

**COWLES COUNCIL CHAMBERS
491 E. PIONEER AVENUE
HOMER, ALASKA
www.cityofhomer-ak.gov**



**WORKSESSION
5:15 P.M. MONDAY
JANUARY 21, 2013**

MAYOR BETH WYTHE
COUNCIL MEMBER FRANCIE ROBERTS
COUNCIL MEMBER BARBARA HOWARD
COUNCIL MEMBER DAVID LEWIS
COUNCIL MEMBER BRYAN ZAK
COUNCIL MEMBER BEAUREGARD BURGESS
COUNCIL MEMBER JAMES DOLMA
CITY ATTORNEY THOMAS KLINKNER
CITY MANAGER WALT WREDE
CITY CLERK JO JOHNSON

WORKSESSION AGENDA

1. CALL TO ORDER, 5:15 P.M.

Councilmember Howard has requested excusal.

2. AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)

3. PLANNING FOR LOT TR-1-A (PIER ONE LOT)

Memorandum 13-008 from City Planner as backup.

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CONSENT AGENDA

UPDATE/DISCUSSION HERC BUILDING

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4. COMMENTS OF THE AUDIENCE

5. ADJOURNMENT

Next Regular Meeting is Monday, January 28, 2013 at 6:00 p.m., Committee of the Whole 5:00 p.m., and Special Meeting 4:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



City of Homer Planning & Zoning

491 East Pioneer Avenue
Homer, Alaska 99603-7645

Telephone (907) 235-3106
Fax (907) 235-3118
E-mail Planning@ci.homer.ak.us
Web Site www.ci.homer.ak.us

MEMORANDUM 13-008

TO: Mayor Wythe and the Homer City Council
THRU: Walt Wrede, City Manager
FROM: Rick Abboud, City Planner
DATE: December 31, 2012
SUBJ: Pier One Theater/Campground Site

Introduction

Options for short term and long term development of the lot have been discussed with several commissions (Planning, Port and Harbor, Parks and Rec, and Economic Development). In addition to the staff reports and other guiding documents, below is a summary of minutes and notes taken from the discussion of the commissions.

Summary

After meeting with the various groups identified in the introduction consensus has been gained on several items found in the reports.

- Seasonal barge work could be accomplished outside of the camping season (although there was concern with site remediation after barges left).
- Kayak launch area identified on the map is supported as long as associated improvements were not such that they could not be moved if the area was needed for future development and adequate separation from barge activities was provided.
- It was recognized that the Port and Harbor Enterprise fund should benefit from activities on the site.
- It was agreed that the site should be developed in a way that presented the least constraint for future activities. Permanent improvements should be carefully sited and not compromise future revenue generating activities.
- The picnic shelter could be moved to the fishing hole area.
- Road leading to outer dock road should be improved and better delineated.
- No one was dead set about not wishing to lease 10,000 square feet on the lot but did agree that favored sites would be closest to the highway as not to impede future beach access and general lot circulation.
- Comments about a \$1 lease ranged from those not in favor(P&H), to creating some review standard considerations that include review of mission statement and form 990(PC), to outward endorsement of the Wooden Boat Society(EDC).

**HOMER ADVISORY PLANNING COMMISSION UNAPPROVED REGULAR MEETING
SEPTEMBER 5, 2012**

PUBLIC COMMENT

Bumpo Bremicker, city resident, commented regarding the Pier 1 site. He went down and measured a 10,000 sf and it really isn't a lot of area, just 100x100. He referenced the aerial photo noting where the area for the barge haul out is drawn in. If the Wooden Boat Society was able to get 10,000sf, it would be about a quarter of the area where the camping is shown. The staff report says that it represents 12 campsites, but that isn't how they are laid out and it appears to him there are about 5 sites. If the city gets money from five campsites during the summer, minus the cost of maintaining them and it really isn't that much money. They might be willing to come up with enough to compensate the City for losing five campsites. Maybe they could use fifty feet of frontage, 100 feet is something they just threw out. He mentioned the Parks and Recreation Commission supported the barge haul out, it's a good idea people have just thrown out there, and doesn't know if there is any real planning of it, or where the money is coming from. If it is going to make so much money then why isn't Herndon doing it?

A. Staff Report PL 12-49, Pier 1 Land Use

City Planner Abboud reviewed the aerial photo and a concept of the barge haul out facility.

The Commission commented in favor of the concept of the barge haul out. They recognized that it is a facility that could economically benefit the City both for the harbor and for workers needing lodging, food, and other amenities. It appears to be a workable project in that the barge haul out will be operational in the off season, shutting down in the spring as the tourist traffic increases.

**HOMER ADVISORY PLANNING COMMISSION UNAPPROVED REGULAR MEETING
SEPTEMBER 19, 2012**

PUBLIC COMMENT

Lance Peterson, city resident, commented regarding the Pier One Theater site. He encouraged the Commission to consider requiring not for profit leases provide IRS form 990 which contains information about the mission of the organization, the impact, number of participants, budget, programs, affiliations, and so on. It provides a wealth of information which would give easy access to a number of things to evaluate. The bottom line for not for profits is not the dollar sign, it is the determination if this set of activities is a real benefit to the Homer community. That is what he advocates they assess.

A. Staff Report PL 12-49, Pier 1 Land Use

Chair Erickson expressed appreciation for Lance Peterson's feedback at the worksession regarding criteria for non profit consideration. She thinks it would be good to adopt some kind of criteria for dealing with non profits.

Commissioner Venuti expressed agreement with marking the access road better to the area. He added that there shouldn't be any permanent improvements regarding the kayak launch. Kayaks can be launched anywhere in that area and as opportunities come forward the launch location may need to be relocated.

Commissioner Stead commented regarding non profits, and when reviewing leasing criteria, it is important to be cognizant that non profits can make money and can provide for leases for their facilities. It happens all the time. An example of something that could occur out there and pay its way is a school. The North House Folk School in Grand Marais, MN is a school on public leased property and provides for a lot of different entities to have access to the harbor. It is a non profit that makes money and brings a lot of people to Grand Marais. There are other

possibilities than just what we are talking about and he encouraged them to think even broader. He reiterated that non profits need to pay their way.

Discussion ensued regarding the lease policies, current uses on the lot, and concerns in effective dealings with non profits.

Rick Abboud's notes from Homer Advisory Planning Commission meeting 9/19/12

- Consider mission statement review for lease considerations
- Evaluate form 990 non-profit document in consideration of lease
- Keep access road open improve condition and mark better
- Kayak launch with caveat that it be reviewed for long range use in lot (able to move to new site if necessary)
- Support for moving shelter to fishing hole area

PARKS AND RECREATION ADVISORY COMMISSION UNAPPROVED REGULAR MEETING SEPTEMBER 20, 2012

C. Staff Report from Rick Abboud, City Planner, re: Pier One Theater/Campground

Ms. Engebretsen provided some insight on this subject.

Discussion ensued and the commissioners offered some suggestions on some of the best uses for the parcel and agreed by consensus that the road into the parcel requires improvements and that the campground should be redesigned. The area used for day use and bar-b-que need to be maintained. The picnic shelter could be relocated but definitely needed improvements.

Reconfiguring the road next to the area where dredge spoils are dumped and reconfigure the land gained for the campground.

Julie Engebretsen's notes from Parks and Recreation Advisory Commission meeting of 9/20/12

P&R Advisory Commission Notes on Pier 1 property 9/20/2012

- Keep the barge moorage far enough from the kayak launch so they don't interfere with each other
- Would rather see private enterprise provide barge haul out services than the City. Don't want the City to compete with private enterprise
- The campground and barge haul out are not compatible. Concern about the spring transition from barge haul out, back to campground. What will happen to all the paint chips, etc? Who will do the re-grading and put the campground back together?
- Campground needs a face lift. Need to maximize number of spaces for camping, and protect the viewshed.
- Protect the day use area over by the fishing hole. Don't allow camping there. A Shelter/BBQ area would be nice.
- Fine if the existing shelter is removed. Its just about falling down.
- Concern over future leases and vehicles and pedestrians crossing Homer Spit Road. Don't want to create traffic problems like the Spit has further down.
- The proposed lease area is underutilized. There is room for something else to happen.
- Like the idea of a grassy berm along the trail, and defining the camping spaces from the road. A concert mound might work closer to Pier 1.

**PORT AND HARBOR ADVISORY COMMISSION UNAPPROVED REGULAR MEETING
SEPTEMBER 26, 2012**

A. Memo to City Commissions from City Planner Abboud Re: Pier One/Campground Site dated September 14, 2012

City Planner Abboud reviewed the staff report with the aerial photo referencing the camping, suggested area for the barge haul out, Pier One Theater, the water trail kayak launch, and the Wooden Boat Society.

The group discussed the concepts presented by City Planner Abboud and expressed their concerns about the idea of non profits getting the \$1 per year lease rates on property on the spit. Non profits benefit our community but it is foolish to be giving the land away. They don't think there should be a permanent structure for the kayak launch because it would be better for them to have the ability to relocate the launch when needed. They supported keeping the campground in place until another viable use comes up. City Planner Abboud noted the Port and Harbor Commission comments are in line with the Planning Commission's ideas for the site.

They talked about other concerns including the spit trail, load launch ramp, dredging, and parking.

Rick Abboud's notes from the Port and Harbor Advisory Commission meeting on 9/26/12

- not in favor of \$1 lease
- positive about kayak launch if not barrier to future development options (concerned about scale of permanent/non moveable improvements)
- desire to improve 'haul' road
- agreeable to campground use in the interim
- long range idea in support of marine school

**ECONOMIC DEVELOPMENT ADVISORY COMMISSION UNAPPROVED REGULAR
MEETING NOVEMBER 13, 2012**

Bumpo Bremicker, city resident, member of the Kachemak Bay Wooden Boat Society, to speak about the Agenda item A under New Business the Pier One Parcel. He stated he talked to Rick Abboud, City Planner, in September 2012 regarding a place for the Wooden Boat Society. Mr. Bremicker proceeded to read a statement regarding the previous attempt to lease a 10,000 sf area of that parcel, the current intent to use it as a Barge Haul out; reviewed the area being suggested for use by the Kachemak Bay Water Trail Group; of the value the Wooden Boat Society has brought to the City over the last 20 years; and the amount of money saved, almost \$20,000 towards constructing a permanent building. He outlined what the Wooden Boat Society proposal for the space. Mr. Bremicker distributed a handout to the Commission entitle "Summer 2014". Mr. Bremicker went on to state that the Wooden Boat Society has been in discussions with the Kachemak Bay Water Trail group and are considering joining efforts since each group can work with the other.

Dave Seaman, president of the Wooden Boat Society, spoke on petitioning the City for a Lease and that they have always held their festival on the Spit. He explained that to haul their boats too far would cause a problem and he advocated the site that they have recommended. Mr. Seaman further noted the areas that they have been directed away from the water and pointed out the area that provided the best access. He did mention that he would be in favor of over-slope however there would be a higher cost to implement. He described how they move in and set up and as the years have gone by they have accumulated more equipment so would definitely appreciate a fixed spot for a permanent home. He noted that they are more a social and learning club and not in business to profit. He would like the support of the EDC.

Mr. Bremicker stepped up to provide a more detailed description on the selected or preferred location using the overhead aerial on the Pier One Parcel in response to questions from staff. Mr. Seaman proceeded to explain that there is a preference to be closer to the Harbor since it is more protected, however will accept the alternatives, as outlined by the Wooden Boat Society and using the area recommended by the Water Trail and joining forces with them would be adequate to accommodate their intents. He thanked the Commissioners for their time.

Jim Lunny, Vice President, Wooden Boat Society, was present to advocate for the commissioners support by expressing the value he feels the Society offers and brings to the community as a whole; he reiterated comments that have been provided by other members of the Wooden Boat Society. Mr. Lunny added that the annual festivals attract a number of visitors and that could grow with the opportunity of a more permanent place to house the equipment. He further noted that having a more permanent home would open up the opportunity to teach also. Mr. Lunny pointed out that Port Townsend and Lake Union in Washington with a population base 200 times Homer each have separate events on the same bay, both well attended and what value is added to their respective communities. Mr. Wagner commented that it is all Economic Development and hopefully it can be brought together and approved by the City.

Mr. Faulkner questioned the proposed water trail and commented on the Wooden Boat Society providing more revenue than has been proposed. He did acknowledge that it was an out of the way corner. He thanked them for coming to the meeting.

A. Marine/commercial district zoning on Spit - Pier One Lot Planning

Chair Sarno read the title into the record and stated that she may have a conflict being a member of the Wooden Boat Society.

Staff deferred to the Clerk. Ms. Krause stated that having declared a possible conflict it would be the commissioners present to vote if she actually did have a conflict.

There was a brief discussion and the commissioners determined that Chair Sarno did not have a conflict. The discussion that followed made the following points:

1. Attendance by the City Planner to speak on behalf of the enclosed memo and information would have been preferred.
2. The background on the money that purchased the land and for what purpose and how and when they get their money returned.
3. Harbor users paying higher fees to support the arts.
4. The \$1 per year does not adequately pay back the value to the Enterprise Fund.
5. They are not a theater company they are a harbor. They have the responsibility to earn money for the Harbor.
6. Competition for existing Kayak Rental companies.
7. Discussion may be needed with existing businesses and the Water Trail group.
8. The location selected by the Water Trail/Wooden Boat is appropriate.
9. The Barge Basin is full and employing local residents a barge Haul out has been discussed long term and will provide earning potential for the community.

After further comments Chair Sarno inquired if the Commission was ready to issue a recommendation or wanting to postpone a decision until the next meeting. For the most part all commissioners were in favor of the idea having the Water Trail and the Wooden Boat Society there but wanted more details on the proposed plans.

Ms. Davis, responded to Chair Sarno, that the proposed Water Trail/Wooden Boat usage would be very good for the younger residents of the area offering an opportunity to work with adults.

Staff noted that they could have all the parties available for discussion at the next meeting if desired. The commission agreed by consensus to postpone further discussion to the next meeting.

The commissioners did not discuss other prospects or recommendations as outlined in Staff Report 12-53 dated September 14, 2012 from Rick Abboud, City Planner in any further detail.

There was no further discussion.

COMMENTS OF THE AUDIENCE

Mr. Bremicker commented on parking in downtown Homer and he identified a large parcel of property that is owned by the City that could be used as a central parking lot and even noted that the individual parking at businesses downtown could be minimized. Next Mr. Bremicker commented on the purpose of the Wooden Boat Society and offering the opportunity to the people to build and sail their small wooden craft along with the kayaks. They have no intention

to offer competition with any other existing business. They want to work together with everyone and they do have a plan. He noted that at \$0.50 per sq ft for \$1 875.00 commercial rate they may be able to negotiate for that; putting the Wooden Boat out near the road would not work for their needs, Mr. Bremicker recommended using it for other businesses and knocking down the existing building as it was unsafe.

Mr. Seaman commented that they are not in the boat livery business, but would be amenable to maybe working with existing businesses; however they have no intention of performing that service; he commented that they did a tour of the Spit in kayaks a few years back with Dave Brann and it was very interesting and had a great time. Mr. Seaman commented on the proposed Barge Haul out and that it would not impair the camping in the summer.

Mr. Larry Sloan, city resident, commented on RV parking, not clear what is meant by temporary, questioned if it is over-nite or day use; Legislation available for business start-up general regarding Charter and Halibut fishing, he is reading that there are too many operators and not enough product; he suggested recommending the forum reschedule to a few weeks earlier before the Council meeting on January 25, 2012 since Council will be making a decision on natural gas in regards to the availability of adequate gas for the City. Since gas and oil were to be to major attendees this would provide some very relevant information for Council. In regards to the Wooden Boat Society, he stated he was in agreement with the comments on commercial operators and the social aspect of some value but not enough to counter the necessity of paying the operations and maintenance of the Spit. The commercial aspects have to have priority.

COMMENTS OF THE COMMISSIONERS

Commissioner Wagner commented on including a Business Plan in their Proposal or simple Budget may help. He also is glad the Commission is back meeting again.

Commissioner Faulkner commented that Mr. Seaman meet with Mr. Brann before the next meeting to clarify their intent. He did state it was his intent to attend the Water Trail meeting. He also encouraged the Commissioners to come up with someone to fill his seat.

Commissioner Schmitt commented that it was always very interesting being on the commission; it gives a good perspective of both the community and the local government on what is going on; he did appreciate the Wooden Boat Society has enjoyed working with wood and sailing wooden boats; he definitely wants to see them on the Spit and they need to work it out so it benefits them and the existing businesses; it is all part of the process. He looks forward to hearing the rest of it at the next meeting.

Ms. Davis thanked the Wooden Boat Society and has certainly been a fan and agrees with everyone on the commission that clear lines need to be drawn and should not impede on existing businesses but believes it is a great idea.

ECONOMIC DEVELOPMENT ADVISORY COMMISSION UNAPPROVED REGULAR MEETING DECEMBER 11, 2012

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Trish Lillibridge commented on the Wooden Boat Society proposal. She is member of the group and speaking on her own behalf. She said they had a successful booth at the Nutcracker Faire and their members constructed the booth and demonstrated excellent wood building skills. They had a sheet for the public to sign if they support the bid for a permanent location on the spit and they received about 180 signatures. They received positive feedback from people in the community and the enthusiasm and excitement was great. The Wooden Boat Society has been active in Homer for about 20 years.

VISITORS

A. Dave Brann, Kachemak Water Trail

Dave Brann co-chair of the Kachemak Bay Water Trail Association gave the Commission an overview of their progress and the benefits of having a trail head on the lot where the Pier 1 Theater is located. The water trail is a defined route around the bay from the Homer Spit to Seldovia that is connected by camp sites, lodges, day use areas, and so on. Goals include providing more access to locations throughout the bay and contributing to economic vitality of the communities around the bay. He has looked at a variety of economic studies done by water trails around the country. Right now there are about 200 established water trails, including coastal, river, and lake trails. Water trails create community economic benefits by serving as a community amenity as a destination type of experience and an attraction for visitors and residents. It can encourage local entrepreneurship in creating new opportunities for area businesses seeking to diversify or expand their offerings. Water trails are very popular around the country right now and this will provide a huge opportunity for entrepreneurs to get on board. Fostering regional destination tourism by providing strategic planning and management is necessary to create broader visitation appeal and ensure stewardship of the bay and education. Mr. Brann said the group is working closely with Seldovia in planning the other trail head site, and also folks in Halibut Cove and other businesses around the bay. Outdoor recreation, tourism, and water sports are a way to broaden the structure in communities that may rely on one or two industries. Building a community's sense of pride and well-being through opportunities for residents to enjoy and preserve their local natural resources is key. Although it has been promoted nationally, a big part of this is for local benefit. Mr. Brann explained the Maine Island Trail, created in the '80s to connect state owned islands along the coast, has grown to cover 375 miles of the Maine coast, with 150 sites to camp or for day use areas. Annually the water trail brings in \$1.75 million in spending to Maine's economy, including \$553,000 annually from people using the water trail. The Northern Forest Canoe Trail, an inland trail from New York to Maine, brings in \$12 million in economic impacts to that region. Mr. Brann said in his own work he has identified 6 potential user groups that would contribute to the area with 150 user days from May through September and five participants from each group it equals 4500 user days in the 5 month period. If each person generates \$100 per day in spending, there is potential to create \$450,000 in the area. The numbers add up pretty quick. The economic vitality chapter in the Comprehensive Plan recommends investing in local infrastructure, parks, and civic improvements that serve locals as well as visitor by promoting longer stays, increased expenditures, and more repeat visitation as a form of economic development. The Water Trail Association is a strong supporter of the Wooden Boat Society and they have shared goals of making the groups stronger as well as the economic picture in Homer. They support a home on the Spit and the Wooden Boat Facility a trail head start. There are already water trail groupies that are ready to come.

In response to questions Mr. Brann explained that the Association received a grant and is working on a website for the Kachemak Bay Water Trail, there is a national system being created and when ours is complete we will be in line to be a member of the National Water Trail system. He attended tonight to provide information. He will keep the commission updated and let them know if any actions for support are needed. Mr. Brann thinks it makes sense for the kayak launch to be with the Wooden Boat site in the same place on the spit and explained what would be needed for an effective launch site, including parking and informational signage.

B. Dave Seaman, Wooden Boat Society

Dave Seaman, commented on behalf of the Wooden Boat Society. He showed the Commission photos of logos and designs done by local artists for the society's logo and events, of people enjoying the activities related to the society, boat restoration projects, and boat building classes through the college. Mr. Seaman noted there is still industry in town for wood boats and always jobs available for shipwrights of any skill level. Also, the Wooden Boat Society sponsors a sea shanty singing group called the Rubber Bootleggers. He reviewed their recommendation for the location of the Wooden Boat Society building, noting that the location they selected would be out of the way for a year round site with a lot of potential for usage, and reviewed their building plan. Any support the Commission can give for the Wooden Boat Society to acquire space on the spit would be helpful.

PENDING BUSINESS

A. Marine Commercial District Zoning on the Spit- Pier One lot planning

City Planner Abboud reviewed the staff reports which provide an over view of the site, recommended layout for the uses, and explained that that there is a process for determining who will lease property on the spit. Harbormaster Hawkins provided feedback supporting the proposed layout. He provided an overview of what the barge haul out may entail and the financial benefit to the Port and Harbor enterprise fund and the opportunity created for work. He also elaborated about the kayak launch facility pointing out that after launching kayaks, people would park in the public parking area. They have been working on the Wooden Boat proposal for a few years, an issue is that building a permanent structure is a commitment and he thinks it needs to be located where it is a good fit and the City won't be sorry they committed to down the road.

The Commission discussed the suggested land use options, raised questions about road layout in relation to the dredge spoils and the potential location for a permanent structure for the Wooden Boat Society as shown in the site plan.

FAULKNER/SCHMITT MOVED TO ACCEPT THE PLAN PROPOSED BY THE PORT AND HARBOR AND PLANNING STAFF AND FURTHER RECOMMEND THAT THE CITY COUNCIL SUPPORT THE EFFORTS BY THE WOODEN BOAT SOCIETY LOCATE A BUILDING ON THE SITE.

Mr. Faulkner commented that he would support a dollar per year lease.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Rick Abboud's notes from the Economic Development Commission meeting on 12/11/12

- positive about short-term plan as presented
- good with idea of offering an area near Spit Road for lease
- did support an opportunity for the Wooden Boat Society



City of Homer
Planning & Zoning
491 East Pioneer Avenue
Homer, Alaska 99603-7645

Telephone (907) 235-3106
Fax (907) 235-3118
E-mail Planning@ci.homer.ak.us
Web Site www.ci.homer.ak.us

STAFF REPORT 12-49

TO: Planning Commission, Economic Development Commission, Port and Harbor Commission, Parks and Recreation
FROM: Rick Abboud, City Planner
DATE: August 31, 2012
SUBJ: Pier One Theater/Campground Site

Executive Summary

We are preparing a plan for use of the Pier One lot on the spit. The result of this will be to address a short and long term plan for the lot so that activities can proceed with guidance.

The lot has multifaceted interests and uses in the present and future. This report summarizes these various interests and evaluates how they may work together. Presently, the only significant capital improvement is the Pier One Theater Building. Other activities can easily make way for future development considerations.

Development considerations for the near future include a proposed barge haul out facility, kayak launch, and possible lease opportunity for a 10,000 square foot (sf) section of the lot. These activities could coincide with present ongoing activities of camping, dredge spoil storage, Pier One Theater and parking.

When the property was obtained with Port Enterprise funds, it was envisioned that it one day may be used for harbor expansion. Several options have been presented by the Corp of Engineers for a harbor expansion, none of which would include utilizing this land. A concern still exists that the use of the land should compensate the Port Enterprise Fund.

Recently the City Council has been approached by a non-profit requesting a long term lease for 10,000 sf to include a placement of a structure for nominal consideration. City staff, council along with the various committees and commissions are somewhat mixed on whether this proposal would be in the best interests of the city.

This report suggests a short term scenario for the various interests. It is left undecided whether or not the site should support an operation such as the Wooden Boat Society. This may be dependent on a long range evaluation of future opportunities. The various concerns and interest are described in greater detail below. You are being asked to evaluate the options and provide comments and recommendations.

Introduction

At request of the City Council, Administration was requested to create a planning document for proposed uses of the lot. This was brought to their attention as a result of a request from the Wooden Boat Society's request for a 10,000 sf. parcel for nominal consideration to conduct activities at the site. The Council felt they could not respond to the request until planning for the entire parcel was considered. *I am looking for comments and/or motions in support of recommendation or even new recommendations.*

Background

Funds to purchase this site were provided from the Port Enterprise Fund. The entire lot is just over 11 acres (nearly 4 acres of the lot is tidal), part of which was land purchased from World Seafoods Inc. in 1983. In 1983, a price of \$1,500,000 was agreed upon for the purchase of approximately 20 acres in the vicinity of the fishing hole. The current lot configuration includes several acres not subject to that sale. According to the Borough Assessing Department, the 2012 Total Value of the lot and improvements are listed at \$1,719,900 including the "Low" graded theater (listed as warehouse/storage) valued at \$72,000. The relation of the assessment to market value is debatable. Water and sewer service is not connected to the structure. Functionally, the site contains approximately 7 acres not in the tidal zone.

Current Activity

Pier One Theater

Pier One Theater was granted a 5 year lease for nominal compensation last year. The theater structure is approximately 3,600 square feet (sf) and 31 parking spaces are allotted. The activity of Pier One is conducted from mid-May through mid-September. Average attendance of the performances is 75-80 people and capacity is 100. This year Pier One has painted the building and been the recipient of grants to replace the roof on the structure after it was damaged by a storm. The rest of the site consists of camping spaces and a worn picnic shelter, which are in close proximity to the nearby fish cleaning station, RV dump and restrooms found on the fishing lagoon parcel.

Camp Grounds

Over 80 city operated campground sites are located on and near the site and are in operation from April 1 through October 30. The campsites directly adjacent to the fishing hole are actually not part of the Pier One lot. The city charges \$15/night for RV's and \$8/night for tents. RV's generally dominate tent sites. According to the city's web site, "Amenities include Fishing Hole sites, beach sites, fish cleaning tables, handicapped accessible restroom facilities, potable water, and easy access to one of the city's RV dump sites. Pier One Theatre is next door for weekend evening entertainment." It is estimated that 30% of the total annual campground revenue of \$150,000 is generated at this site.

Campsites are spread throughout the site and delineated with pieces of driftwood. A desire has been expressed to do away with the drift wood and delineate the spaces otherwise. While a covered picnic area serves the site, it is desirable to provide more green spaces for the campers. One fire ring is provided next to the picnic shelter. The shelter area is quite exposed and is usually windy and noisy next to the highway. The proposed Spit Trail extension will be constructed between the shelter and the road.

Dredge Spoils

C:\Documents and Settings\Johnson\Local Settings\Temporary Internet Files\Content.Outlook\03RHIX0\SR 12-49 Pier One Lot planning 2 0.docx

The portion of the lot nearest to the harbor is used for the storage of dredge spoils after they are dewatered. It is not anticipated that the demand for this use will change anytime in the near future as this is a requirement of the Corp of Engineers for harbor dredging. So far, there are not long- or short-range plans to move this to another site. Approximately 1.6 acres of the site is devoted to this use.

Access Road

An access road supporting truck traffic leads to Freight Dock Road and is located between the dredge spoils piles and the camp ground. This allows for industrial traffic to avoid conflict with the Public Boat Launch. It has been suggested that this road could be straightened to follow the edge of the lot line. The Port Direct is proposing to have the route paved. Currently the road works well to serve the dredge spoils area.

Proposed Activities

Barge Mooring Facility

After conversations with those expressing needs for a place to moor and service barges, the Port Director submitted a CIP proposal for a Barge Mooring Facility on the site. Attached are some conceptual representations of the facility. This would be a seasonal operation starting in fall and lasting until spring. Barges could moor in the tidal area or be dry docked on land while serviced. Barges serviced would have to ensure that an impermeable material is placed on the beach prior to use. With barge services wrapped up in May, the site could be repurposed for camping until fall. The proposed area for use may include the two interior rows of existing campgrounds and the beach sites that would access the area.

Kayak Launch

During the Comprehensive Plan discussions this parcel was identified as a place to provide for kayak launches into the bay. This was seen as an amenity that could be provided with little investment. The site provides an optimal entrance to the bay that does not interfere with the Small Boat Harbor traffic. Additionally, the proposed Kachemak Bay Water Trail has analyzed options for a launch site could be used as a starting gateway to the trail and identified the corner of the lot next to the armor rock protecting the port uplands as most desirable. The Water Trail Organization proposes to spearhead improvements to facilitate kayak launches. This corner of the lot is not currently utilized and has developed road/path access to the bay. The proposed launch site could be utilized without interfering with camping or proposed barge services.

Wooden Boat Society

The Wooden Boat Society requested a long term lease the use of 10,000 square feet located on the lot for \$1 in annual compensation. They have suggested that they would construct a structure on the site within a 5 year time frame. They would prefer a site on the water's edge for easier boat launches. In consideration that the most desirable camp spaces and a barge haul out operation at water's edge would and do generate considerable compensation, it seems that providing a space for a facility not providing direct revenue would not be a financially prudent endeavor at that location. Each dollar of direct compensation to the city is equal to the city tax collected on \$22.22 worth of service or goods. Ten Thousand square feet can provide over twelve camp spaces or over 40 parking spaces. The addition of a structure on the site is a long range endeavor will may limit other opportunities and will affect the view. Depending on site activity, year round boat building/rehabbing activities may conflict with the campground. The decision to provide such a lease is a political one. If space were to be provided the least view and site impacting might be a location between the Pier One building and the highway.

Comprehensive Plan

The Comprehensive Plan provides

Although there are many recreational needs and opportunities on the Spit serving both local residents and visitors, these must be balanced within the overall context of the existing City of Homer Comprehensive Plan Parks and Recreation priorities, currently planned Capital Improvement Projects (CIP), and staff and maintenance resources and capacity.

Moreover, addition of proposed new park sites and improvements outside of existing parks is very difficult to implement on the Spit. As described in the Port and Harbor Section, a majority of the Spit's land and infrastructure is controlled by an Enterprise Fund. Port users— not local taxpayers—would be asked to fund these endeavors making them challenging to implement, despite their merits and public support.

Thus, two ideas that generated some excitement during the public process—a park and gathering place concept focused around the Pier One Theater, and a landmark plaza and drop-off zone. Both would be challenging to fund and implement. Pg 18 HSCP

This following section provides a vision for the Spit, but also recognizes some very important realities. One is that the Spit is unusual in that so much of it is owned by the City of Homer. In addition to standard municipal responsibilities such as parks and public facilities, the City also leases land to private companies. There are two types of goals that arise from this arrangement of land ownership:

- 1) There are universal concepts and goals that apply to all lands regardless of ownership such as zoning; and
- 2) There are policies the City as a land owner should examine.

Another reality is that the City itself further manages its lands based on the way the land was purchased. The Port and Harbor is operated as an Enterprise Fund, meaning that general revenues such as City wide property and sales taxes are not used to support operations. Port revenue is used to purchase port land and to benefit port operations, not the city as a whole. Pg 20 HSCP

A new community park and gathering area was a priority identified during the planning workshops. A possible site identified in the public process is a portion of the city campground between the fishing lagoon and Freight Dock Road, near Pier One Theater. It may be feasible to purchase the property from the Port and Harbor Enterprise Fund. The area was envisioned as a place for picnics, kayak load and launch, and other day use activities. Pg 26 HSCP

Goals for Economic Development:

3.1 Improve the local economy and create year-round jobs by providing opportunities for new business and industrial development appropriate for the Homer Spit.pg 30 HSCP

Goal 1.3 Provide public facilities that attract residents and visitors to the Spit

Objective: Provide enhanced park and recreation facilities

Strategies:

Identify and prioritize public recreation needs on the spit, and include projects on the CIP. Refer to the Master Parks and Recreation Plan, chapter 7, in the 2008 Comprehensive Plan.

Prepare a master plan for development of a new community gathering space at the site of the existing City campground north of Freight Dock Road (pier 1 area).

Provide kayak launching facilities.

Set aside a new community park.

Evaluate and develop a plan for non-boating access to fishing opportunities.

Construct weather-protected picnic and outdoor meeting facilities.

Zoning

Current zoning of the lot is Marine Commercial. Taking into account the recommendations of the comprehensive plan, I would expect this area to remain Marine Industrial until it is determined that the site is ready to be used for park and/or recreation activities or until the comprehensive plan is updated to reflect another desired use. Kayak launching is a water dependent activity permitted outright in the Marine Commercial District as are dry docks.

What Now?

I propose to have short and longer term consideration for the lot.

Short term 5-10 years

Continue present activities and consider a few of the currently proposed ones

- camping, boat launch and kayak launch can all work together and do not constitute improvements that would restrict future proposals that could present a higher use in the future. These activities can easily make way for permanent improvements if desired.

- Pier One has a five year lease and should be re-evaluated as the term expires. It is a very old building without running water that has worked well for the seasonal activities it now supports. The structure itself needs to be monitored and improvements will continue to be necessary for its continued use.

- Wooden Boat Society needs a response. It needs to be considered if the community wishes to support a long term lease and a future improvement. As indicated in the comprehensive plan, this lot is supported by the enterprise fund and a long term lease for nominal compensation is not likely to provide a direct return to the fund.

- The remainder of the lot toward the highway could be used for additional recreational activities, perhaps improving upon the shelter area or incorporating additional green spaces and/or for additional parking or camping or any combination.

Longer term 10+ years

Here we could especially use some input!

-present and proposed activities will continue to provide benefits to the city.

-depending on needs and desires, expansion of industrial or recreation could be proposed

-if there is no support for some reimbursement of funds to the enterprise fund the recreational options noted in the comprehensive plan should be modified.

-current activities can easily be moved or modified for gainful improvements.

Attachments

1. Marine Industrial Zoning Code
2. 2012 – 2017 CIP Barge Mooring Facility
3. 2011 Land Allocation Plan – Pier One Theater
4. Site
5. Map

Chapter 21.30 MI Marine Industrial District

Sections:

- 21.30.010 Purpose.
- 21.30.020 Permitted uses and structures.
- 21.30.030 Conditional uses and structures.
- 21.30.040 Dimensional requirements.
- 21.30.050 Site and access plan.
- 21.30.060 Traffic requirements.
- 21.30.070 Site development requirements.
- 21.30.080 Nuisance standards.
- 21.30.090 Lighting standards.

21.30.010 Purpose. The purpose of the Marine Industrial District is primarily to provide adequate space for those water-dependent industrial uses that require direct marine access for their operation, such as fishing, fish processing, marine transportation, off-shore oil development and tourism; giving priority to those water-dependent uses over other industrial, commercial and recreational uses. (Ord. 08-29, 2008).

21.30.020 Permitted uses and structures. The following uses are permitted outright in the Marine Industrial District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter:

- a. Port and harbor facilities;
- b. Manufacturing, processing and packing of sea products;
- c. Cold-storage;
- d. Dry docks;
- e. Wharves and docks, marine loading facilities, ferry terminals, marine railways;
- f. Marine equipment sales, rentals, service, repair and storage.
- g. Boat launching or moorage facilities, marinas, boat charter services;
- h. Warehouse and marshaling yards for storing goods awaiting transfer to marine vessels or off-loaded from a marine vessel and awaiting immediate pickup by land-based transportation;
- i. Other similar uses, if approved after a public hearing by the Commission, including but not limited to those uses authorized in the Marine Commercial District under HCC §§ 21.28.020 and 21.28.030, provided the Commission finds the use meets the following standards and requirements:
 - 1. The proposed use is compatible with the purpose of Marine Industrial District or provides a necessary service to water-dependent industry,
 - 2. The proposed use is compatible with land use development plans for the Homer Spit and the comprehensive plan,
 - 3. Public facilities and services are adequate to serve the proposed use, and
 - 4. The Port and Harbor Commission, after a public hearing, has made a written recommendation to the Commission concerning the proposed use, including specifically whether conditions (1) through (3) of this subsection are or may, with appropriate conditions, be met by the proposed use;

- j. Mobile food services;
- k. Itinerant merchants, provided all activities shall be limited to uses permitted outright under this zoning district;
- l. Recreational vehicle parks, provided they shall conform to the standards in HCC § 21.54.
- m. As an accessory use, one small wind energy system per lot. (Ord. 09-34(A) §19 (part), 2009; Ord. 08-29, 2008).

21.30.030 Conditional uses and structures. The following uses may be permitted in the Marine Industrial District when authorized by conditional use permit issued in accordance with HCC Chapter 21.71:

- a. Planned unit development, limited to water-dependent or water-related uses and excluding all dwellings;
- b. Boat sales, rentals, service, repair and storage, and boat manufacturing;
- c. Restaurants and drinking establishments;
- d. Extractive enterprises related to other uses permitted in the district;
- e. Campgrounds;
- f. Bulk petroleum storage;
- g. Caretaker's residence as an accessory to a permitted or conditionally permitted use;
- h. Heliports;
- i. Pipelines and railroads;
- j. More than one building containing a permitted principal use on a lot.
- k. Permitted uses that exceed 100 vehicles during peak hour or more than 500 vehicles per day based on the proposed land use and density, calculated utilizing the Trip Generation Manual, Institute of Traffic Engineers, most current edition;
- l. Indoor recreational facilities;
- m. Outdoor recreational facilities. (Ord. 08-29, 2008).

21.30.040 Dimensional requirements. a. Lot Size. The minimum lot size is 6,000 square feet.

b. Setbacks.

- 1. All buildings shall be set back 20 feet from all dedicated rights-of-way. Alleys are not subject to a 20 foot setback requirement. The setback requirements from any lot line abutting an alley will be determined by the dimensional requirements of subparagraph (2) below.
- 2. Buildings shall be set back five feet from all other lot boundary lot lines unless adequate firewalls are provided and adequate access to the rear of the building is otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal.

c. Building Height.

- 1. The maximum building height shall be thirty-five feet.

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.

e. Building Area and Dimensions - Retail and Wholesale.

- 1. The total square feet floor area of retail and wholesale business uses within a single building shall not exceed 25,000 square feet.
- 2. In no event may a conditional use permit or variance be granted that would allow a building to exceed the limits of subparagraph (d)(1) and no nonconforming use or structure may be expanded in any manner that would increase its nonconformance with the limits of subparagraph (d)(1). (Ord. 08-29, 2008; Ord. 08-27(S)§1, part, 2008).

21.30.050 Site and access plan. a. A zoning permit for a building or structure within the Marine Industrial District shall not be issued by the City without a level two site plan approved under HCC Chapter 21.73.

b. No zoning permit may be granted without a level two right-of-way access plan approved under HCC Chapter 21.73. (Ord. 08-29, 2008).

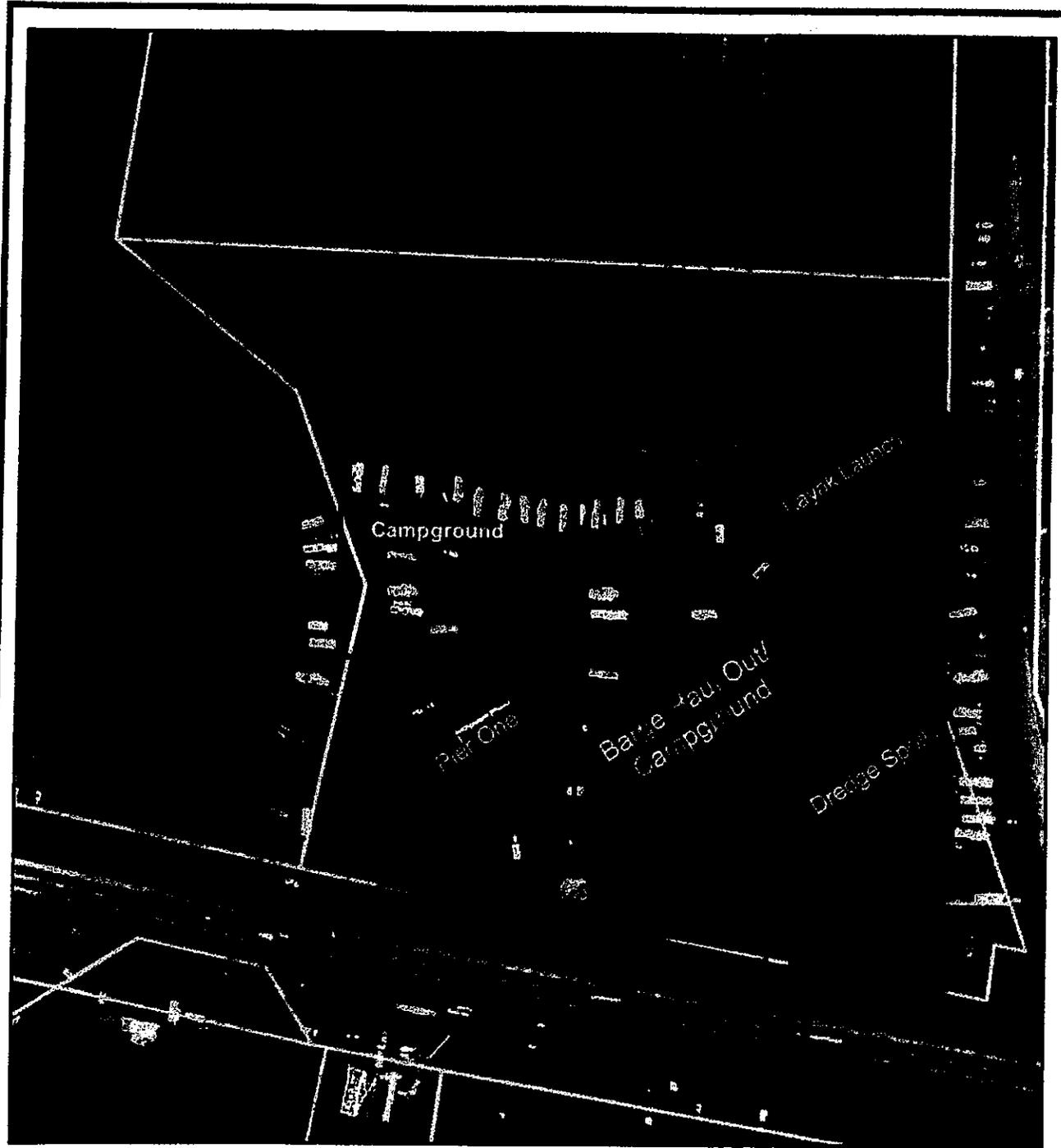
21.30.060 Traffic Requirements. A conditional use permit is required for every use that is estimated or expected to generate traffic in excess of the criteria contained in HCC § 21.18.060. (Ord. 08-29, 2008).

21.30.070 Site Development Requirements. a. All site development shall conform to the level two site development standards contained in HCC § 21.50.030.

b. Point source discharges to a waterway shall be in conformance with the Alaska Department of Environmental Conservation regulations. (Ord. 08-29, 2008).

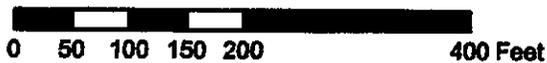
21.30.080 Nuisance Standards. The nuisance standards of HCC § 21.59.010 apply to all development, uses, and structures in this zoning district. (Ord. 08-29, 2008).

21.30.090. Lighting Standards. The level one lighting standards of HCC § 21.59.030 apply to all development, uses, and structures in this zoning district. (Ord. 08-29, 2008).



City of Homer
 Planning and Zoning Department
 8-15-12

Pier One Site



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.



City of Homer Planning & Zoning

491 East Pioneer Avenue
Homer, Alaska 99603-7645

Telephone (907) 235-3106
Fax (907) 235-3118
E-mail Planning@ci.homer.ak.us
Web Site www.ci.homer.ak.us

STAFF REPORT 12-53

TO: Planning Commission, Economic Development Commission, Port and Harbor Commission, Parks and Recreation
FROM: Rick Abboud, City Planner
DATE: September 14, 2012
SUBJ: Pier One Theater/Campground Site

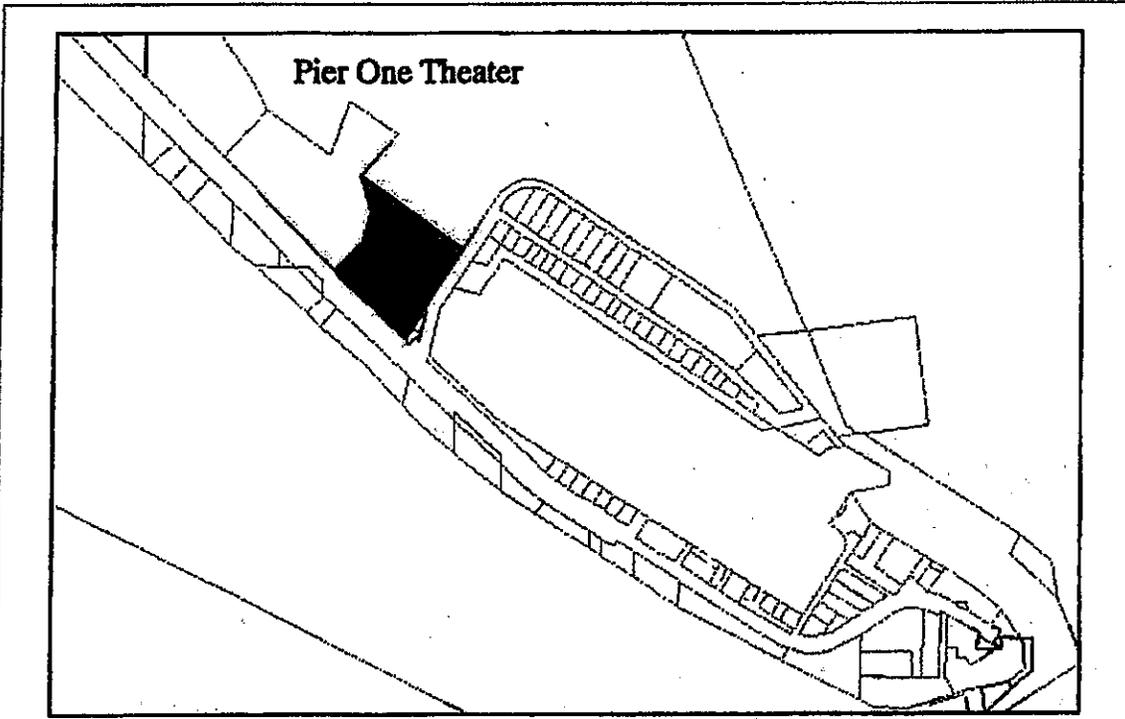
Summary

A very long report has been created describing several of the current and proposed activities on the site. A map outlining the activities is included. We are looking for comments.

As far as short-term activities are concerned, I feel that the proposed barge facility can produce revenues for the Port and Harbor while accommodating the current traditional use found (camping). We would be careful not to propose activities which would displace the most desirable camp spaces nearest to the water. A kayak launch could be accommodated in the corner at the water nearest to the road without impeding any current or proposed activity and would not introduce such improvements that could not be relocated if the need in the future arose. No other plan exists in the short term to relocate dredge spoils.

This leaves an acre on the site closest to the highway. The area is 4 times the amount of land requested for lease. Comments could be used as to the possibilities of a lease. If it was found that a lease with a permanent improvement is desirable, I would suggest that it be located between Pier One and the highway. This would introduce that least amount of constraint on the property for future uses and is the least impacting on the view shed. Perhaps a larger question is whether or not this is in the best interests of the City or the Port and Harbor Enterprise fund and what might be suggested to put it in the best light.

Comments are desired as to the compatibility of the various current and proposed uses in relation to a 5 – 10 year time frame. While I do not have much in the way of long-term plans for the lot, I suggest a review to reevaluate in 5 years or so. Do you have suggestions for the long range use of this lot?



Designated Use: Fishing Lagoon	
Acquisition History: Ordinance 83-26. Purchase from World Seafood.	
Area: 11.27 acres	Parcel Number: 18103117
2009 Assessed Value: \$1,719,400 (Land: \$1,570,600 Structure: \$148,800)	
Legal Description: HM0940043 T06S R13W S35 TRACT 1-A THE FISHIN HOLE SUB NO 2	
Zoning: Marine Industrial	Wetlands: N/A
Infrastructure: Water, sewer, paved road access	Address: 3854 Homer Spit Road
<p>This is a large parcel that is used several ways.</p> <ul style="list-style-type: none"> • Dredge spoils dewatering and storage • City RV park/campground, and access to the only public RV dump on the spit • Pier One Theater Lease. Theater leases the building only; not the land. Resolution 89-36A. • Other summer only leases <p>Resolution 2011-37(A): Develop a plan which will consider designation of a 10,000 sq. ft. portion to make the land available for Request for Proposals.</p> <p>Leased to: Pier One Theater Lease Renewal Options: Expiration: 12/9/2011 Resolution 2007-56 The Homer Spit Trail currently ends on this lot.</p>	
Finance Dept. Code:	



City of Homer Capital Improvement Plan • 2012 - 2017

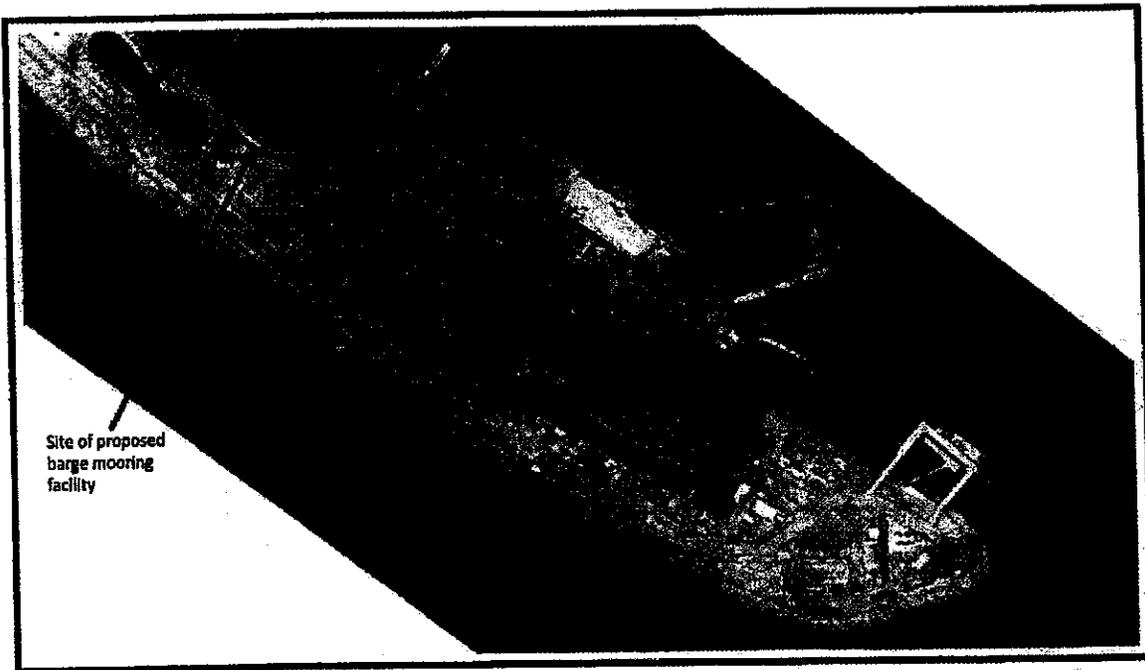
Barge Mooring Facility

PROJECT DESCRIPTION & BENEFIT: This project will meet the needs of existing Homer businesses and attract additional business by constructing a barge mooring facility at Lot TR 1A (east of the Fishing Lagoon). The mooring facility will consist of a row of four or five piles driven perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an offshore anchor and allowing use at various tide levels. Barges and other large shallow-draft vessels will be able to moor at the site while undergoing maintenance/repair work. When used in conjunction with bollard moorings on the beach, the pile moorings will also allow long-term storage at the site.

Cost: \$400,000

Schedule: 2013

Priority: 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121

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4. **RECONSIDERATION**

When a Councilmember has issued notice of reconsideration on an item, the reconsideration is acted upon at this point in the meeting. The Item to be reconsidered is placed under Pending Business, Ordinances or Resolutions - depending on the item.

5. **CONSENT AGENDA**

The following business items are appropriate for the consent agenda. These items are acted upon by one motion for approval of the Consent Agenda. If discussion is requested on an item that item may be removed from the Consent Agenda and placed on the Regular Agenda.

- 1) Minutes approval
- 2) Liquor license renewals and transfers
- 3) Any gaming permit requiring approval of the local government unit.
- 4) Confirmation of Commission & Board Appointments
- 5) Resolutions (of a general nature required for normal business operations of the City)
- 6) Requests to hold Executive Session. (Executive Session will typically be conducted at the end of business, just prior to Audience Comments, unless the Mayor calls for the Executive Session to be held at another point in the agenda.) (Reso 03-140, 10/27/03).
- 7) Change Orders
- 8) Travel Authorization (Reso 00-08, 1/10/00).
- 9) Ordinance introduction and first reading and setting the public hearing date and second reading date. (Reso 00-82, 8/28/00).

The Mayor or any Councilmember, whether a/the sponsor or not, may remove an item and place that item on the Regular Agenda during the Tentative Agenda period and up until the printing and distribution of the packet. The City Clerk shall notify the sponsor(s) of said change. The Mayor and Council shall have agendas with blank lines under Consent Agenda, Ordinances, New Business and Resolutions for the purposes of keeping track of changes to the Consent Agenda, Ordinances, New Business and Resolutions.

This format shall be utilized as much as it reasonable for the Standing Committees, Committees, Task Forces and the like. (Reso 06-132, 09/25/06).

the City Clerk's Office, with a Report Memorandum from the Clerk's Office through the City Manager under the City Manager's Report. All permits requiring approval by the local government unit, shall not be executed by the City Clerk until Council has taken action, generally via Consent Agenda at a Regular Meeting. The memoranda from the Clerk will clearly state a recommendation to "approve", "object" or "voice non objection". A simple motion for approval or non objection of the permit advances the application to the State for issuance. Protest is limited to the lack of qualification of the applicant. (Reso 96-110)

Vacations of Right-of-Way - AS 29.33.220 governs dedication of right-of-way; vacation thereof. The Council is allowed thirty days following the decision of the platting board to veto that decision. No action on the agenda item constitutes approval. To disapprove, the motion must be to "veto the vacation". This item is generally placed on the Consent Agenda.

STATEMENTS/COMMENTS FOR THE RECORD: Certain statements for the record are SOP; 1) Councilmember qualifying potential conflict, Council." For other statements to be included remarks are prefaced by the directive "For the Record...."

APPEALS, COUNCIL AS BOARD OF ADJUSTMENT; Occasionally, the City Council convenes as a Board of Adjustment on appeals from the Planning Commission. HCC 21.91 outlines requirements and board procedures. Essentially, the Council becomes a quasi-judicial body when hearing appeals. Discussion of appeals subject matter with circumstance. Evidence and testimony should be weighted on its own merit and only as it is presented in written or oral form. No effort should be made to discuss the matter with staff or the parties involved.

TELECONFERENCE PROCEDURES

Teleconference participation in meetings.

a. Sections 1.24.100 through 1.24.120 govern the telephonic participation of the Mayor and members of the Council at all meetings of the City Council, including all other bodies that are comprised of the Mayor and members of the Council, such as, but not limited to, the Board of Adjustment and an ethics board.

b. The preferred procedure for City Council meetings is that the Mayor and all Council members should be physically present at the designated time and location within the City for the meeting. However, physical presence may be waived and the Mayor and any member(s) may participate in a Council meeting by teleconference, subject to the procedures and limitations provided in sections 1.24.100 – 1.24.120.

c. A person participating by teleconference shall, while actually on the teleconference, be deemed to be present at the meeting for all purposes. The person shall make every effort to participate in the entire meeting.

d. If the Mayor participates telephonically the Mayor Pro Tem, or the senior Council member in the Mayor Pro Tem's absence, shall preside over and perform all

December 10, 2012

Attention: Carey S. Meyer, P.E., MPA
Public Works Director
3575 Heath Street
Homer, AK 99603

RE: HERC Building Analysis

Dear Mr. Meyer.

We have been charged with the task of evaluating the condition of the existing HERC Building, located at the corner of Pioneer Avenue and the Sterling Highway. The lower level of the HERC Building is currently occupied by the Boys and Girls Club. You have asked for a report of our findings to indicate building modifications that would be required to make the building code compliant and ADA accessible based on the proposed future use. A rough order of magnitude cost estimate for making the proposed building modifications has also been requested.

It is our understanding that the proposed future use of this facility includes continued use of the lower level by the Boys and Girls Club as well as use of the upper level as a community recreation and education facility. The community recreation and education facility may include office space, classrooms for public use, public weight / exercise rooms, and rental rooms for community projects. The upper level would also house the Community Schools Program. It has also been discussed that the Parks and Recreation Department for the City of Homer could make use of office space on the upper level.

On December 4, 2012 a member from our office visited the HERC Building. We have also received several documents to review including a condition overview completed in April 2007, an ADA Compliance Report of the lower level completed in 1999, a few drawings from the 1997 remodel of the upper level for the Kachemak Bay Campus and a few drawings from the 1985 remodel of what was then called the Homer Middle School. The purpose of reviewing these documents and making the site visit was to assess the general condition of the building and determine what upgrades would be required to make the building code compliant and ADA accessible.

The building consists of three distinct spaces: the gymnasium wing (lower level), the classroom wing (upper level), and the central core (a two story space that connects the two wings). The building is sited on a hillside which allows for both the upper level and the lower level to be accessed from grade. Both levels have an entry at grade and the central core has a "split level" entry where one can enter the building at a stair landing and proceed up the upper run of stairs to the upper level or down the lower run of stairs to the lower level. Current configuration of this stairwell allows access to the upper and lower levels separately.

The Lower Level of the building is currently occupied by the Boys and Girls club and consists of a gymnasium, a boys locker room, a girls locker room, a warming kitchen, a computer room, a community room, and a boiler room that services the entire building.

The Upper Level of the building is currently unoccupied. This level has recently been used as classroom and office space for the Kachemak Bay Campus of UAA, as well as temporary office space for City employees during remodel work on other buildings. The Upper Level consists of five classrooms, a former library that has been divided into two rooms to be used as offices, a former science lab and teachers lounge that have been combined into an office suite containing six individual offices, a former teachers restroom that has been converted into an ADA accessible restroom, a women's restroom, a men's restroom, a janitor / mechanical closet, a fan room, a storage closet that is also being used as an IT closet, a former principal's office and nurse's office that have been combined into an office suite containing three individual offices and a common area, and the former school front office.

At this time, we have not had sufficient time to perform a complete review of the building to discover all of the specific items that would be required to make the building code compliant and ADA accessible. In order to give you a rough idea of the items that may need to be addressed in order to bring the building into compliance, we are providing you with the following preliminary list.

Potential Code and ADA Accessibility Upgrade Requirements

- Site
 - Access from the lower parking lot to the lower level is not currently ADA compliant. An area in the lower parking lot would need to be paved and designated for accessible parking and a path from that area to the building would need to be graded and paved for an accessible route to the building entrance.
 - The concrete stoop outside the gymnasium emergency exit door needs to be demolished and a new stoop installed.
- Lower Level
 - The gymnasium will require a sprinkler system. This is a major item that would require installation of a lot of equipment and piping inside the building, but may also require that the water service line connecting the building to the water main be upgraded as well.
 - The boys locker room currently serves as the only men's restroom on the lower level. It only contains one toilet, one urinal, and one lavatory. This space would need to be completely renovated to add additional fixtures and to make the space ADA compliant.
 - The girls locker room currently serves as the only women's restroom on the lower level. It only contains one toilet and two lavatories. This space would need to be completely renovated to add additional fixtures and to make the space ADA compliant.
 - If the Kitchen is to be used for preparing food, then several modifications would need to be made including the installation of a vent hood with an ansul fire suppression system.
 - The interior entry door and door frame to the gymnasium are not currently fire rated and are not ADA compliant. The door and frame need to be replaced with a fire rated door and door frame that is also ADA compliant.
 - The door and door frame between the boys locker room and the gymnasium are not currently fire rated and are not ADA compliant. The door and frame need to be replaced with a fire rated door and door frame that is also ADA compliant.
 - The arctic entry doors are not currently ADA compliant. These doors will need to be replaced and reconfigured.
 - The door into the girls locker room is not currently ADA compliant. The door needs to be replaced with a door that is ADA compliant.
 - The gymnasium emergency exit door is not ADA compliant and needs to be replaced.
 - An additional emergency exit door from the gymnasium may need to be added depending on the occupant load calculation of this space.
- Upper Level
 - The doors into each classroom will need to be reconfigured in order to be ADA compliant. This will require the removal of some of the existing lockers in the hallway. Some of the doors may need to be replaced entirely.
 - The arctic entry doors are not currently ADA compliant. These doors will need to be replaced and reconfigured.
 - The doors into both the men's and women's restrooms are not currently ADA compliant; however, a separate ADA accessible restroom has been provided on the upper level. Some minor items will need to be addressed in the ADA accessible restroom to meet current ADA standards.
- Mechanical (based on the 2007 report, a mechanical engineer should review the existing conditions to indicate other items that may not be code compliant)
 - The existing low slope roof contains interior roof drains; however, it does not include the overflow roof drains that are required by code. These drains would need to be installed.
 - The existing ventilation and exhaust system should be checked to ensure that the code required amount of ventilation is being met for each space.

- Electrical (based on the 2007 report, an electrical engineer should review the existing conditions to indicate other items that may not be code compliant)
 - The emergency egress lighting system needs to be checked for code compliance.
 - The exit signs in the building need to be upgraded to meet the current code requirements.
- General Items
 - The door hardware for each door needs to be reviewed to ensure that it is ADA compliant.
 - All three arctic entries do not have sufficient space between the sets of doors to make them ADA compliant. Either moving the interior set of doors further into the building, or moving the exterior set of doors further out would not only make these entries compliant, but would also improve their function to minimize the amount of cold air that enters the building when the exterior set of doors is open.
 - The handrails for both the interior and the exterior stairs at the split level entry are not currently code compliant.
 - Both locker rooms on the lower level are currently being utilized as storage spaces. If the locker rooms are remodeled, then another space would need to be dedicated for storage of this equipment.

Potential Energy Efficiency Upgrades

Another major item to consider in planning for the future use of the HERC building is energy conservation. According to the 2007 report, the insulation in the exterior wall assembly has an r-value of no more than R-5 and the insulation in the roof assembly has an r-value of no more than R7. The 2009 International Energy Conservation Code recommends an R-21 for wood framed wall assemblies and an R-49 for roof assemblies for current construction in our region. In order to efficiently operate this building as a public use facility, major modifications would have to be made to the roof structure so that the R-value of the roof could be increased. The existing windows appear to be original and new energy efficient windows would greatly enhance the buildings energy performance. The 2007 report also recommended upgrading the buildings heating and ventilation controls, ventilation and exhaust equipment, plumbing fixtures and faucets, and lighting system to make the building more energy efficient.

Potential Structural Upgrade Requirements Due to Increased R-Values

A limited structural inspection of the HERC facility was performed on February 26, 2007. The purpose of the visit was to assess the general condition of the building and to determine if structural upgrades will be required to provide increased energy efficiency and to convert the space to house City government functions.

The 2007 report was re-evaluated in light of the proposed continued use of the lower level by the Boys and Girls Club and use of the upper level as a community recreation and education facility instead of converting the space to house City government.

The increased snow load requirement and provision of an improved thermal envelope will result in the need to increase the structural capacity of the roof framing.

Class Room Wing 99' x 63'

In the classroom area, this could be accomplished by adding additional lines of beams and columns to reduce the tributary load area for existing beams.

The structural capacity of the roof diaphragm will need to be augmented by adding a layer of plywood sheathing over the existing tongue and groove sheathing. Existing roofing materials and roof insulation will need to be removed in order to apply the new plywood sheathing directly to the existing decking.

The shear capacity of the existing interior corridor bearing walls will need to be increased in order to handle the increased seismic loading. Gypsum wallboard will need to be removed in order to expose the wood framing and to apply plywood sheathing and seismic hold downs.

Central Core 25' x 111'

The snow load capacity of the roof in the central core area will need to be increased if additional insulation is added to the roof in order to reduce energy consumption. The most practical way to provide additional capacity may be to add a vaulted roof over the central core. The roof could be vaulted with wood trusses designed to span across the 25 foot dimension of the core. The trusses would be supported on existing concrete walls.

Gymnasium 97'x63'

The load capacity of the gymnasium roof could be increased by adding bar joists between the existing bar joists. Adding joists between the existing joists will reduce the tributary loading area and will increase the load capacity of the roof. The new joists will need to be supported at each end by new structural steel columns located under each joist at the interior face of the perimeter walls. It would also be necessary to remove the existing roof membrane and insulation and then overlay the existing decking with a layer of plywood sheathing to create a roof diaphragm to support increased seismic loads. The new columns would be supported by new square concrete pad footings cut into the existing floor slab.

The lateral load capacity of the existing walls is probably adequate to meet current codes.

Potential Structural Upgrade Summary

1. Increased snow load will require structural upgrades to roof framing in the Classroom, Central Core and Gymnasium areas.
 - a. Classroom:
 - Add:
 - (24) glulam beams, 36' long, 6 3/4" x 24" (Under exist roof decking)
 - (48) Wood Posts 6x6
 - (48) footings 3'x3'x12" with (4) #5 rebar each way
 - 3/4" T&G plywood sheathing. 97'x 63' (Added over existing roof decking)
 - 100 lf plywood shear walls.-remove gypboard, add plywood add ne gypboard
 - b. Central Core: Vaulted Roof Structure
 - Add:
 - Vaulted trussed roof with 3/4" plywood sheathing. 4:12 pitch, 25' span length gable trusses at 24" o/c. 56 required at 24" o/c to cover 111'. Add metal roofing over plywood sheathing.
 - c. Gymnasium:
 - Add:
 - (12) 32LH 09 Bar Joists at 8' o/c
 - (24) HS8x8x3/8 columns
 - (24) 4'x4'x16" thick concrete footings with (5) #5 rebar each way, cut into existing slab.
 - Add 3/4" plywood sheathing over existing roof decking

Summary

Due to the age of the building, a Hazardous Materials study and testing will need to be completed prior to making any modifications to the building. We recommend that this study be completed as soon as possible as it could have major implications on planning the future use of this facility.

The Condition Overview and Order of Magnitude Cost Estimate completed in 2007 was a study of what upgrades would be required to convert the existing HERC building to house City Government functions.

This was a fairly major change from the buildings existing layout as a school building to a civic office building. Our task now in 2012 is to investigate what it would take to give the building new life without much change to the existing building layout. Converting the building to house City Government functions did not prove to be very economical according to the 2007 report; however, repurposing the facility for a use compatible with its current layout would not require as many changes and may prove to be more economical.

In compiling this report, we have only been able to offer limited time, effort and resources and do not feel we have adequate information to offer a final recommendation. In order to determine if this project should be pursued further, a more detailed level of study needs to be completed to better understand actual costs involved. In addition to more carefully defining actual costs, an assessment of the political environment for available funding needs to be considered. The cost of a complete renovation of this building will most likely be the same cost per square foot for construction of a new building. If this turns out to be the case we would recommend construction of a new facility. However, if funding is available for renovation projects and is not available for new construction then that would need to be considered in the decision process. In conclusion, it is too early for us to make a final recommendation, but we believe this project is worthy of a more detailed study, if funding is available for renovation projects.

Sincerely,



Peter Klauder, President and Principal Architect
Klauder & Company Architects, Inc.

Bill Nelson of Nelson Engineering also contributed to this preliminary report letter.

Attachments:

- 1227 HERC Building Analysis - Order of Magnitude Cost Estimate

**HERC Building Analysis
Order of Magnitude Cost Estimate**

December 10, 2012

Building Areas					
Gym Area	5,700 SF				
Lower Level Area	2,800 SF				
Upper Level Area	8,300 SF				
Total Building Area	16,800 SF				

Description	Quantity	Units	Unit Cost	Totals	Total Required for	
					Code and ADA Compliance	Building Performance
Sitework						
Walkway	625	SF	\$9.48	\$5,926	\$5,926	\$0
HCP Paving	1,000	SF	\$4.48	\$4,481	\$4,481	\$0
Stoop	28	SF	\$10.00	\$280	\$280	\$0
Regrading	3,750	SF	\$0.50	\$1,875	\$1,875	\$0
Sitework Subtotal				\$12,562	\$12,562	\$0
Architectural						
Replace Siding & Insulation	11,880	SF	\$52.80	\$627,264	\$0	\$627,264
Windows	683	SF	\$92.00	\$62,873	\$0	\$62,873
Renovations: Gym	5,700	SF	\$82.07	\$467,775	\$93,555	\$374,220
Renovations: Lower Level	2,800	SF	\$120.00	\$336,000	\$67,200	\$268,800
Renovations: Upper Level	8,300	SF	\$120.00	\$996,000	\$199,200	\$796,800
Replace Roofing Assembly, Complete	15,200	SF	\$28.00	\$425,600	\$0	\$425,600
Architectural Subtotal				\$2,458,432	\$360,055	\$2,098,377
Structural						
Upgrade Roof Structure	15,200	SF	\$20.00	\$304,000	\$0	\$304,000
Upgrade Shear Walls: Upper Level	480	LF	\$126.72	\$60,826	\$0	\$60,826
Upgrade Shear Walls: Lower Level	230	LF	\$126.72	\$29,146	\$0	\$29,146
Structural Subtotal				\$393,972	\$0	\$393,972
Mechanical						
New Sprinkler System	16,800	SF	\$4.50	\$75,600	\$75,600	\$0
New Heating Distribution System	16,800	SF	\$27.00	\$453,600	\$0	\$453,600

**HERC Building Analysis
Order of Magnitude Cost Estimate**

December 10, 2012

New Air Handlers & VAV Air Distribution System	16,800 SF	\$30.00	\$504,000	\$0	\$504,000
New Bathrooms: Lower Level	2 EA	\$91,200.00	\$182,400	\$182,400	\$0
Add Roof Overflow Drain System With Heat Trace	15,200 SF	\$4.00	\$60,800	\$60,800	\$0
Mechanical Subtotal			\$1,276,400	\$843,600	\$957,600

Electrical					
Replace Power Distribution System	16,800 SF	\$14.00	\$235,200	\$47,040	\$188,160
Replace All Lighting	16,800 SF	\$20.95	\$351,900	\$70,380	\$281,520
New Fire Alarm System	16,800 SF	\$3.50	\$58,800	\$58,800	\$0
New Telecom Distribution System	16,800 SF	\$6.45	\$108,300	\$0	\$108,300
Electrical Subtotal			\$754,200	\$176,220	\$577,980

Subtotal			\$5,852,645	\$867,587	\$4,985,058
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General Contractor Costs					
General Conditions	15%		\$802,897	\$130,131	\$672,766
Hazmat Abatement (allowance)	1 LS		\$336,000	\$336,000	\$336,000
Contractor Overhead & Profit	5%		\$324,577	\$66,683	\$274,694
Estimating Contingency	10%		\$681,612	\$140,035	\$576,857
Total Estimated Construction Cost (2013 Dollars)			\$7,497,731	\$1,540,387	\$6,345,425
Total Construction Cost Per Square Foot (2013 Dollars)			\$446	\$92	\$378

Project Costs					
Permits and Fees	2% of Const Cost		\$149,955	\$30,808	\$126,908
Design	10% of Const Cost		\$749,773	\$154,039	\$634,542
Construction Admin & Management	6% of Const Cost		\$449,864	\$92,423	\$380,725
Furniture, Fixtures, Equipment	5% of Const Cost		\$374,887	\$77,019	\$317,271
1% For Art	1% of Const Cost		\$74,977	\$15,404	\$63,454
Project Contingency	10% of Const Cost		\$749,773	\$154,039	\$634,542
Total Estimated Project Cost (2013 Dollars)			\$10,047,406	\$2,064,210	\$8,503,247
Total Project Cost Per Square Foot (2013 Dollars)	16,800 SF		\$598	\$123	\$506

