends to pursue, beginning over the next three months, a number of actions to improve safety and a pedestrian and cyclist friendly community for residents and visitors alike:

- 1. Formulate reasonable changes to the Homer City Code to improve safety and pedestrian access on new City streets, including updating minimum road widths and assessing safety surrounding shoulders and ditch steepness.**

The City design manual update was outsourced to a consultant and the draft has been under review by Public Works and Planning. Specific code updates will be driven in large part by the Master Transportation Plan which is coming to Council July 25th for introduction.

- 2. Begin the process of updating the nonmotorized transportation plan, an element of the Comprehensive Plan, including a long-term plan for building critical sidewalk infrastructure, and determining the costs to be borne by developers and/or private land owners**

An ordinance for a Master Transportation Plan, which will include non-motorized transportation, is set to be introduced at the July 25th Council Meeting.

3. Support the work of Public Works to catch up and develop a nonmotorized transportation implementation plan, nonmotorized trails, and access in active developments.

Council approved Ordinance 22-25 on May 23rd approving and funding a Non-Motorized Transportation Fund. Public Works is actively collaborating with other departments and working with developers on solutions as construction has started on a few projects.

Additionally, Public Works continues to incorporate sidewalks and non-motorized transportation in new projects, such as West Bunnell Ave and Ohlson Lane reconstruction. In partnership with Bunnell Street Art Center, City Economic Development, and Public Works staff are hosting a neighborhood meeting open dialogue between the City and neighborhood land owners and residents to plan for future sidewalks.

4. Develop a plan to integrate interested committees/commissions into sidewalk discussion to ensure staff and volunteer efforts are well-coordinated and aligned with Council interests and direction.

The Mayor held a meeting of all committee/commission/board chairs to discuss coordination efforts to include future sidewalk projects. Staff discussions between the City Manager, Planning, and Economic Development have been held to strategize future actions. PARCAC and EDC had information and discussion at their June meetings. Communication will continue with an invitation to attend the early fall trail symposium, and follow the Homer Drawdown policy conversation.

5. Establish a strategic plan for funding road safety improvements on existing roads.

Public Works has financial plans in place that are updated as the context changes.

6. Hold a series of work sessions for Council to work through these issues as a body alongside the administration.

A work session was held May 23rd on sidewalks. Economic Development Manager Julie Engebretsen is currently scoping a potential off-cycle work session for later in August. We expect more to be triggered by the Master Transportation Plan if approved. There is also significant staff involvement in a trail summit with a local stakeholder group planned for later this year.



City of Homer

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Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907-235-3170

(f) 907-235-3145

Memorandum

TO: City Council

THROUGH: Rob Dumouchel, City Manager

FROM: Janette Keiser, PE, Director of Public Works

DATE: July 18, 2022

SUBJECT: Non-motorized Transportation – Progress Report

I. **Issue:** The purpose of this Memorandum is to provide a status report on the various non-motorized transportation projects we've been working on, particularly since the creation of the Non-Motorized Transportation Opportunity Fund.

II. Status Report:

- A. **Main Street Sidewalk.** This project is under construction. The contractor is experiencing supply issues, which could delay completion until early fall.
- B. **Ben Walters Sidewalk.** The design is now 35% complete and undergoing review. Our plan is to advertise this project in late 2022 and build it during the 2023 construction season.
- C. **Fairview Avenue West.** We are waiting for the developer's contractor to complete the re-grading of the area so we know what the final contours will be. At that point, we will continue the design process for the pathway. We are still planning to construct this season.
- D. **Adams Lane, from East End Road to Jack Gist Park.** The bike path design is 80% complete. We will be soliciting bids, using the "Fax Back" small project bid process, in the near future. This improvement should be constructed this season.
- E. **Lee Avenue Path.** The undeveloped ROW of Lee Ave, between Heath Street and Kachemak Way has been brushed out by the Homer Drawdown Volunteer Trails Team, with Parks Division supervision. It will be finished as a Level 3 path this season.
- F. **Wright Street Path.** The undeveloped ROW of Wright Street, between Rangeview and Fairview, has been brushed out by the Homer Drawdown Volunteer Trails Team, with Parks Division supervision. It will be finished as a Level 3 path this season.
- G. **Woodard Creek Trail.** This nature trail has been improved by the Homer Drawdown Volunteer Trails team, with Parks Division supervision.
- H. **Ohlson Lane/Bunnell Ave.** We are exploring using the pavement restoration project as a vehicle for adding sidewalks into this busy commercial neighborhood. We will be hosting a neighborhood meeting on July 26 to talk about options with the local property owners.

- I. **West Hill Connection.** This project involves a bike path on the east side of West Hill Road between Eric Lane and the Sterling Highway. A contract for design has been issued to Bishop Engineering, the engineer-of-record for the nearby Foothills Subdivision, who will also help us negotiate with the AK DOT for permission to use the West Hill ROW.
- J. **Misc. pedestrian easements.** A variety of pedestrian easements exist on paper in multiple subdivisions. We are having these easements surveyed and marked in the field so people don't forget they exist. For example, we recently discovered HEA installed a power pedestal in the middle of a pedestrian easement on Quiet Creek Subdivision, thereby impeding its use for non-motorized purposes.
- K. **Regulatory framework.** We are continuing to work on developing enforceable regulations to facilitate and protect non-motorized transportation. For example, at the July 25 Council meeting, we will be presenting proposed regulation that would enable us to better address obstructions in the rights-of-way and pedestrian easements. For example, there are people on Soundview Avenue and Mullikin Street, who regularly park on the raised path, requiring non-motorized traffic to veer off the path and into the road.
- L. **Transportation planning.** We are introducing legislation regarding an update to Homer's Master Transportation Plan, which will include a chapter on non-motorized transportation as well as on traffic calming ideas generally.
- M. **Maintenance planning.** We are researching more effective ways to keep Homer's sidewalks, paths and trails accessible in the winter. The Tool Cat is slow and limited in what it can do. As we build more non-motorized routes, it will no longer be enough to keep up with demand. We are evaluating a new piece of equipment, like what is used in Soldotna, to more efficiently keep non-motorized routes clear. This would enable us to help the State with their sidewalks as well.
- N. **Kachemak Drive Bike Path.** We've had multiple conversations with the State about building a bike path on Kachemak Drive. It's clear the State has no interest in doing this as a State-project, but the State would be open to Homer doing it as a City project. We will soon be introducing the concept of doing at least the design, as a City project, once the Ben Walters Sidewalk design is completed.

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

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



July 12, 2022

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Mayor Castner, City Council, and City Staff,

This letter serves as our quarterly report for the period April 1 to June 30, 2022. The Homer Business Advisor, Robert Green, has been busy this quarter working with clients preparing for summer tourist season. In May, the Kenai Peninsula Borough increased SBDC funding, which reduced the requirement from the City of Homer from \$25,000 to \$10,000 for the next fiscal year. There is strong demand for SBDC services in Homer, with 29% of our active peninsula clients in the area, so local support to retain the Homer Business Advisor position is crucial for the local economy. We are doing our best to keep the financial burden low for the City of Homer, so we can continue to provide excellent local support to business owners and entrepreneurs in the area. Here is a summary of deliverables to the Homer community during the quarter (year):

Client Hours: 132.1 (328.5)

Total Clients: 34 (77)

New Businesses Started or Bought: 3 (8)

Jobs Supported: 152 (266)

Capital Infusion: \$933,400 (\$1,116,900)

Client Surveys: 80% positive (88% positive)

The contract rate for a business advisor is \$55 per hour, which includes salary, benefits, fixed, and administrative expenses. In addition to local expertise, the Alaska SBDC provides IBISWorld industry reports, retailing for \$925 each, and ProfitCents financial analyses, valued at \$2,750 each, to clients free of charge. Here is a summary of value provided to the Homer community during the quarter (year):

Business Advisor: \$13,860 (\$27,555)

IBISWorld Industry Reports: \$10,175 (\$19,425)

ProfitCents Financial Analyses: \$8,250 (\$24,750)

Total: \$32,285 (\$71,730)

We would like to thank the City of Homer for their support of the Homer Business Advisor position. Not only has Robert excelled in Homer, but he has become a valued part of the Alaska SBDC staff. We greatly appreciate the knowledge, experience, and consistency he brings to our team. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

Jon Bittner

F3E1FE8A6ADF4BD...

Jon Bittner

Executive Director

Alaska SBDC



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

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Homer, Alaska 99603

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(f) 907-235-3143

Memorandum 22-120

TO: HOMER CITY COUNCIL
FROM: MAYOR CASTNER
DATE: JULY 20, 2022
SUBJECT: APPOINTMENT OF MIKE STARK TO THE PLANNING COMMISSION

Mike Stark is appointed to the Planning Commission to fill the seat vacated by Syverine Bentz. The term will expire July 1, 2025.

Recommendation

Confirm the appointment of Mike Stark to the Planning Commission.

Published on *City of Homer Alaska Official Website* (<https://www.cityofhomer-ak.gov>)

[Home](#) > [Application for Appointment to an Advisory Body](#) > [Webform results](#) > Application for Appointment to an Advisory Body

Submission information

Form: [Application for Appointment to an Advisory Body](#) ^[1]

Submitted by Visitor (not verified)

Mon, 07/04/2022 - 9:07pm

162.142.118.23

Applicant Information

Full Name

Mike Stark

Physical Address Where you Claim Residency

64190 EasterDay Road, Homer, AK 99603

Mailing Address

PO Box 2804, Homer, AK 99603

Phone Number(s)

970-390-8288

Email

mike@whitetipranch.com

Advisory Bodies

Planning Commission – Meetings held on the 1st and 3rd Wednesday of each month at 6:30 p.m. and Worksessions at 5:30 p.m. prior to each meeting. No first meeting in July or second meetings in November and December.

Residency

Are you a City Resident? Yes

If yes, how long have you been a City Resident? October 2021

How long have you been a resident of the South Peninsula Area? October 2021

Background Information

Have you ever served on a similar advisory body?

- Informally for the cities of Greeley, Fort Collins and Aspen, Colorado.

- For the Ruler of Dubai, U.A.E.
- For New Riyadh International Airport, Riyadh, Saudia Arabia; Eastern Province International Airport, Eastern Province, Saudia Arabia

Other memberships

Numerous past positions. None currently.

Special Training & Education

- Bachelor of Science Degree; Industrial, Community Development and Construction Management
- While a construction project manager with Hensel Phelps Construction Co., assisted the city of Greeley, CO mayor and city manager with downtown development planning, and acquiring state and federal Shared Revenue funding for same
- Performed Community Development Planning and Construction Management for Bechtel's Hydro and Community Development Division

Why are you interested in serving on the selected Advisory Body?

Only to bring my extensive breadth and depth of related experience to serve the city of Homer and it's populous in the best ways possible for wise, healthy, and improved quality of life growth and development, benefitting Homer and all its occupants. Contribute to guiding Homer's most desirable growth and development in maintaining the uniqueness, wonder, benefits and magic of Homer, while avoiding undesirable growth and development mistakes experienced by similar cities and communities. Help improve the housing situation, enable supply of more affordable housing, and contribute to improved quality of life for Homer residents. Contribute to generating improved revenue to Homer without unduly burdening residents. To serve and contribute, and make a significant, positive difference.

Recommended by Chris Story and Janette Keiser

For Planning Commission Only: Have you ever developed real property other than a personal residence?

Yes.

- Mason Street North Mixed-Use Complex, Fort Collins, CO
- Extensive Community Facilities (essentially small-to-medium sized cities) associated with new, large international airports.

Source URL: <https://www.cityofhomer-ak.gov/node/9051/submission/49525>

Links

[1] <https://www.cityofhomer-ak.gov/cityclerk/application-appointment-advisory-body>



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

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July 27, 2022

Mike Stark
PO Box 2804
Homer, AK 99603

Dear Mike,

Congratulations! City Council confirmed/approved your appointment to the Planning Commission during their Regular Meeting of July 25, 2022 via Memorandum 21-120. You will be filling the seat vacated by Syverine Bentz, and your term will expire July 1, 2025.

Included is the 2021-2022 Public Official Conflict of Interest Disclosure Statement. Please complete this form and return it to the City Clerk's Office at your earliest convenience. The Public Official Conflict of Interest Disclosure Statement is a public document that may be requested by a member of the public. In the event it is requested, you will be notified of the requestor's name.

Also included are the following documents that provide important information and guidelines for your role as commissioner:

- Homer City Code 1.18 Conflicts of Interest, Partiality and Code of Ethics
- Open Meetings Act & Other Legal Issues for Advisory Bodies
- Basics of Robert's Rules of Order
- City Directory Excerpts for City Departments, City Council, and the Planning Commission

Additional materials are being prepared by the Planning Department staff; they will be contacting you to set up an orientation meeting.

Thank you for your willingness to serve the City of Homer on the Planning Commission. There certainly are exciting times ahead!

Cordially,

Ken Castner, Mayor

Enclosed: Memorandum 22-120
 Certificate of Appointment
 2021-2022 Public Official Conflict of Interest Disclosure Statement
 PC Informational Materials

Cc: Planning Commission

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Mike Stark

Has been appointed to

serve as

"Commissioner"

on the

"Homer Planning Commission"

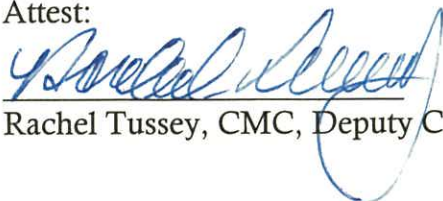
This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 27th day of July, 2022.*



Ken Castner, Mayor

Attest:



Rachel Tussey, CMC, Deputy City Clerk II



PLANNING COMMISSION ANNUAL CALENDAR
FOR THE 2022 MEETING SCHEDULE

<u>MEETING DATE</u>	<u>SCHEDULED EVENTS OR AGENDA ITEM</u>
JANUARY 2022	
FEBRUARY 2022	PC training: legislative vs quasi-judicial decisions; decisions and findings
MARCH 2022	Guest speaker and training: KPB Platting/Planning AK APA Conference
APRIL 2022	2018 Comprehensive Plan Review / HNMTP
MAY 2022	Transportation work session with Public Works
JUNE 2022	Reappointment Applications Deadline
JULY 2022	Reappointments Spit Plan Review / Transportation Plan (One meeting this month)
AUGUST 2022	Election of Officers (Chair, Vice Chair) PC training: Roberts rules, OMA Capital Improvement Plan Review
SEPTEMBER 2022	Economic Development speaker (such as KPEDD, chamber, SBA,)
OCTOBER 2022	Floodplain or other hazard regulations overview...connect dots between comp plan and our current regs
NOVEMBER 2022	(One meeting this month) Review and Approve the 2022 Meeting Schedule
DECEMBER 2022	(One meeting this month) Review Bylaws, and Policies and Procedures / Town Center Plan

Semi Annually: PW project update

Odd Years: 2018 Comprehensive Plan (April) Homer Spit Plan, (July), Review Bylaws, and Policies
and Procedures (December)

Even Years: HNMTP (April), Transportation Plan (July), Town Center Plan (December)

2022 Meeting Dates & Submittal Deadlines

Homer Planning Commission

Meeting dates are bolded and submittal deadlines are underneath

January 5, 2022

December 15 for Public Hearing Items
December 17 for Preliminary Plat Submittal
December 23 for Regular Agenda Items

January 19, 2022

December 29 for Public Hearing Items
December 30 for Preliminary Plat Submittal
January 7 for Regular Agenda Items

February 2, 2022

January 12 for Public Hearing Items
January 14 for Preliminary Plat Submittal
January 21 for Regular Agenda Items

February 16, 2022

January 26 for Public Hearing Items
January 28 for Preliminary Plat Submittal
February 4 for Regular Agenda Items

March 2, 2022

February 09 for Public Hearing Items
February 11 for Preliminary Plat Submittal
February 18 for Regular Agenda Items

March 16, 2022

February 23 for Public Hearing Items
February 25 for Preliminary Plat Submittal
March 4 for Regular Agenda Items

April 6, 2022

March 16 for Public Hearing Items
March 18 for Preliminary Plat Submittal
March 25 for Regular Agenda Items

April 20, 2022

March 30 for Public Hearing Items
April 1 for Preliminary Plat Submittal
April 8 for Regular Agenda Items

May 4, 2022

April 13 for Public Hearing Items
April 15 for Preliminary Plat Submittal
April 22 for Regular Agenda Items

May 18, 2022

April 27 for Public Hearing Items
April 29 for Preliminary Plat Submittal
May 6 for Regular Agenda Items

June 1, 2022

May 1^h for Public Hearing Items
May 13 for Preliminary Plat Submittal
May 20 for Regular Agenda Items

June 15, 2022

May 25 for Public Hearing Items
May 27 for Preliminary Plat Submittal
June 3 for Regular Agenda Items

2022 Meeting Dates & Submittal Deadlines

Homer Planning Commission

Meeting dates are bolded and submittal deadlines are underneath

July 20, 2022

June 29 for Public Hearing Items

July 1 for Preliminary Plat Submittal

July 8 for Regular Agenda Items

August 3, 2022

July 13 for Public Hearing Items

July 15 for Preliminary Plat Submittal

July 22 for Regular Agenda Items

August 17, 2022

July 27 for Public Hearing Items

July 29 for Preliminary Plat Submittal

August 5 for Regular Agenda Items

September 7, 2022

August 17 for Public Hearing Items

August 19 for Preliminary Plat Submittal

August 26 for Regular Agenda Items

September 21, 2022

August 31 for Public Hearing Items

September 2 for Preliminary Plat Submittal

September 9 for Regular Agenda Items

October 5, 2022

September 14 for Public Hearing Items

September 16 for Preliminary Plat Submittal

September 23 for Regular Agenda Items

October 19, 2022

September 28 for Public Hearing Items

September 30 for Preliminary Plat Submittal

October 7 for Regular Agenda Items

November 2, 2022

October 12 for Public Hearing Items

October 14 for Preliminary Plat Submittal

October 21 for Regular Agenda Items

December 7, 2022

November 16 for Public Hearing Items

November 18 for Preliminary Plat Submittal

November 23 for Regular Agenda Item