

WORK SESSION AGENDA

1. Call to Order 5:30 p.m.
2. Presentation: Patrick Lawrence, Assistant to the City Manager regarding the
City's 2016-2021 Capital Improvement Plan. **Page 53**
3. Discussion of Items on the Regular Meeting Agenda
4. Public Comments
The public may speak to the Planning Commission regarding matters on the work session agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).
5. Commission Comments
6. Adjournment

REGULAR MEETING AGENDA

1. Call to Order

2. Approval of Agenda

3. Public Comment

The public may speak to the Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

4. Reconsideration

5. Adoption of Consent Agenda

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

- | | |
|---|----------------|
| A. Approval of Minutes of July 15, 2015 meeting | Page 1 |
| B. KPB Time extension request for James Waddell Homestead Petska 2014 Addition | Page 7 |
| C. Decisions and Findings CUP 15-02 for an equipment storage building at 3575 Heath St. | Page 9 |
| D. Decisions and Findings CUP 15-03 for a public restroom at 4166 Homer Spit Rd | Page 15 |

6. Presentations: Becky Windt Pearson, GCI attorney to discuss cell towers

7. Reports Staff Report PL 15-55 City Planner's Report **Page 20**

8. Public Hearings

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

- | | |
|--|----------------|
| A. Staff Report PL 15-58 Vacation of a 20 ft alley easement in the Bayview Subdivision | Page 21 |
|--|----------------|

9. Plat Consideration

- | | |
|--|----------------|
| A. Staff Report PL 15-56 Stream Hill Park Unit 2 DeLaguna Addition | Page 29 |
|--|----------------|

10. Pending Business

- | | |
|---------------------------------|----------------|
| A. Staff Report PL 15-59 Towers | Page 39 |
|---------------------------------|----------------|

11. New Business

- | | |
|--|----------------|
| A. SR 15-57 Elections for the Planning Commission Chair and Vice Chair | Page 52 |
| B. Capital Improvement Plan recommendations | Page 53 |

12. Informational Materials

- | | |
|--|-----------------|
| A. City Manager's Report July 27, 2015 | Page 129 |
|--|-----------------|

13. Comments of the Audience: Members of the audience may address the Commission on any subject. (3 minute limit)

14. Comments of Staff

15. Comments of the Commission

16. Adjournment: Next regular meeting is scheduled for August 19, 2015. A work session will be held at 5:30 pm. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

Session 15-11, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Stead at 6:30 p.m. on July 15, 2015 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BRADLEY, ERICKSON, HIGHLAND, STEAD, STROOZAS, VENUTI

ABSENT: BOS

STAFF: CITY PLANNER ABBOD
DEPUTY CITY CLERK JACOBSEN
PUBLIC WORKS DIRECTOR MEYER

Approval of Agenda

Chair Stead called for a motion to approve the agenda.

HIGHLAND/BRADLEY SO MOVED

ERICKSON/HIGHLAND MOVED TO HEAR NEW BUSINESS AT THE BEGINNING OF THE AGENDA.

There was discussion it would come after public comments.

VOTE: (Amendment) NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

There was no further discussion on the agenda as amended.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Public Comment

The public may speak to the Planning Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

There was no discussion.

New Business

A. 5460 Clearwater Mitigation Plan - BCWPD

City Planner Abboud reviewed the staff report.

Chair Stead invited the applicant to talk to the Commission about his mitigation plan.

Mark Hemstreet questioned the reseeding requirement. He explained they won't be breaking ground until August and they are supposed to reseed disturbed soil by August 31st, which they could do, but anticipate doing more dirt work in the spring. He addressed the two retention ponds that will collect water from the gutter and footer drains and also serve to intercept drainage from the driveway and downward slope of the lot.

Chair Stead asked if there is any plan to interconnect the two water retention areas. Mr. Hemstreet said there isn't a plan for that. Chair Stead explained that only one area is being used by the drains from the house so the second area down slope is only going to drain what's on the driveway. Interconnecting them would better utilize both of them.

Commissioner Highland brought up the reseeding question. City Planner Abboud commented staff would need to make sure he contains his site and use the most common sense for the situation. Planning staff will do site visits in the fall and when it's complete.

ERICKSON/VENUTI MOVED TO ACCEPT THE STAFF REPORT ALLOWING THE MITIGATION PLAN FOR THE HEMSTREET PROPERTY.

There was brief discussion about adding a requirement that the retention ponds be interconnected. City Planner Abboud commented that each pond would hold the required amount of water, but it would work better and have more safety net by connecting them.

VENUTI/HIGHLAND MOVED TO AMEND TO REQUIRE THAT BOTH RETENTION PONDS BE INTERCONNECTED.

There was no discussion.

VOTE: (amendment) NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion on the motion as amended.

VOTE: NON OBJECTED: UNANIMOUS CONSENT

Motion carried.

Reconsideration

Adoption of Consent Agenda

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

A. Approval of Minutes of June 17, 2015

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

HIGHLAND/VENUTI SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Presentations

Reports

A. Staff Report PL 15-49, City Planner's Report

City Planner Abboud reviewed the staff report.

There was brief comment about the Sterling Highway and Main Street intersection improvements and the need for crosswalks along the bypass, particularly near the Chamber of Commerce and Islands and Ocean Visitor Center. It was also pointed out that the vegetation at the corner of Pioneer and the Sterling Highway creates a dangerous situation for vehicles trying to turn either direction.

Public Hearings

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

A. Staff Report PL 15-50 CUP 15-02 Equipment Storage at 3575 Heath Street

City Planner Abboud reviewed the staff report.

Public Works Director Meyer was present for questions.

Chair Stead opened the public hearing. There were no comments and the hearing was closed.

Commissioner Erickson questioned the importance of this project in light of the city budget. She struggles with why they are doing this now. City Planner Abboud commented that he understands her concern, but it isn't part of the CUP application process.

HIGHLAND/BRADLEY MOVED TO ADOPT STAFF REPORT PL 15-50 CUP 15-02 FOR AN EQUIPMENT STORAGE SHED AT 3575 HEATH STREET WITH STAFF RECOMMENDATIONS AND FINDINGS.

There was no discussion.

VOTE: YES: STEAD, HIGHLAND, VENUTI, STROOZAS, BRADLEY
NO: ERICKSON

Motion carried.

B. Staff Report PL 15-51 CUP 15-03 Spit Restroom 4166 Homer Spit Road

City Planner Abboud reviewed the staff report.

Public Works Director Meyer talked about the setback issue prompting the need for the CUP application. He explained this project is being funded with cruise ship head tax monies and reviewed the list of projects that have been completed with those funds. He explained the layout of the narrow lot and an overview of orientation and materials for the restroom.

Chair Stead commented about orientation related to the trail and the overhang. Public Works Director Meyer explained there is a concrete path around the outside of the restroom so it can be easily accessed without having to walk into the gravel lot.

Commissioner Erickson questioned if it would be possible to install an electrical outlet on the restroom to accommodate cruise ship passengers in electric wheelchairs who need to plug in to charge the batteries. Public Works Director Meyer commented they could take that into consideration.

In response to other questions, Mr. Meyer explained that the funds are from the \$6 million the city received previously, not from this year's head tax funds. He also explained that in the winter time there will likely be one door left open for use and the rest will remain locked until spring/summer.

Chair Stead opened the public hearing. There were no comments and the hearing was closed.

ERICKSON/STROOZAS MOVED TO ADOPT STAFF REPORT PL 15-51 CUP 15-03 FOR RESTROOM AT 4166 HOMER SPIT ROAD WITH STAFF RECOMMENDATIONS AND FINDINGS AND TO ADDING THERE IS AN ELECTRICAL OUTLET FOR THE HANDICAP TO RECHARGE THEIR WHEELCHAIR.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Plat Consideration

A. Staff Report PL 15-52 High Tide Replat Preliminary Plat

City Planner Abboud reviewed the staff report.

There was no applicant present and no public comment.

ERICKSON/BRADLEY MOVED TO ADOPT STAFF REPORT PL 15-50 AND APPROVE HIGH TIDE REPLAT PRELIMINARY PLAT WITH STAFF COMMENTS AND RECOMMENDATIONS.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Pending Business

A. Staff Report PL 15-48 General Commercial 1 Land Availability

City Planner Abboud reviewed the staff report.

Discussion ensued:

- There is GC1 land but it is expensive and hard to create something that will make money year round
- There isn't any place to expand it to but could designate another area as GC1
- There are places to build businesses in Homer
- If another area is designated, what would be displaced
- When it has been proposed in other areas, property owners have objected to it
- Amending the sign ordinance would help business owners
- There isn't any place to go, we have to create a new GC1 and take it from someplace else

Informational Materials

- A. Reappointment of Roberta Highland to the HAPC
- B. Reappointment of Don Stead to HAPC
- C. City Manager Report June 29, 2015

Comments of the Audience

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

None

Comments of Staff

Deputy City Clerk Jacobsen commented that Commissioners were emailed an invitation to the community meeting to talk about the city budget on July 20 and that there is a survey on line to provide feedback as well.

City Planner Abboud followed up encouraging the group to participate in the survey and attend the meeting.

Comments of the Commission

Commissioner Stroozas commented that the July 4th parade was the biggest in 21 years with 50 floats and a phenomenal crowd. He thanked the sponsors and people in the community who make things work the way they do.

Commissioner Venuti suggested that Homer needs a marching band or military band for the parade. He said it was an interesting meeting.

Commissioner Erickson said she did the budget survey on line. After submitting it she had the idea about combining the city fire and EMS with KESA and putting winter road maintenance out to bid for side roads.

Commissioner Bradley commented that she participated in past parades on a float with the Kenia Peninsula Orchestra. It was a good meeting tonight.

Commissioner Highland had no comment.

Chair Stead noted the reappoint of Commissioner Highland and himself to the Commission.

Adjourn

There being no further business to come before the Commission, the meeting adjourned at 8:19 p.m. The next regular meeting is scheduled for August 5, 2015 at 6:30 p.m. in the City Hall Cowles Council Chambers. A worksession will be held at 5:30 p.m.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



KENAI PENINSULA BOROUGH

PLANNING DEPARTMENT

144 North Binkley Street • Soldotna, Alaska 99669-7520

PHONE: (907) 714-2200 • **FAX:** (907) 714-2378

Toll-free within the Borough: 1-800-478-4441, Ext. 2200

www.kpb.us

**MIKE NAVARRE
BOROUGH MAYOR**

July 27, 2015

Ms. Dottie Harness-Foster
Homer Planning and Zoning Department
491 East Pioneer Avenue
Homer, Alaska 99603

Dear Ms. Harness-Foster:

James Waddell Homestead Petska 2014 Addition (formerly James Waddell Survey Petska Addition) was initially granted conditional approval on June 12, 2006. Approved time extension requests have extended preliminary plat approval to August 11, 2015.

The surveyor requested a two-year time extension on July 22, 2015. This plat will be reviewed per the previous subdivision code (KPB 20.12, 20.20, and 20.16). Per KPB Planning Commission Resolution 89-27, a two-year time extension for plats within cities may be requested as long as preliminary plat approval has not expired, and the city advisory planning commission has consented to the request.

The time extension will be scheduled for the Planning Commission's August 24, 2015 meeting as a consent agenda item. Platting staff will be recommending conditional approval to the time extension request, which would extend preliminary plat approval to August 24, 2017.

Sincerely,

Maria E. Sweppy
Platting Specialist
msweppy@kpb.us



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

HOMER ADVISORY PLANNING COMMISSION

Approved CUP 15-02 at the Meeting of July 15, 2015

RE: Conditional Use Permit (CUP) 15-02
Address: 3575 Health Street

Legal Description: T 6S R 13W SEC 20 Seward Meridian HM NE1/4 NE1/4 SW1/4 & S1/2 NE1/4 SW1/4

DECISION

Introduction

The City of Homer (the “Applicants”) applied to the Homer Advisory Planning Commission (the “Commission”) for a conditional use permit under Homer City Code HCC 21.18.030(j) for more than one building containing a permitted principal use on a lot, HCC 21.18.040(d) for a combined building area in excess of 8,000 square feet, and HCC 21.18.030 (e) public utility facilities and structures.

The applicant proposes to build a 2,400 square foot equipment shed. The public works site has never applied for a Conditional Use Permit for a public utility facility or structure.

The application was scheduled for a public hearing as required by Homer City Code 21.94 before the Commission on July 15, 2015. Notice of the public hearing was published in the local newspaper and sent to 13 property owners of 30 parcels.

At the July 15, 2015 meeting of the Commission, the Commission voted to approve the request with six Commissioners present. Though not a part of the CUP process, Commissioner Erickson questioned moving forward with this project due to budget concerns. The Commission approved CUP 15-02 with five Commissioners voting to approve, Commissioner Erickson voting to deny.

Evidence Presented

City Planner Abboud reviewed the staff report and Carey Meyer, the Public Works Director was available for questions.

There was no public testimony.

Findings of Fact

After careful review of the record, the Commission approves Condition Use Permit 15-02 to build a 2,400 square foot equipment shed at the Public Works site at 3575 Heath Street.

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 21.18.030(j) authorizes more than one building containing a permitted principal use on a lot, HCC 21.18.040(d) authorizes a combined building area in excess of 8,000 square feet, and HCC 21.18.030 (e) authorizes public utility facilities and structures.

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

Analysis: Public Works provides water, sewer treatment lagoon, street maintenance, parks maintenance and administrative functions at and from the site. This location has been in use since at least 1970, prior to the adoption of zoning. The complex provides the infrastructure and infrastructure support required to provide public services for the community. While such activities may not be compatible in all areas of the Central Business District, this location is appropriate in that it is shielded from view from most private lands.

Finding 2: The Public Works complex, in its current location, is an appropriate land use within the central business district and is 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.

Analysis: Some uses in the CBD have greater negative impacts than are realized from the Public Works complex. Pipelines, railroads, and mobile home parks would have a similar impact on nearby property values.

Finding 3: The Public Works complex and proposed shed are not expected to negatively impact the adjoining properties greater than other permitted or conditional uses.

See Condition 1 on landscaping and visual buffering.

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

Analysis: Surrounding land uses include the animal shelter and park strip, RV dump station, Sterling Highway, conservations lands, and other municipal lands. The sewage treatment lagoon is clearly visible in aerial photos from 1975, well before the construction of the Homer Bypass and any other development.

Finding 4: The conservation land property, park strip and other municipal lands provide a buffer between this development and other private lands in the area. The Public Works complex and proposed equipment shed are 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.

Analysis: The site is served by city water and sewer, State highway, and the Homer Fire Department.

Finding 5: Existing public, water, sewer, and fire services are adequate to serve the existing and proposed structures.

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.

Analysis: Public Works is located below the grade of the Sterling Highway, and is shielded from view by an earthen berm, trees, and a fence at the Animal Shelter. The bulk, scale, nature of and intensity of the uses have little effect on the neighborhood as they are not visible or audible above highway traffic noise. Public Works does generate some traffic with employees, and deployment of maintenance equipment, however visits from the public are minimal. These activities do not have a harmful effect on the desirable neighborhood character of the Central Business District or this area of the Sterling Highway.

Finding 6: The existing Public Works complex and the proposed equipment shed do will not cause a harmful effect on the neighborhood character.

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

Analysis: Public Works operations support the health, welfare and safety of the community. The operations are not of a nature to cause a detrimental impact to the surrounding area, or the City as a whole.

Finding 7: The existing Public Works complex and the proposed equipment shed will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

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

Analysis: Floodplain regulations. The applicant is working with an engineer to meet the flood requirements. The new structure to meet existing floodplain regulations at the time of construction, as required by the zoning code. A floodplain review is required.

Finding 8: A zoning permit is required, and a floodplain permit may be required, depending on the regulations at the time of permitting and construction. The proposal will comply with the applicable regulations and conditions specified in this title.

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

Analysis: Goals of the Land Use Chapter of the Homer Comprehensive Plan include Goal 1 Objectives A and B.

“Objective A: Continue to accommodate and support commercial, residential and other land uses, consistent with the policies of this plan.”

“Objective B: Promote a pattern of growth characterized by a concentrated mixed use center, and a surrounding ring of moderate-to-high density residential and mixed use areas with lower densities in outlying areas.

Finding 9: The Public Works complex and proposed shed support the goal of a concentrated mixed use center for the community, and also support commercial and residential land uses by providing public services. 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.

Finding 10: Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

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.**
- 2. Fences, walls and screening.**
- 3. Surfacing of vehicular ways and parking areas.**
- 4. Street and road dedications and improvements (or bonds).**
- 5. Control of points of vehicular ingress and egress.**
- 6. Special restrictions on signs.**
- 7. Landscaping.**
- 8. Maintenance of the grounds, buildings, or structures.**
- 9. Control of noise, vibration, odors, lighting or other similar nuisances.**
- 10. Limitation of time for certain activities.**
- 11. A time period within which the proposed use shall be developed and commence operation.**
- 12. A limit on total duration of use or on the term of the permit, or both.**
- 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.

Analysis: Most of the Public Works Complex has mature trees along the south side, so that operations are not in public view from Lake Street or Bishop’s Beach. Staff recommends extending this landscaping along the south side of the fill area to provide a visual buffer. Native trees such as Spruce and Alder are sufficient. This tree line should be extended so to provide long term permanent screening. This is a tough environment for trees; road salt and sea salt are concentrated in this area. Staff does not recommend PW spend a lot of money on trees. Alders that are already hardy to this location could be propagated through branch cutting and planting.

Conclusion: Based on the foregoing findings of fact and law, Conditional Use Permit 2015-02 is hereby approved, with Findings 1-10 and Condition 1.

Condition 1: Plant a mixture of alder and spruce trees along the southern edge of the fill pad, south of the sand pile. The goal of the planting is to provide long term visual screening between Public Works, and Beluga Slough wetlands.

Date Chair, Don Stead

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 _____
_____, 2015. A copy was also delivered to the City of Homer Planning Department and Homer City
Clerk on the same date.

Date

Dotti Harness-Foster, Planning Technician

Applicant:

City of Homer
Public Work Department
3575 Heath Street
Homer, AK 99603

Thomas Klinkner
Birch, Horton, Bittner & Cherot
1127 West 7th Ave
Anchorage, AK 99501

Katie Koester, City Manager
491 E Pioneer Avenue
Homer, AK 99603



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

HOMER ADVISORY PLANNING COMMISSION

Approved CUP 15-03 at the Meeting of July 15, 2015

RE: Conditional Use Permit (CUP) 15-03

Address: 4166 Homer Spit Road

Legal Description: T 6S & 7S R 13W SEC 35 & 36 & 1 & 2 Seward MERIDIAN HM 0910003
HOMER SPIT SUB NO TWO LOT 12A

DECISION

Introduction

The City of Homer (the “Applicants”) applied to the Homer Advisory Planning Commission (the “Commission”) for a conditional use permit under Homer City Code HCC 21.28.030(i), the location of a building within a setback area; and HCC 21.28.030(e), more than one building containing a permitted principle use on a lot in the Marine Commercial District.

The applicant proposes building a public restroom within the twenty foot building setback along Homer Spit Road. There is an existing restroom within the twenty foot setback and the five foot side setback.

The application was scheduled for a public hearing as required by Homer City Code 21.94 before the Commission on July 15, 2015. Notice of the public hearing was published in the local newspaper and sent to 15 property owners of 16 parcels.

At the July 15, 2015 meeting of the Commission, the Commission voted to approve the request with six Commissioners present. The Commission approved CUP 15-03 with unanimous consent.

Evidence Presented

City Planner Abboud reviewed the staff report and Carey Meyer, the Public Works Director discussed the narrow lot and the request for a reduced setback. The Commission discussed the need for electrical plug-ins to accommodate cruise ship passengers with electric wheelchairs. A motion was made and adopted to add an “electrical outlet for the handicap to recharge their wheelchairs.”

There was no public testimony.

Findings of Fact

After careful review of the record, the Commission approves Condition Use Permit 15-03 to build a public restroom within the twenty foot building setback along Homer Spit Road.

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: Restrooms are customary accessory use to marinas as authorized by HCC 21.28.020(e) and (n). HCC 21.28.030(i) allows buildings within a setback area, and HCC 21.28.030(e) allows more than one building containing a permitted principle use on a lot.

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 restrooms provide infrastructure that supports the fishing, recreation and tourism industries. The use is 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: Restrooms are 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: Public restrooms are compatible with the existing uses of surround land, which include campgrounds, parking lots and the small boat harbor.

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

Finding 5: Existing public, water, sewer, and fire services are adequate to serve the restrooms.

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: Public restrooms do not cause undue harmful effects on the desirable neighborhood character in the Marine Commercial District of the Homer Spit.

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: Public restrooms increase sanitation and are not detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

Finding 8: The installation of an electrical outlet designed to plug-ins wheelchairs will provide greater safety and welfare to Homer visitors and residents.

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

Analysis: HCC 21.28.030(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

Finding 9: The adjoining lands are the Homer Spit Road right of way, public parking, and Homer Harbor. The location of the restrooms within the building setback area will not have a greater negative affect on the value of adjoining land, than a building located outside the setback area.

2. Have a design that is compatible with that of the structures on the adjoining property.

Finding 10: The adjoining lot contains a fish cleaning table and dumpsters. The restrooms feature a design that is compatible with other area public improvements and those on the adjoining property.

Finding 11: The proposal complies with the applicable regulations and conditions specified in this title.

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

Analysis: Goals of the Homer Spit Comprehensive Plan include Goal 1.3 Objective 1 states: “Provide amenities that aid visitors and residents”, and the corresponding strategy states: “Identify locations and needs for restrooms/showers.”

Finding 12: The proposal is not contrary to the applicable land use goals and objects of the Homer Spit Comprehensive Plan.

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

Finding 13: The outdoor furniture section of the Community Design Manual applies, should outdoor furnishings be used. No outdoor furniture will be provided as part of this project.

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.**
- 2. Fences, walls and screening.**
- 3. Surfacing of vehicular ways and parking areas.**
- 4. Street and road dedications and improvements (or bonds).**
- 5. Control of points of vehicular ingress and egress.**
- 6. Special restrictions on signs.**
- 7. Landscaping.**
- 8. Maintenance of the grounds, buildings, or structures.**
- 9. Control of noise, vibration, odors, lighting or other similar nuisances.**
- 10. Limitation of time for certain activities.**
- 11. A time period within which the proposed use shall be developed and commence operation.**
- 12. A limit on total duration of use or on the term of the permit, or both.**
- 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 2015-03 is hereby approved, with Findings 1-13 and Conditions 1 and 2.

Condition 1: Create three parking spaces that include curb stops to the northwest of the restrooms, as shown on the parking plan.

Condition 2: Install an electrical outlet for the handicap to recharge their wheelchairs.

Date

Chair, Don Stead

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 _____, 2015. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

Date

Dotti Harness-Foster, Planning Technician

Applicant:

City of Homer
Public Work Department
3575 Heath Street
Homer, AK 99603

Thomas Klinkner
Birch, Horton, Bittner & Cherot
1127 West 7th Ave
Anchorage, AK 99501

Katie Koester, City Manager
491 E Pioneer Avenue
Homer, AK 99603



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 15-55

TO: Homer Advisory Planning Commission
FROM: Rick Abboud
MEETING: August 5, 2015
SUBJECT: City Planner's Report

Cannabis Advisory Commission: is discussing suitable buffers regarding standards for marijuana related businesses. Comments are being suggested for the ABC board in response to draft rules. Some of the comments were policy based and were not able to make it on the agenda for City Council to review prior to the August 8th deadline. The comments will be review by the city council to be forwarded in subsequent revisions. A joint work session is scheduled with the commission and city council August 10th. The City Attorney will present a plan to address local regulations.

Site Development Standards: Ordinance 15-08(S) Amending HCC 21.50.020(a) and (c) Site Development Standards to Require Revegetation of a date specified or, within 9 Months, **whichever comes first** was amended and adopted. The council found the language requiring seeding by August 31st problematic for those starting work in mid-August. They approved a motion to eliminate the words "whichever comes first".

Bridge Creek Watershed Protection District: regarding standards for impervious coverage in the watershed. Ord. 15-23 was amended and referred to the Planning Commission to return to the City Council on September 14, 2015. We are working to create some language that better addresses the issue of determining impervious coverage.

September 14th: Lillian Walli: A public hearing a Special Assessment District for road and sewer improvements.

Wind Energy Systems (WES): Based on the discussion at the July 15th work session, the Commission seemed satisfied with the existing WES standards.

Guest speakers: If the HAPC is interested in inviting guest speakers to the work session, please forward along topics.



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 15-58

TO: Homer Advisory Planning Commission
 THROUGH: Rick Abboud, City Planner
 FROM: Julie Engebretsen, Deputy City Planner
 DATE: August 5, 2015
 SUBJECT: Vacation of a 20 foot alley easement in the Bayview Subdivision

Requested Action: Recommend approval of the alley easement

General Information:

Applicants:	Beverly Bowman 3361 B Street Homer, AK 99603	Andrew Amso 1473 Ocean Drive Homer, AK 99603
Location:	B Street, between Ocean Drive and Bay Avenue	
Parcel ID:	17920214, 17920215, 17920216	
Size of Existing Lot(s):	10,500 square feet each	
Zoning Designation:	General Commercial 1 District	
Existing Land Use:	Retail (Amso's carpet), Rooming house to be constructed	
Surrounding Land Use:	North: Ocean Drive, Commercial/retail South: Residential East: Commercial/vacant, Peninsula Sanitation West: Used car sales, residential	
Comprehensive Plan:	Goal 1: Guide Homer's growth with a focus on increasing the supply and diversity of housing, protect community character, encourage infilling, and helping minimize global impacts of public facilities including limiting greenhouse gas emissions. Objective A: Continue to accommodate and support commercial, residential and other land uses, consistent with the policies of this plan.	
Public Notice:	Notice was sent to 30 property owners of 41 parcels as shown on the KPB tax assessor rolls.	

Analysis: This action does not require a plat process. This action vacates an alley easement. The alley is not a 'traditional' publicly owned right of way; its an easement, meaning the private land owner owns the underlying real estate.

The applicant reported to staff that the actual constructed driveway lies only on lot 134. Although the easement is 10 feet on each side of the common lot line, all of the 20 ft travel way is on her property.

Relevant KPB Code reference

"20.70.170. Vehicular access. The planning commission shall not approve the vacation of a right-of-way unless an equal or superior right-of-way for vehicular access exists or will be provided in exchange. Where two or more access points are necessary for large vacant or semi-vacant areas of land, the commission shall consider density, use, projected development, and maintain sufficient rights-of-way to serve potential use."

Planning Staff comment: Access to other adjacent lots is provided by Bay Avenue, which is a paved, city maintained road, or by Ocean Drive, which paved and state maintained. Two access points are not necessary for the adjacent lots.

20.70.180. Other access. Other lawful uses that exist or are feasible for the right-of-way shall be considered when evaluating a vacation request. When such uses exist or could exist within rights-of-way which are not suited for general road use, the commission shall not approve the vacation request, unless it can be demonstrated that equal or superior access is or will be available. The planning commission shall consider whether alternate uses present public safety issues which support approval of the vacation.

Planning Staff comment: The alley is not more suited to other uses than B Street and Bay Avenue. Both streets are quiet residential/commercial streets with low traffic. The alley easement is not needed to increase pedestrian or bicycle access to the area. The constructed alley ends on private property.

Public Works Comments: No comments.

Fire Department Comments: There are no fire department issues.

Staff Recommendation:

Planning Commission listen to public testimony. If there are no compelling arguments for keeping the alley, recommend vacation of the alley easement.

Attachments:

1. Petition
2. Public Notice
3. Aerial Map



Kenai Peninsula Borough Planning Department
 144 North Binkley
 Soldotna, Alaska 99669-7599
 Toll free within the Borough 1-800-478-4441, extension 2200
 (907) 714-2200

**Petition to Vacate Public Right-of-Way/Easement/Platted Public Area
 Public Hearing Required**

Upon receipt of complete application with fees and all required attachments, a public hearing before the Planning Commission will be scheduled. The petition with all required information and attachments must be in the Planning Department at least 30 days prior to the preferred hearing date. By State Statute and Borough Code, the public hearing must be scheduled within 60 days of receipt of complete application.

- \$500 non-refundable fee to help defray costs of advertising public hearing.
 - City Advisory Planning Commission. Copy of minutes at which this item was acted on, along with a copy of City Staff Report.
 - Name of public right-of-way proposed to be vacated is dedicated by the plat of Bayview Subdivision, filed as Plat No. 000089 in Homer Recording District.
 - Are there associated utility easements to be vacated? Yes No
 - Are easements in use by any utility company? If so, which company _____
 - Easement for public road or right-of-way as set out in (specify type of document) Bayview Subdivision Plat as recorded in Book _____ Page _____ of the Homer Recording District. (Copy of recorded document must be submitted with petition.)
 - Submit three copies of plat or map showing area proposed to be vacated. Must not exceed 11x17 inches in size. In the case of public right-of-way, the submittal must include a sketch showing which parcels the vacated area will be attached to. Proposed alternative dedication is to be shown and labeled on the sketch.
- Has right-of-way been fully or partially constructed? Yes No
 Is right-of-way used by vehicles / pedestrians / other? Yes No
 Is alternative right-of-way being provided? Yes No

The petitioner must provide reasonable justification for the vacation. Reason for vacating:
The individuals residing at 1842 Bay Avenue have access to their homes by way of Bay Avenue, a city maintained road. The alley is not useful to the general public. The remaining portion of the alley has been vacated beyond 1842 Bay Avenue. Additionally, the other two adjacent property owners also wish to vacate it.
 The petition must be signed (written signature) by owners of the majority of land fronting the right-of-way, easement, or platted public area proposed to be vacated. Each petitioner must include address and legal description of his/her property.

Submitted By: Name: Beverly Bauman Signature as: Petitioner Representative
 Address 3361 B ST.
Homer AK 99603
 Phone 707-386-2306

Petitioners:
 Signature Beverly Bauman
 Name Beverly Bauman
 Address 3361 B ST.
Homer, AK 99603
 Owner of IPN# 17920216 (Lot 134)
(3361 B ST.)

Signature Andrew R. Arzso
 Name ANDREW R. ARZSO
 Address 1473 OCEAN DR.
HOMER, AK.
(Lot 133) (Lot 132)
 Owner of IPNs 17920215 and 17920214
1473 Ocean

Signature _____
 Name _____
 Address _____
 Owner of _____

Signature _____
 Name _____
 Address _____
 Owner of _____

RECEIVED

JUL 17 2015

B. Bauman



PUBLIC HEARING NOTICE

Public notice is hereby given that the City of Homer will hold a public hearing by the Homer Advisory Planning Commission on Wednesday, August 05, 2015 at 6:30 p.m. at Homer City Hall, 491 East Pioneer Avenue, Homer, Alaska, on the following matter:

A request to vacate a portion of the 20 foot alley easement along the common lot line at 3361 B Street and 1473 Ocean Drive, Lots 132, 133 and 134 Bayview Subdivision T6S, R13 W, Section 21, S.M.

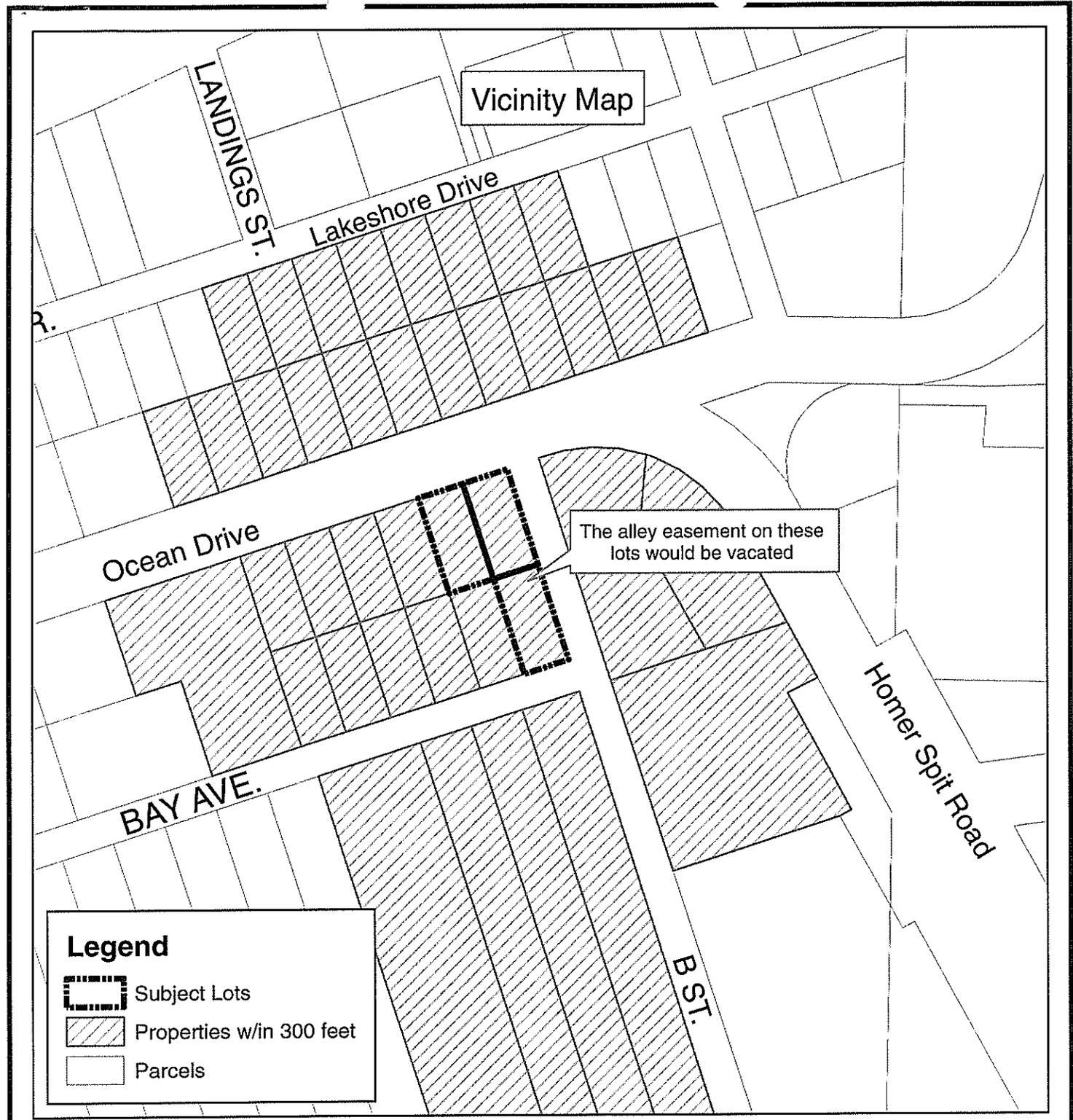
Anyone wishing to present testimony concerning this matter may do so at the meeting or by submitting a written statement to the Homer Advisory Planning Commission, 491 East Pioneer Avenue, Homer, Alaska 99603, by 4:00 p.m. on the day of the meeting.

The complete proposal is available for review at the City of Homer Planning and Zoning Office located at Homer City Hall. For additional information, please contact Rick Abboud at the Planning and Zoning Office, 235-3106.

NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 300 FEET OF PROPERTY.



VICINITY MAP ON REVERSE



City of Homer
 Planning and Zoning Department

July 20, 2015

Vacation of a portion of an alley easement

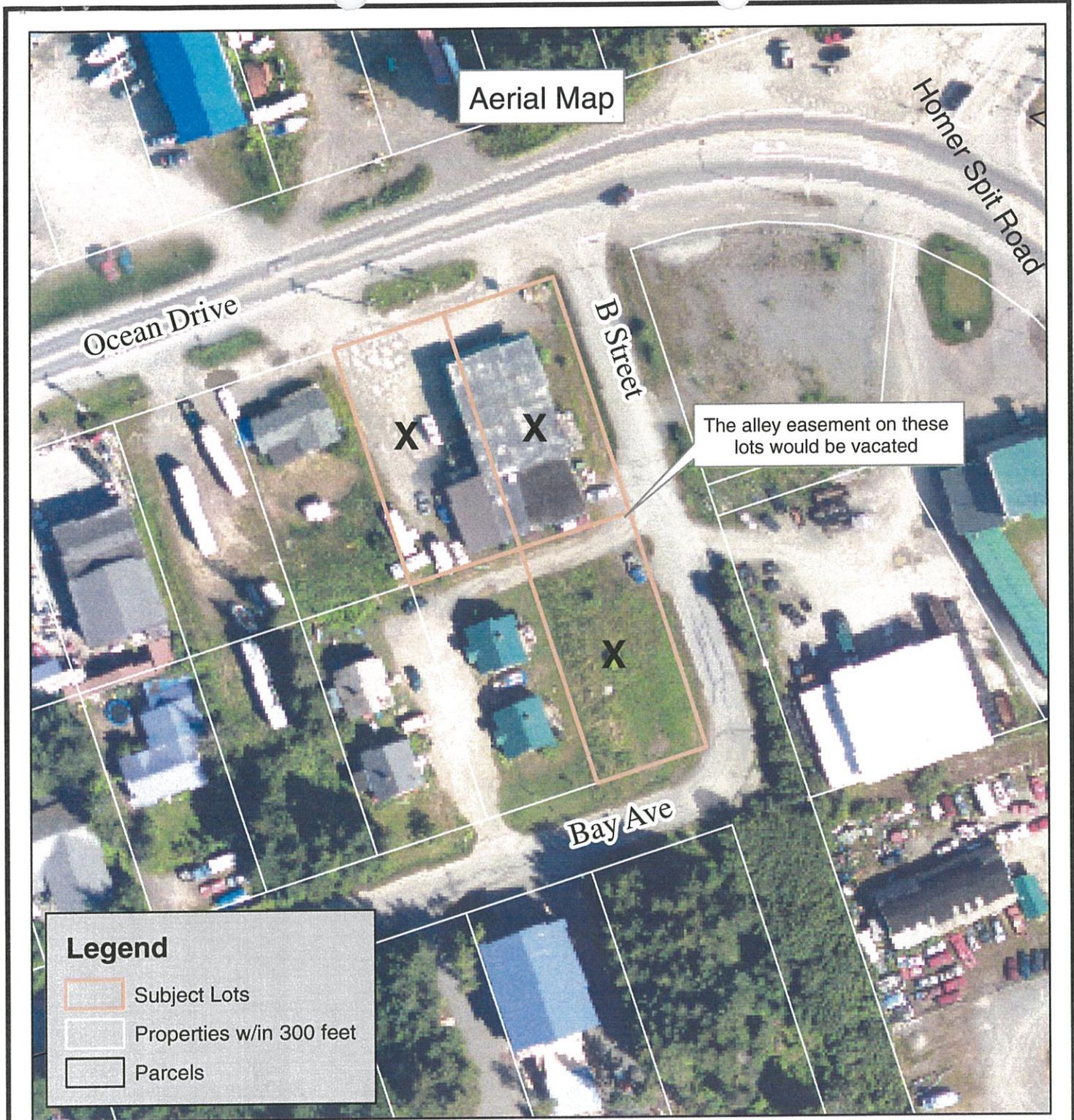
Landowners w/in 300 feet are notified.



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.

B. Lower 147





City of Homer
 Planning and Zoning Department

July 20, 2015

Vacation of a portion of an
 alley easement

2008 Aerial Photo



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

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 15-56

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Deputy City Planner
MEETING: August 5, 2015
SUBJECT: Stream Hill Park Unit 2 DeLaguna Addition Preliminary Plat

Requested Action: A recommend approval for adjustment of a shared lot line.

GENERAL INFORMATION

Applicants:	Byron G.F. Lehner P.O. Box 356 St. Petersburg, FL 33709	James P. Welch 15536 Husky St Eagle River, AK 99577
	Andrew S. Klamser P.O. Box 4394 Homer, Alaska 99603	Geovera, LLC P.O. Box 3235 Homer, AK 99603
Location:	4700 & 4710 Craftsman Road	
Parcel ID:	17902147 & 17902137	
Size of Existing Lot(s):	0.5 & 0.59 acres	
Size of Proposed Lots(s):	16,930sf (.388 acres) and 30,723sf (.7 acres)	
Zoning Designation:	Rural Residential	
Existing Land Use:	Residential	
Surrounding Land Use:	North: Vacant-future residential South: Vacant-future residential East: Vacant West: Vacant/residential	
Comprehensive Plan:	Continue to encourage infilling of residential areas.	
Wetland Status:	The 2005 wetland mapping does not indicate wetlands.	
Flood Plain Status:	Zone D: Flood Hazards undetermined.	
BCWPD:	Not within the Bridge Creek Watershed Protection District.	
Utilities:	City water and sewer is currently available.	
Public Notice:	Notice was sent to 37 property owners of 41 parcels as shown on the KPB tax assessor rolls.	

ANALYSIS:

This subdivision is within the Rural Residential District. This plat adjusts the shared lot line moving it to the north. The lots meet the dimensional size requirement of a minimum of ten thousand square feet when served by City water and wastewater.

Preliminary Approval, per KPB code 20.12.0060 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.

1. Within the title block:
 - a. 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 map or plat has been previously recorded, or so nearly the same as to mislead the public or cause confusion;
 - b. Legal description, location, date, and total area in acres of the proposed subdivision;
 - c. Name and address of owner and registered land surveyor;
 - d. Scale.

Staff Response: The plat should express area in acres.

2. North point;

Staff Response: The plat meets these requirements.

3. 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, political subdivision or municipal corporation boundaries abutting the subdivision.

Staff Response: The plat meets these requirements.

4. 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.

5. 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 such reservations.

Staff Response: Private parcels are shown.

6. The names and widths of public streets and alleys and easements including drainage 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.

7. The names of adjacent subdivisions or an indication that the adjacent land is not subdivided.

Staff Response: The plat meets these requirements.

8. Approximate location of areas subject to inundation, flooding or storm water overflow. Indicate if a recognized flood plain is present. Identify and locate the major drainage systems.

Staff Response: The plat meets these requirements.

9. Approximate locations of areas subject to tidal inundation including the mean high water line.

Staff Response: The plat meets these requirements (not applicable to this area).

10. Block and lot numbering per Section 20.16.110 of the borough subdivision code.

Staff Response: The plat meets these requirements.

11. The general location of existing water and sewer utilities, and the intent and methods of the subdivision to utilize and access such utilities.

Staff Response: The plat meets these requirements.

12. Provide a contour map of the subdivision and road profiles if road grades exceed 6% on arterial and 10% on other streets.

Staff Response: The plat meets these requirements.

13. Identify and locate on the plat all areas in excess of 20% grade.

Staff Response: The plat meets these requirements.

PUBLIC WORKS COMMENTS: The Public Works Department - None.

FIRE DEPARTMENT COMMENTS: Fire Chief Painter - None

STAFF COMMENTS/RECOMMENDATIONS: Planning Commission recommend approval of the preliminary plat.

ATTACHMENTS

1. Preliminary Plat
2. Letter from surveyor
3. Public Notice
4. Aerial Map

NOTES

1. BASIS OF BEARING FOR THIS SURVEY IS FROM THE PLAT OF STREAM HILL PARK, UNIT 2 (2008-48, HRD).
2. ALL WASTEWATER DISPOSAL SYSTEMS SHALL COMPLY WITH EXISTING APPLICABLE LAWS AT THE TIME OF CONSTRUCTION.
3. THE 15' FRONTING INTERIOR RIGHTS-OF-WAY IS SUBJECT TO AN UNDERGROUND UTILITY EASEMENT. NO PERMANENT STRUCTURE SHALL BE PLACED WITHIN THE UTILITY EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF THE UTILITY TO USE THE EASEMENT.
4. ALL LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO CITY OF HOMER ZONING ORDINANCES, THE CITY OF HOMER CODE FOR ALL CURRENT SETBACKS AND SITE DEVELOPMENT RESTRICTIONS. OWNERS SHOULD CHECK WITH THE CITY OF HOMER PLANNING DEPARTMENT PRIOR TO DEVELOPMENT ACTIVITIES.
5. DEVELOPMENT WITHIN THIS SUBDIVISION IS SUBJECT TO THE ZONING REGULATIONS APPLICABLE TO THE CITY OF HOMER PERMIT NO. FOR 2006-219.
6. NO STRUCTURES ARE PERMITTED WITHIN THE PAVEMENT PORTION OF LOT 35-A.
7. MASTER DECLARATION AND OTHER COVERING DOCUMENTS RECORDED AS 2006-005066-0 STREAM HILL PARK SUBDIVISION 309-HMR.
8. SEWER AND WATER EASEMENTS ARE CENTERED ON THE MAIN.

NOTARY'S ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____
 FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

NOTARY'S ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____
 FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

NOTARY'S ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____
 FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

NOTARY'S ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____
 FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

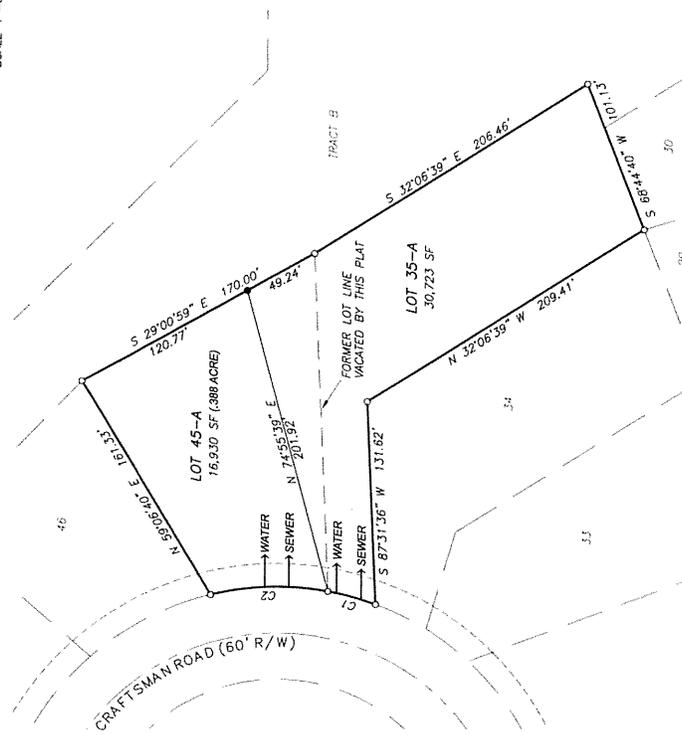
PLAT APPROVAL

THIS PLAT WAS APPROVED BY THE KENAI PENINSULA BOROUGH PLANNING COMMISSION IN ACCORDANCE WITH SECTION 20.04.070 KENAI PENINSULA BOROUGH SUBDIVISION REGULATIONS

LEGEND

- INDICATES 5/8" X 30" REBAR WITH 2" ALCOA (7968-5, 2008) RECOVERED THIS SURVEY
- INDICATES 5/8" X 30" REBAR WITH 2" ALCOA (7538-5, 2010) SET THIS SURVEY

SCALE 1" = 50'

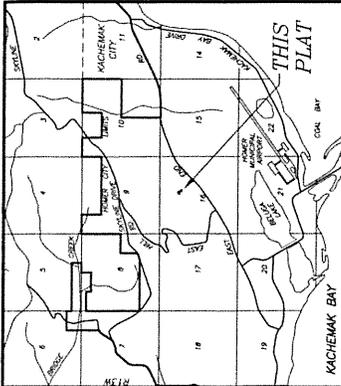


CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	CHORD	BRNG	CHORD DIST
C1	104.17°	180'	75.89'	132.55'	N 1°33'27\"/>	

WASTEWATER DISPOSAL: LOTS 31-50
 PLANS FOR WASTEWATER DISPOSAL THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPT. OF ENVIRONMENTAL CONSERVATION.

SURVEYOR _____ LICENSE NO. _____ DATE _____



VICINITY MAP

SCALE 1" = 1 MILE
 U.S.G.S. QUAD, SEEDOCK (6-4 & 5-5)

CERTIFICATE OF OWNERSHIP

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, THAT WE HAVE THE AUTHORITY TO CONVEY THE SAME, AND BY OUR FREE CONSENT DEDICATE ALL RIGHTS IN THE PUBLIC AREAS TO PUBLIC USE, AND GRANT ALL EASEMENTS TO THE USE SHOWN HEREON.

LOT 45
 JAMES P. WELCH
 15520 HUSKY ST.
 EAGLE RIVER, ALASKA 99577

LOT 45
 BYRON GEORGE FREDERICK LEHNER
 8973 TERRACE PARK DRIVE NORTH, UNIT 311
 ST. PETERSBURG, FLORIDA, 33709

LOT 35
 ANDREW S. KLAMSER
 4000 W. 10TH AVE.
 HOMER, ALASKA 99603

LOT 35
 CAROL L. KLAMSER
 PO BOX 4394
 HOMER, ALASKA 99603

RECEIVED

JUL 10 2015

CITY OF HOMER
 PLANNING/ZONING

HOMER RECORDING DISTRICT KPB FILE NO. 2015-333

STREAM HILL PARK UNIT 2
 DeLAGUNA ADDITION

A REPLAT OF LOTS 35 & 45, STREAM HILL PARK UNIT 2 (RECORDED AS 2008-48, HRD), 1/4 SEC. 16, T. 6 S., R. 13 W., SEWARD MERIDIAN, CITY OF HOMER, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, ALASKA CONTAINING 47,653 SQUARE FEET (1.083 ACRES)

GEOVERA, LLC
 PO BOX 3235
 HOMER ALASKA 99603
 (907) 399-4345
 EMAIL: scsmith@gci.net

DRAWN BY: SCS DATE: Nov. 2014 SCALE: 1" = 50'
 CHK BY: SCS JOB: P07-42 SHEET 1 OF 1



Plat Submitted Under 20.04.070
Abbreviated Plat Procedures
Kenai Peninsula Borough Ordinance 81-135

Date: 7/14/15

Name of Subdivision: Stream Hill Park

Intended Lane Use: not applicable

Proposed Water & Sewer System: not applicable

Attached are: Please Indicate Attachments

- 2 Copies of the Preliminary Plat
- Plat Filing Fees in the amount of \$200.00
- Enstar Natural Gas Company easement plat or comments
- Homer Electric Association Easement Plat
- Chugach Electric Association Easement Plat
- Seward Utilities Easement Plat
- ACS Easement Plat
- GCI Easement Plat
- TeleAlaska Easement Plat
- Department of Transportation & Public Facilities comments
- Copy of Minutes setting out action by the _____ City or Advisory Planning Commission.

The subdivider is responsible for submitting plats to the appropriate review agencies and the appropriate city if the subdivision is within the City of Homer, Kenai, Seldovia, Seward, or Soldotna.

Submitted by:   7/14/15
 CAROL KUMSA ANDY KUMSA
 299-1989

TTAFFE 22 @ GMAIL . COM
299-4737

KUMSA - ACS ALASKA.
DET

NOTICE OF SUBDIVISION

Public notice is hereby given that a preliminary plat has been received proposing to subdivide or replat property. You are being sent this notice because you are an affected property owner within 500 feet of a proposed subdivision and are invited to comment.

Proposed subdivision under consideration is described as follows:

Stream Hill Park Unit 2 DeLaguna Addition Preliminary Plat

The location of the proposed subdivision affecting you is provided on the attached map. A preliminary plat showing the proposed subdivision may be viewed at the City of Homer Planning and Zoning Office. Subdivision reviews are conducted in accordance with the City of Homer Subdivision Ordinance and the Kenai Peninsula Borough Subdivision Ordinance. A copy of the Ordinance is available from the Planning and Zoning Office. **Comments should be guided by the requirements of those Ordinances.**

A public meeting will be held by the Homer Advisory Planning Commission on Wednesday, August 05, 2015 at 6:30 p.m. at Homer City Hall, Cowles Council Chambers, 491 East Pioneer Avenue, Homer, Alaska.

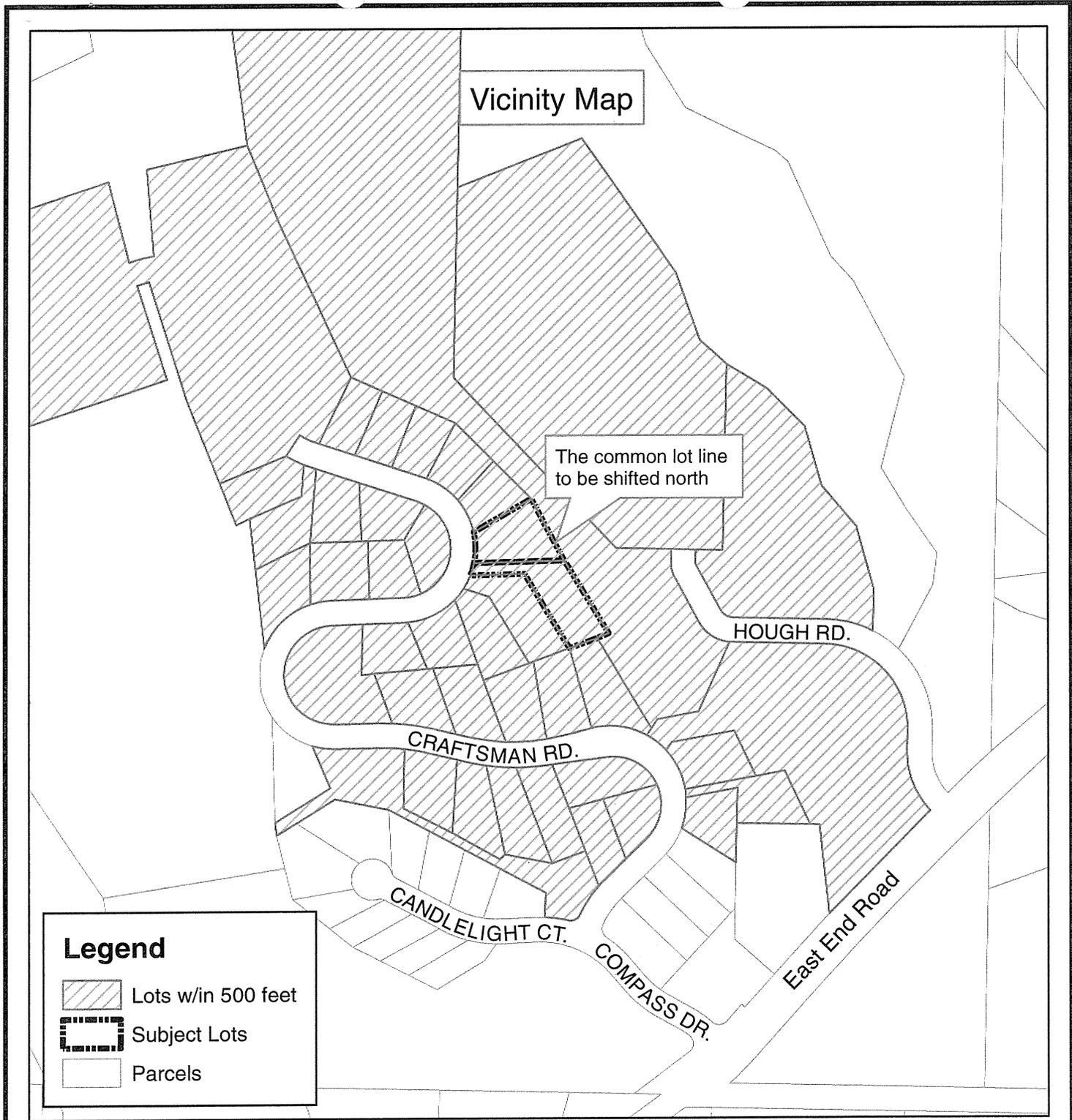
Anyone wishing to present testimony concerning these matters may do so at the meeting or by submitting a written statement to the Homer Advisory Planning Commission, 491 East Pioneer Avenue, Homer, Alaska 99603, by 4:00 p.m. on the day of the meeting.

The complete proposal is available for review at the City of Homer Planning and Zoning Office located at Homer City Hall. For additional information, please contact Dotti Harness-Foster in the Planning and Zoning Office, 235-3106.

NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 500 FEET OF PROPERTY.

.....

VICINITY MAP ON REVERSE



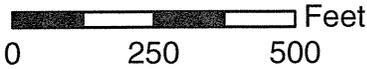
Legend

-  Lots w/in 500 feet
-  Subject Lots
-  Parcels

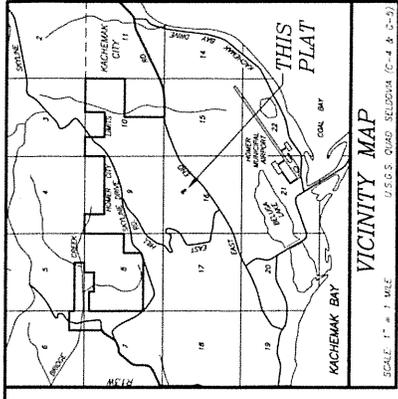


City of Homer
 Planning and Zoning Department
 July 20, 2015

**Stream Hill Park
 Unit 2 DeLaguna Addition
 Preliminary Plat**



*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.*



VICINITY MAP
 U.S.G.S. QUAD SEEDON (6-4 & 6-5)
 SCALE: 1" = 1 MILE

CERTIFICATE OF OWNERSHIP
 WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, THAT WE HAVE THE AUTHORITY TO SUBMIT THIS PLAT FOR RECORDATION, AND BY OUR FREE CONSENT DELEGATE ALL RIGHTS AND INTERESTS IN THE AREAS TO PUBLIC USE, AND GRANT ALL EASEMENTS TO THE USE SHOWN HEREON.

LOT 45
 JAMES P. MELCH
 16588 HUSKY ST.
 EAGLE RIVER, ALASKA 99577

LOT 45
 BYRON GEORGE FREDERICK LEHNER
 5973 TERRACE PARK DRIVE NORTH, UNIT 311
 ST. PETERSBURG, FLORIDA, 33709

RECEIVED
 JUL 10 2015
 CITY OF HOMER
 PLANNING/ZONING

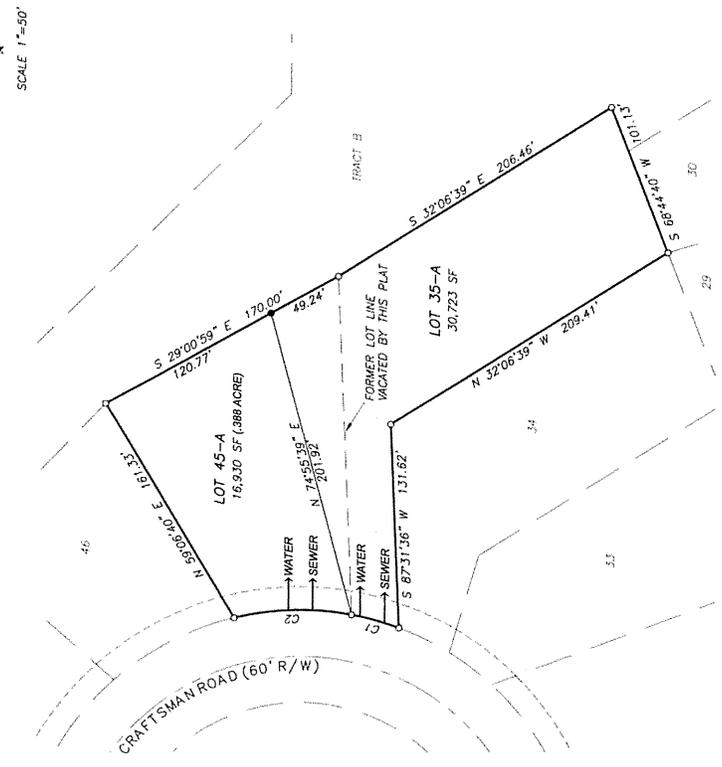
STREAM HILL PARK UNIT 2
DeLAGUNA ADDITION
 A REPLAT OF LOTS 35 & 45, STREAM HILL PARK UNIT 2 (LARGE TRACT NE 1/4, SEC. 16, T. 6 S., R. 13 W., SEWARD MERIDIAN, CITY OF HOMER, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, ALASKA CONTAINING 47,653 SQUARE FEET (1.089 ACRES))

GEOVERA, LLC
 PO BOX 3235
 HOMER ALASKA 99603
 (907) 399-4345
 EMAIL: scsmith@gci.net

DATE: Nov. 2014
 SCALE: 1" = 50'
 SHEET 1 OF 1

PLAT APPROVAL
 THIS PLAT WAS APPROVED BY THE KENAI PENINSULA BOROUGH PLANNING COMMISSION IN ACCORDANCE WITH SECTION 20.04.070 KENAI PENINSULA BOROUGH SUBDIVISION REGULATIONS

- INDICATES 5/8" X 30" REBAR WITH 2" ALCP (7968-S, 2008) RECOVERED THIS SURVEY
- INDICATES 5/8" X 30" REBAR WITH 2" ALCP (7538-S, 2010) SET THIS SURVEY



CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH	CHORD	DIST
C1	005.17°	180'	75.89'	133.27'	25.33'
C2	24.08°	180'	75.89'	133.27'	25.33'



WASTEWATER DISPOSAL: LOTS 31-50
 PLANS FOR WASTEWATER DISPOSAL THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPT. OF ENVIRONMENTAL CONSERVATION.

- NOTES:**
- BASIS OF BEARING FOR THIS SURVEY IS FROM THE PLAT OF STREAM HILL PARK, UNIT 2 (2008-48, HRD).
 - ALL WASTEWATER DISPOSAL SYSTEMS SHALL COMPLY WITH EXISTING APPLICABLE LAWS AT THE TIME OF CONSTRUCTION.
 - THE 15' FRONTING INTERIOR RIGHTS-OF-WAY IS SUBJECT TO AN UNDERGROUND UTILITY EASEMENT. NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR MAINTAINED IN THIS EASEMENT UNLESS IT WOULD INTERFERE WITH THE ABILITY OF THE UTILITY TO USE THE EASEMENT.
 - ALL LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO CITY OF HOMER ZONING REGULATIONS. REFER TO THE CITY OF HOMER ZONING CODE FOR ALL CURRENT SETBACKS, HEIGHTS, AND OTHER REGULATIONS. OWNERS SHOULD CHECK WITH THE CITY OF HOMER PLANNING DEPARTMENT PRIOR TO DEVELOPMENT ACTIVITIES.
 - DEVELOPMENT WITHIN THIS SUBDIVISION IS SUBJECT TO THE PERMITS AND REGULATIONS OF THE US ARMY CORPS OF ENGINEERS PERMIT NO. FOR 2008-218.
 - NO STRUCTURES ARE PERMITTED WITHIN THE PANHANDLE PORTION OF LOT 35-A.
 - MASTER DECLARATION AND OTHER GOVERNING DOCUMENTS RECORDED AS 2006-005066-0 STREAM HILL PARK SUBDIVISION 309-HMR.
 - SEWER AND WATER EASEMENTS ARE CENTERED ON THE MAIN.

NOTARY'S ACKNOWLEDGMENT
 SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____.

FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

NOTARY'S ACKNOWLEDGMENT
 SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____.

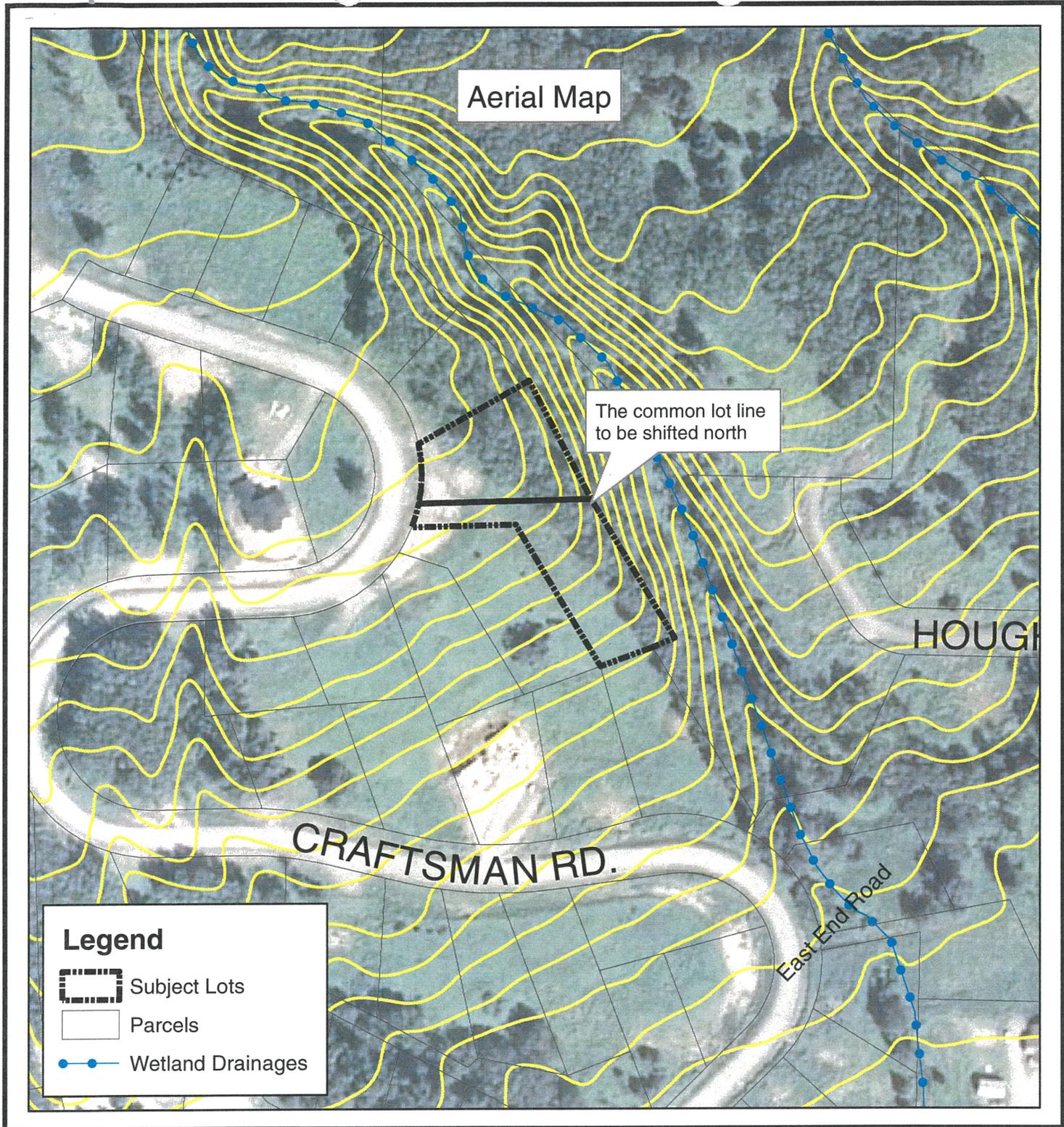
FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

NOTARY'S ACKNOWLEDGMENT
 SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____.

FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____

NOTARY'S ACKNOWLEDGMENT
 SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF _____, 20____.

FOR: _____
 NOTARY PUBLIC FOR ALASKA
 MY COMMISSION EXPIRES _____



City of Homer
 Planning and Zoning Department
 July 20, 2015

Stream Hill Park
 Unit 2 DeLaguna Addition
 Preliminary Plat

2013 Imagery

0 100 200 400 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.



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 15-59

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
DATE: August 5, 2015
SUBJECT: Towers

Introduction

As a response to comments received from GCI and after a review by the Planning Commission, I have a revised ordinance. I continue to struggle with perfecting this and some changes may be in order. My largest concerns with policy are bolded below. I am asking for more industry comment and hope to have GCI available for a presentation and comment. The bold and/or strike out language represents in the ordinance changes since the last version. I made a few revisions which are found in red.

Review

Lines 41-43: adds definition of “wireless communications service”

Lines 55, 56, 58, and 59: cleaning up exclusion language in regards to exclusion for wireless equipment on a building.

Lines 66, 67, and 68: Adds provision to exclude lightning rods from height calculations for towers.

Lines 88-92: cleans up language in order to modify section regarding exemptions.

Line 102: Adds 30 day suggestion from GCI

Line 104: Excludes towers under 35 from this application, it is still required to be permitted under standard requirements found elsewhere.

Lines 108-132: reformats section and makes it clear about towers meeting the standards for what I would call a legal nonconforming (114-115).

Line 160: I did rethink the level 2 site plan requirement for all towers and believe it is best to just consider the site plan requirements for the district in which the tower is located. Level 2 may be inappropriate for towers in residential districts.

Lines 161-168: these are changes in response to comments received. I am still looking for comments on how this works for the industry. After mapping out the 1000 foot radius it did not seem as far as I thought. It seems to me that a search ring that might be used for tower placement would be larger than this. Thinking 1500+ might be more appropriate. Also would like to review the “3 alternate .. locations (166).

Lines 169-172: setting expectations for colocation.

Lines 178-187: Responding to comments about the previous vagueness of the last version regarding visual impact considerations. I believe that this is better positioned to address the specific concerns of Homer.

Lines 191-196: Clarification in response to comments, policy is not changed from last version.

Lines 201-203: Here is the tough policy stuff! I gave out a general parameter to the lawyer about things that I was most concerned regard what might preclude an exception to the 1.1 setback distance. I was surprised when I saw the commercial activities in the list and am not sure that I am so concerned with non-dwelling situations. Most of our towers in commercial and industrial districts could not meet this standard. I imagine a change is in order here.

Lines 205-209: This was a standard I found in other codes that actually prescribed the expectation for colocations. In general, this requirement seems minimal in comparison to the heights. I am looking for comments in regards to this.

Lines 210-213: Another policy that I am looking forward to seeing industry input. It seems the 10 additional feet for colocation might be interpreted in a less than uniform way.

Lines 214-219: This clarifies expectations for the towers to blend in with the surroundings in response to comments received.

Lines 247-254: After receiving comments, I found that this actually was a bit redundant as nuisance and abatement policy is found in another section of the title and does apply.

Lines 286-291: Removes language that is now addressed in other section of the ordinance.

Lines 292-294: Note for legal, concern about how this works I accordance with the 1000 foot requirement found in 161-168 for consistency. This is where the 1000 feet may not be appropriate if other reasonable colocation opportunities exist when the applicant could meet there service goals outside of that range.

Lines 303-314: Classic legalese language regarding the currently understood specific provision regarding rulings made on the shot clock issue. I was not expecting to go into such detail, but this is my understanding of how this has been ruled on and works. Again, this is not “our” policy but is the current legal expectation at this time.

Lines 318-325: In response to comments, this puts first responsibly on the owner for removal of an unsafe tower.

Lines 390-399: This makes the wind energy policy consistent with the tower regulations.

Lines 414-415: Provision for consistency with other requirement found in the tile.

Recommendation

Pay particular attention to the comments in bold. Give consideration to testimony and comments received on the new draft and make motions as appropriate.

Attachments

1. Attorney draft ordinance 5.0, markup version.

CITY OF HOMER
ORDINANCE 15-xx

Planning Commission

AN ORDINANCE OF THE HOMER CITY COUNCIL AMENDING HOMER CITY CODE 21.03.040, DEFINITIONS USED IN ZONING CODE, HOMER CITY CODE 21.05.030, MEASURING HEIGHTS, AND HOMER CITY CODE 21.70.010, ZONING PERMIT REQUIRED; REPEALING HOMER CITY CODE CHAPTER 21.58, SMALL WIND ENERGY SYSTEMS; ~~AND ENACTING HOMER CITY CODE CHAPTER 21.58, TOWERS AND RELATED STRUCTURES.~~

THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code Chapter 21.03.040, Definitions used in zoning code, is amended by adding the following definitions:

“Collocation” means the placement or installation of wireless communications equipment on an existing wireless communications support structure or in an existing equipment compound.

“Equipment compound” means the area occupied by a wireless communications support structure and within which wireless communications equipment is located.

“Tower, amateur radio” means a fixed vertical structure used exclusively to support an antenna used by an amateur radio operator licensed by the Federal Communications Commission, plus its accompanying base plates, anchors, guy cables and hardware.

“Tower, communications” means a fixed vertical structure built for the primary purpose of supporting wireless communications equipment, plus its accompanying base plates, anchors, guy cables and hardware.

“Wireless communications equipment” means the set of equipment and network components used in the provision of wireless communications services, including without limitation antennas, transmitters, receivers, base stations, equipment shelters, cabinets, emergency generators, power supply cables, and coaxial and fiber optic cables, but excluding any wireless communications support structure.

“Wireless communications services” means transmitting and receiving information by electromagnetic radiation, by an operator (other than an amateur radio operator) licensed by the Federal Communications Commission.

[**Bold and underlined added.** Deleted language stricken through.]

45 | "Wireless communications support structure" means a structure that is designed to
46 | support, or is capable of supporting, wireless communications equipment, including a
47 | communications tower, utility pole, or building.
48 |

49 | Section 2. Subsection (b) of HCC 21.05.030 is amended to read as follows:
50 |

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

53 | 1. Steeples ~~steeple~~s, spires, belfries, cupolas and domes if not used for human
54 | occupancy, chimneys, ventilators, weather vanes, skylights, water tanks, bulkheads,
55 | monuments, flagpoles, wind energy systems, television and radio antennas ~~(other than~~
56 | ~~antennas that are wireless communications equipment)~~, other similar features, and
57 | necessary mechanical appurtenances usually carried above roof level.

58 | 2. Wireless communications equipment that does not extend more than 10
59 | feet above the height of the building to which it is attached.
60 |

61 | Section 3. Subsection (d) of Homer City Code Chapter 21.58, Small Wind Energy
62 | Systems, 05.030 is repealed. ~~amended to read as follows:~~
63 |

64 | ~~Section 4.~~

65 | ~~d. When determining the height of a nonbuilding structure, such as a sign, or fence,~~
66 | ~~amateur radio tower, communications tower or wireless communications support~~
67 | ~~structure, the height shall be calculated as the distance from the base of the structure at~~
68 | ~~normal grade to the top of the highest part of the structure, excluding lightning rods. For this~~
69 | ~~calculation, normal grade shall be construed to be the lower of (1) existing grade prior to~~
70 | ~~construction or (2) the newly established grade after construction, exclusive of any fill, berm,~~
71 | ~~mound, or excavation made for the purpose of locating or supporting the structure. In cases in~~
72 | ~~which the normal grade cannot reasonably be determined, structure height shall be calculated~~
73 | ~~on the assumption that the elevation of the normal grade at the base of the structure is equal~~
74 | ~~to the elevation of the nearest point of the crown of a public street or the grade of the land at~~
75 | ~~the principal entrance to the main building on the lot, whichever is lower.~~
76 |

77 | Section 4. Homer City Code Chapter 21.58, Small Wind Energy Systems, is repealed.
78 |

79 | Section 5. Homer City Code Chapter 21.58, Towers and Related Structures, is enacted
80 | to read as follows:
81 |

82 | CHAPTER 21.58

83 | TOWERS AND RELATED STRUCTURES

84 | Article I. Communications Towers and Wireless Communications Equipment 85 | 86 | 87 |

[Bold and underlined added. Deleted language stricken through.]

88 21.58.010 Purpose and Application; Exceptions.

89 a.—The purpose of this article is to provide standards and procedures for
90 communications towers, ~~except for those communications towers that are exempt from the~~
91 ~~provisions of this article under b of this section,~~ and for wireless communications equipment.

92 b. The

93 21.58.020 Exemption from regulation.

94 a. Each of the following communications towers ~~are~~ is a permitted principal or accessory
95 use or structure in each zoning district and is exempt from the provisions of this article:

96 1. A communications tower that is placed temporarily to support wireless
97 communications equipment that is provided in response to a state of emergency
98 declared by a federal, state, or local government authority, ~~and that~~ is removed within
99 12 months after the termination of the state of emergency.

100 2. A communications tower that is placed temporarily to support wireless
101 communications equipment that is provided for media coverage of a special event, and
102 that is placed no more than ~~±530~~ days before the special event and removed no more
103 than 15 days after the end of the special event.

104 3. A communications tower with a height not exceeding 35 feet.

105 4. An amateur radio tower, to the extent that it is exempt from regulation under
106 AS 29.35.141.

107 ~~21.58.020 Wireless communications equipment exemption from regulation.~~ b. The

108 collocation, removal, replacement or installation of wireless communications equipment is a
109 permitted principal or accessory use or structure in each zoning district and is not subject to
110 approval under this title if it meets all of the following requirements:

112 1. The collocation, removal or replacement is in an existing wireless
113 communications support structure or existing equipment compound that is in
114 compliance with the requirements of this title in effect at the time of its construction
115 and with the terms and conditions of any previous final approval ~~of the wireless~~
116 ~~communications support structure or equipment compound~~ under this title.

117 2. The collocation, removal or replacement will not do any of the following:

118 1A. Increase the overall height of the wireless communications support
119 structure by more than 20 feet or 10% of its original height, whichever is
120 greater.

121 2B. Increase the width of the wireless communications support structure
122 by more than the minimum necessary to permit the collocation, removal or
123 replacement.

124 3C. Increase the area of the existing equipment compound to greater
125 than 2,500 square feet.

126 3. The collocation, removal or replacement complies with the terms and
127 conditions of any previous final approval of the wireless communications support
128 structure or equipment compound under this title.

129 4. The installation is on an existing building that is in compliance with the
130 requirements of this title and with the terms and conditions of any previous final

[Bold and underlined added. Deleted language stricken through.]

131 | approval ~~of the building~~ under this title, and the wireless communications equipment
132 | does not extend more than 10 feet above the height of the building.

133 |
134 | 21.58.030 Permission for ~~Communications Towers~~communications towers.

135 | a. Except as provided in subsection (b) of this section, a communications tower is
136 | permitted as a principal or accessory use or structure in each zoning district.

137 | b. A communications tower that exceeds the following maximum height for the zoning
138 | district in which the communications tower is located is permitted only when authorized by
139 | conditional use permit issued in accordance with Chapter 21.71.

140 | District Maximum Height (feet)

141 CBD	60
142 TC	60
143 GBD	60
144 GC1 (Beluga Lake)	120
145 RO	85
146 UR	60
147 RR	85
148 CONS	60
149 GC2	120
150 EEMU	120
151 MI	120
152 MC	120
153 OSR	60
154 BCWPD	120

155 |
156 | 21.58.040 Application Requirements. An application for a zoning permit or conditional
157 | use permit for a communications tower that is subject to regulation under this article shall
158 | include the following information, in addition to information required by other provisions of
159 | this title:

160 | ~~a. A level two site plan that shows the location of the communications tower.~~

161 | ~~ab.~~ A written narrative explaining the necessity of the why placing wireless
162 | communications tower equipment at the proposed location is necessary to the applicant's
163 | wireless communications services coverage, a description of alternate sites for the including
164 | confirmation that there is no available site for collocation of the wireless communications
165 | tower equipment within a radius of 1,000 feet from the proposed location, and why the
166 | proposed site an evaluation of at least three alternate communications tower locations that
167 | the applicant considered and an explanation why the proposed location is the best alternative,
168 | a.

169 | b. A demonstration that the height of the communications tower is the minimum
170 | required for the effective operation of the wireless communications equipment ~~that it~~
171 | supports, plus the present and a description of the communications tower's capacity to
172 | accommodate future collocations that it supports.

[Bold and underlined added. Deleted language stricken through.]

173 | ed. A map showing the locations of the applicant's existing communications towers
174 | that serve customers in the city and of all communications towers that the applicant proposes
175 | to construct to serve customers in the city.

176 | ee. A description of the wireless communications equipment that the communications
177 | tower will support, and accessory structures such as equipment cabinets and generators.

178 | ef. An analysis of the potential visual impacts of the communications tower ~~on property~~
179 | ~~in its vicinity~~ at distances of 500 feet and 1,500 feet from the proposed location, through the
180 | use of photo simulations of the communications tower and the wireless communications
181 | equipment that it will support, ~~from relevant vantage points designated by the Planning~~
182 | ~~Department.~~ The analysis shall include, to the extent practicable, the visual impact along two
183 | lines extending from the shore of Kachemak Bay through the communications tower site that
184 | are separated by an angle of at least 90 degrees, and show the relationship of the
185 | communications tower to structures, trees, topography, and other intervening visual barriers.
186 | The analysis will include recommendations to mitigate adverse visual impacts of the
187 | communications tower on other properties.

188 | fg. A certificate from an engineer licensed in Alaska that the communications tower,
189 | and all antennas and other wireless communications equipment located on it, meet industry
190 | standards for their construction, including without limitation the ability to withstand
191 | anticipated wind ~~loads, and will contain only wireless communications equipment meeting~~
192 | ~~applicable Federal Communications Commission requirements~~ and seismic loads.

193 | gh. Evidence that all wireless communications equipment supported by the
194 | communications tower meets applicable Federal Communications Commission requirements.

195 | i. A determination ~~of compliance with, or exemption from,~~ no hazard to air navigation
196 | for the communications tower issued by the Federal Aviation Administration ~~requirements.~~

197 | h. For a conditional use permit, minutes of each public meeting held under Section
198 | 21.58.060(a), and copies of all public comments received under Section 21.58.060(b) ~~(±5).~~

199 |
200 | 21.58.050 Communications tower standards.

201 | a. The distance from a communications tower to the closest property line of a lot that
202 | contains a dwelling unit, dormitory, hotel, motel, bar, restaurant, school, day care facility,
203 | church, retail establishment or place of public assembly may not be less than 1.1 times its total
204 | height.

205 | b.b. A communications tower shall be structurally sufficient to support, and provide
206 | sites for, collocation of wireless communication equipment, in addition to the wireless
207 | communications equipment for which the tower originally is constructed, as follows:

<u>Height of</u> <u>Telecommunications Tower</u>	<u>Number of</u> <u>Collocation Sites</u>
<u>60-100 feet</u>	<u>1</u>
<u>100-150 feet</u>	<u>2</u>
<u>Over 150 feet</u>	<u>3</u>

209 |

[Bold and underlined added. Deleted language stricken through.]

210 c. The height of the communications tower shall not be greater than the minimum
211 height required for the effective operation of the wireless communications equipment and
212 collocations that it will support upon its initial construction, plus 10 feet for each additional
213 unoccupied collocation site on the communications tower.

214 d. The communications tower and any related equipment compound are painted or
215 coated in a color that blends with the surrounding environment, except to the extent that
216 obstruction marking is required by the Federal Aviation Administration, and the fence or wall
217 that surrounds the equipment compound at the base of the communications tower, combined
218 with any landscaping adjacent to its exterior, shall obscure the equipment compound to view
219 from its exterior.

220 e. All guy wires, cables and other accessory support structures for a communications
221 tower shall be on the same lot as the tower, but may be located within required setback areas,
222 and shall be properly jacketed to ensure visibility in accordance with applicable safety
223 standards.

224 ef. The equipment compound for a communications tower shall conform to the
225 minimum setback requirements of the zoning district in which it is located.

226 eg. Not less than two off-street parking spaces conforming to the requirements of this
227 title shall be provided on the lot where a communications tower is located for use in the
228 operation and maintenance of the communications tower and the wireless communications
229 equipment that it supports.

230 eh. The equipment compound at the base of a communications tower shall be
231 surrounded by a fence or wall not less than six feet in height with a secured gate. The lowest
232 part of a climbing apparatus that provides access to equipment on a communications tower
233 shall be at least 12 feet above the ground, and the tower shall have no handholds or footholds
234 below the climbing apparatus.

235 fi. Except for switch type lighting, no artificial lighting shall be mounted on a
236 communications tower, and a communications tower shall not be illuminated with artificial
237 lighting, except when required by the Federal Aviation Administration.

238 gj. Signs. No sign, flag or pennant may be attached to a communications tower except
239 that the following shall be posted in a location that is visible from the ground outside the
240 equipment compound:

241 1. A sign identifying the party responsible for the operation and maintenance of
242 the communications tower, with a 24-hour emergency contact telephone number.

243 2. Any antenna structure registration number required by the Federal
244 Communications Commission.

245 3. Warnings of dangers associated with the communications tower or
246 equipment that is located on the communications tower.

247 ~~h. No person may operate a communications tower, or equipment on a~~
248 ~~communications tower, that the City Engineer has found to be unsafe or not in compliance~~
249 ~~with applicable law until the unsafe condition or noncompliance has been corrected. If~~
250 ~~corrective action is not taken within six months after notice of the City Engineer's finding, the~~
251 ~~unsafe communications tower or equipment shall be removed.~~

[Bold and underlined added. Deleted language stricken through.]

252 | ~~i. The City may abate as a nuisance under HCC 21.90.070 a communications tower~~
253 | ~~supporting only wireless communications equipment that is not operational for a period of at~~
254 | ~~least 12 consecutive months.~~

255 |
256 | 21.58.060 Public notification of communications tower application.

257 | a. The applicant for a conditional use permit for a communications tower shall hold at
258 | least one meeting informing the public of the application that conforms to the following
259 | requirements.

260 | 1. The meeting shall be held at city hall, or at a public facility that is nearer to the
261 | location of the proposed communications tower and capable of seating a minimum of 20
262 | people.

263 | 2. The meeting shall be held on a day that is not a city holiday at least 15 days
264 | before the applicant submits its application to the city.

265 | 3. The meeting shall be scheduled to last a minimum of two hours and shall not
266 | start before 5:00 p.m. or after 7:00 p.m.

267 | b. The applicant shall notify each record owner of property within 1200 feet of the
268 | parcel that is the site of the proposed communications tower by first class mail at least 15 days
269 | before the meeting of the following:

270 | 1. The legal description, street address and a map of the vicinity, of the parcel
271 | that is the site of the proposed communications tower;

272 | 2. A description of the proposed communications tower, including its height,
273 | design, and lighting, the proposed access to the site and the services proposed to be
274 | provided by the tower;

275 | 3. The date, time, and location of the meeting;

276 | 4. A contact name, telephone number, and address of the applicant; and

277 | 5. A form on which to submit written comments, with a comment submittal
278 | deadline and instructions.

279 |
280 | 21.58.070 Action on communications tower application.

281 | a. The reviewing authority shall ~~apply the following criteria in acting upon~~ approve a
282 | communications tower ~~application only if the applicant demonstrates that it meets the~~
283 | following criteria:

284 | 1. The communications tower ~~must conform~~ conforms to the requirements in
285 | Section 21.58.050, and the other applicable standards in this title.

286 | 2. ~~In addition to conforming to any applicable height limitation in this article,~~
287 | ~~the height of the communications tower is not greater than the minimum height~~
288 | ~~required for the effective operation of the wireless communications equipment that it~~
289 | ~~supports.~~

290 | 3. ~~The communications tower is designed, constructed and surfaced in a manner~~
291 | ~~that minimizes its visibility beyond the lot on which it is located.~~

292 | ~~43:~~ The coverage for the applicant's wireless communications services
293 | customers that the communications tower will provide cannot be provided by
294 | collocation on an existing wireless communications support structure.

| [Bold and underlined added. Deleted language stricken through.]

295 | ~~534.~~ Of the : available alternate sites, the selected site provides necessary
296 | coverage for the applicant's wireless communications services customers with the least
297 | visual impact on other properties.

298 | b. No action may be taken on a communications tower application ~~may be taken~~ on the
299 | basis of the environmental effects of radio frequency emissions to the extent that the wireless
300 | communications equipment that ~~is will be located on~~ the subject of the application tower
301 | complies with ~~the~~ Federal Communications Commission's regulations concerning such
302 | emissions.

303 | c. The reviewing authority shall act on a communications tower application within a
304 | reasonable period of time after ~~a complete~~ the application has been filed with the city taking
305 | into account the nature and scope of the application ~~request, but within no more than 150 days~~
306 | after the application is complete, but within no more than 150 days after the application is
307 | filed. The 150-day period excludes (i) any time that begins when the reviewing authority gives
308 | written notice to the applicant within 30 days of receipt of the application that the application
309 | is incomplete, clearly and specifically delineating all missing documents or information, until
310 | the applicant makes a supplemental submission in response to the notice of incompleteness;
311 | and (ii) any time that begins when the reviewing authority has given written notice to the
312 | applicant within 10 days of receipt of such a supplemental submission that the supplemental
313 | submission did not provide the information identified in the original notice delineating missing
314 | information until the applicant makes another supplemental submission.

315 | d. An action denying a communications tower application shall be in writing and
316 | supported by substantial evidence contained in a written record.

317 | 21.58.080 Communications tower removal requirements.

318 | The owner and the lessee of the property that is the site of a communications tower are
319 | jointly and severally responsible for its removal:

320 | a. If corrective action is not taken within six months after notice that the City Engineer
321 | has found the communications tower, or equipment on the communications tower, to be
322 | unsafe or not in compliance with applicable law.

323 | b. Within 90 days after all wireless communications equipment on a communications
324 | tower has not been operational for a period of at least 12 consecutive months.

325 | **Article II. Small Wind Energy Systems**

326 | 21.58.110 Purpose and application. The purpose of this article is to establish minimum
327 | health and safety standards for small wind energy systems. It applies to small wind energy
328 | systems in all districts where they are allowed as permitted or conditional uses.

329 | 21.58.120 Installation requirements.

330 | a. The wind turbine of a small wind energy system may be mounted on a building or a
331 | wind energy system tower.

332 | b. The surfaces of all small wind energy system components that are visible when the
333 | small wind energy system is in operation shall be painted a nonreflective, neutral color.

334 | [Bold and underlined added. Deleted language stricken through.]

338 c. A zoning permit application for a small wind energy system shall include the
339 following information:

- 340 1. A level one site plan that shows the location of the small wind energy system.
341 2. Specifications for the small wind energy system including manufacturer make
342 and model, an illustration or picture of the turbine unit, maximum rated power output,
343 blade diameter, total height, tower color and, if proposed, the location of ladders
344 and/or climbing pegs.
345 3. Tower foundation blueprints or drawings.
346 4. Noise decibel data prepared by the wind turbine manufacturer or qualified
347 engineer indicating noise decibel level at the property line nearest to the location of the
348 small wind energy system.
349 5. Evidence of compliance with, or exemption from, Federal Aviation
350 Administration requirements.
351 6. Evidence that the small wind energy system complies with current
352 Underwriters Laboratories standards for local utility connections.

353 d. Dimensional Requirements.

- 354 1. A small wind energy system may be installed only on a lot having an area not
355 less than one acre.
356 2. The distance from a small wind energy system to the closest property line
357 may not be less than 1.1 times its total height.
358 3. All guy wires, cables and other accessory support structures for a small wind
359 energy system must be on the same lot as the small wind energy system, but may be
360 located within required setback areas, and shall be properly jacketed to ensure visible
361 safety standards.

362
363 21.58.130 Operation standards.

364 a. Electrical Standards.

- 365 1. A small wind energy system shall comply with the National Electric Code.
366 2. All electric transmission wires connected to a small wind energy system must
367 be underground, or within the building on which the small wind energy system is
368 mounted.
369 3. A small wind energy system shall not interfere with television, microwave,
370 navigational or radio reception.

371 b. Noise and vibration from a small wind energy system shall not exceed the levels
372 permitted in HCC 21.59.010(b) and (c), except during short-term events such as utility outages
373 and severe wind storms.

374 c. Tower Safety.

- 375 1. The lowest part of a climbing apparatus that provides access to a wind turbine
376 shall be at least 12 feet above the ground, and the wind energy system tower or
377 building on which the wind turbine is mounted shall have no handholds or footholds
378 below the climbing apparatus.

- 379 2. The lowest point through which a wind turbine blade rotates must be at least
380 20 feet above the ground.

[Bold and underlined added. Deleted language stricken through.]

381 d. Lighting. Except for switch type lighting, no artificial lighting shall be mounted on a
382 small wind energy system, and a small wind energy system shall not be illuminated with
383 artificial lighting, except when required by the Federal Aviation Administration and approved by
384 conditional use permit.

385 e. Signs. No sign, flag or pennant may be attached to a small wind energy system
386 except for the following:

387 1. A sign identifying the manufacturer or installer of the small wind energy
388 system.

389 2. Signs warning of dangers associated with the small wind energy system.

390 f. ~~No person may operate a small wind energy system that the City Engineer has found~~
391 ~~to be unsafe or not in compliance with applicable law until the unsafe condition or~~
392 ~~noncompliance has been corrected. If corrective action is not taken within six months after~~
393 ~~notice of the City Engineer's finding, the small wind energy system shall be removed.~~Removal.
394 The owner and the lessee of the property that is the site of a small wind energy system are
395 jointly and severally responsible for its removal:

396 g. The ~~1.~~ If corrective action is not taken within six months after notice that the
397 City ~~may abate as a nuisance under HCC 21.90.070 a~~ Engineer has found the small wind
398 energy system ~~that is not~~ to be unsafe or not in compliance with applicable law.

399 2. Within 90 days after the small wind energy system has not been operational
400 for a period of at least 12 consecutive months.

401
402 Section 56. Subsection (c) of Homer City Code 21.70.010 is amended to read as follows:

403
404 c. The following are exempt from the requirement to obtain a zoning permit, but not
405 from compliance with applicable requirements of the Homer Zoning Code, such as, but not
406 limited to, the development activity plan or stormwater protection plan:

407 1. Any change to an existing building that does not increase the height, or
408 exterior dimension of any floor, of the building, and any change to an existing structure
409 that does not increase the height, or footprint area, of the structure.

410 2. Erection or construction of a one-story detached accessory building used as a
411 tool and storage shed, playhouse, or other accessory use, provided the building area
412 does not exceed 200 square feet; and further provided, that there is already a main
413 building on the same lot.

414 3. Erection or construction of a communications tower with a height not
415 exceeding 35 feet, or an amateur radio tower.

416 43. Fences or walls used as fences, unless otherwise regulated by the Homer
417 City Code.

418 54. Removal of any building or structure.

419 65. Termination of any type of use.

420
421 Section 7. This Ordinance is of a permanent and general character and shall be included
422 in the City Code.

423

[Bold and underlined added. Deleted language stricken through.]

424 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of
425 _____ 2015.

426
427 CITY OF HOMER

428
429
430 _____
431 MARY E. WYTHE, MAYOR

432 |
433 ATTEST:

434
435
436 _____
437 JO JOHNSON, MMC, CITY CLERK

438 |
439

440 AYES:
441 NOES:
442 ABSTAIN:
443 ABSENT:

444
445
446 First Reading:
447 Public Hearing:
448 Second Reading:
449 Effective Date:

450
451 |
452 Reviewed and approved as to form:

453
454
455 _____
456 ~~Katie~~ _____
457 ~~Mary K.~~ Koester, City Manager _____ Thomas F. Klinkner, City
458 Attorney

459
460 | Date: _____ Date: _____

[**Bold and underlined added. Deleted language stricken through.**]



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 15-57

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 5, 2015
SUBJECT: Election of Officers

Introduction

The Planning Commission bylaws state that elections for Chairman and Vice-Chairman shall be held annually, in August. Typically, the chair opens the floor for nominations for chair, and the Commission makes one or more nominations. The vote can be by roll call, or by secret ballot. The process is repeated for vice chair.

Staff Comments:

Staff recommends the Planning Commissions conduct elections for Chair and Vice-Chair.



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Homer Advisory Planning Commission
FROM: Patrick Lawrence, Assistant City Manager
DATE: July 29, 2015
SUBJECT: City of Homer 2016-2021 Capital Improvement Plan

The purpose of this memo is to provide information on the 2016-2021 City of Homer Capital Improvement Plan and solicit the Planning Commission's participation in the process.

The Capital Improvement Plan goes before City commissions to collect input on City of Homer capital priorities annually. Traditionally commissions have prioritized their top 2-5 priorities out of the full CIP. Those recommendations are forwarded to Council and considered when the Council selects the projects for the Legislative Request. The Legislative Request represents the City's top five priority projects that are advocated for with the State Legislature. Though three of the projects on the FY15 Legislative Request have received partial funding, it is insufficient to complete the projects.

Please take the time to make the following recommendations:

- 1) Two projects you would like to see on the Legislative Request (either from the draft CIP, including the Legislative Request from last year, or the proposed new projects)
- 2) Any new projects the Commission would like to propose
- 3) Feedback on any of the projects whether it be a simple project update to communicate to staff or a change in project scope to recommend to Council

To assist the Commission in the CIP review process, I have included the following materials:

- 1) Everything you Always Wanted to Know About the City of Homer Capital Improvement Plan
- 2) Draft 2015-2010 City of Homer Capital Improvement Plan
- 3) Proposed new Projects to the CIP (these are projects from department heads, area non-profits or Commissions that are new this year)

Thank you for your time and participation in this important planning process.

Att: Everything You Always Wanted to Know about the City of Homer Capital Improvement Plan

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

by Anne Marie Holen, City of Homer Special Projects Coordinator

Q: What is a CIP?

A: CIP stands for Capital Improvement Plan. It is a multi-year document that lays out community priorities for capital projects, including (for each one) a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For City of Homer projects, additional information is provided on the timeline for completion.

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

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of at least two years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by a non-profit organization (e.g., Pratt Museum) or state or federal agency (e.g., Alaska DOT or Kachemak Bay Research Reserve). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

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

A: That's not entirely accurate. In 2007, the Homer City Council undertook an overhaul of the CIP to eliminate projects that were unlikely to be undertaken in the next six years. This makes the CIP less of a "wish list" and more of an actual plan, at least for City projects.

There are several reasons to maintain a CIP, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically a project must be included in the CIP to be eligible for a state legislative appropriation.

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

A: CIP development is a multi-step process that starts around June 1 of each year and ends in November.

Step 1 is to develop the schedule. The schedule must be approved by the City Council.

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

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

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are encouraged to name their “top 5” projects, and that information is passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

During this time, I will start working on a new draft CIP, to be constantly updated throughout the process. NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

The City Council typically holds a work session to discuss the CIP and also a public hearing at a regular City Council meeting. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 5 is to finalize the CIP as per City Council approval, and make 30 bound copies. These should be ready to distribute before the end of November. The CIP is also put on the City website.

Q: Are the “legislative priorities” the same as the CIP?

A: No, they are a subset of the CIP. The full CIP might contain 50 projects. All of them have been approved by the City Council and can be considered community priorities. However, the City Council also develops a “short list” of projects on which the City will focus particular attention during the upcoming legislative session. (The goal is to get at least partial funding for a project included in the state capital budget.) The “short list” and the “legislative priorities list” are the same thing.

The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor’s budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The “operating budget” is different than the “capital budget.”)

The City’s “short list” may have 10-15 projects on it. An attempt is made to include some less expensive projects along with big expensive ones. Most if not all of the projects on the short list will be City of Homer projects (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Project descriptions are put in special “packets” tailored specifically to legislators and state commissioners. Typically, the Mayor and one or two City Council members will make one or more trips to Juneau to advocate for funding for these projects. Other groups (e.g., hospital, college, non-profit representatives) also lobby for their favorite CIP projects.

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

A: Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for Deep

Water Dock expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

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

A: • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group gives it to me, I will draft a project description to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.

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

Further advice: If you are seeking funding for your project through the state legislature, talk to our local state representative (currently Paul Seaton) about that process.

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

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

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

- Finally, I have to say this: If you think the City should be providing more programs, services, facilities, etc. for the people of Homer and providing more support to non-profit organizations, remember that almost all the money at the City’s disposal comes from sales and property tax revenues. Tax collection is nothing more than a tool for pooling our resources to buy the things the community wants and needs. Shopping locally helps maintain a healthy revenue stream from sales taxes.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds. There is no free lunch.



Proposed New Projects Table of Contents

City Projects

Projects Submitted by Other Organizations

1. Homer Senior Citizens, Inc. Alzheimer's Unit...2

PROPOSED NEW PROJECT - DRAFT



Homer Senior Citizens Inc. Alzheimer's Unit

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

In order to maintain the health of 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. Work on the Certificate of Need is in progress.

The Alzheimer's Unit will include fifteen beds and 24/7 nursing care. Additionally we will include a memory care unit 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 up the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups benefiting the entire population of Homer.

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 are in the initial stages of fundraising for the Unit. Fundraising activities include hosting "Backing out of Time" Alzheimer's documentary at the Homer Theatre and will be hosting a Wine/Beer Tasting event at the Beluga Lake Lodge in August, 2015. Staff is completing the State of Alaska Certificate of need at this time

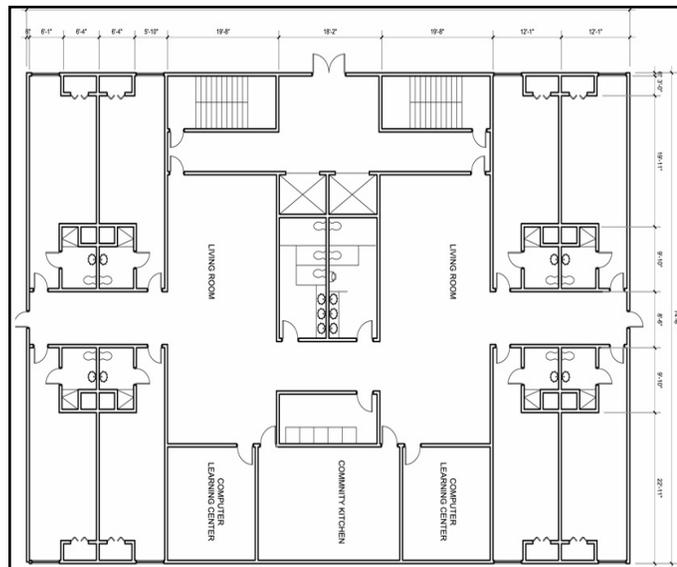
Total Project Cost: \$3,000,000

Priority Level:

Schedule: 2016



HydroWorx Pool Room .



PROPOSED NEW PROJECT - DRAFT

City of Homer Capital Improvement Plan 2016-2021



Daniel D. Takak being hauled out of the harbor for repairs. Infrastructure for a haulout to facilitate boat work on large vessels is on the 2016-2021 City of Homer CIP.



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



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

September 8, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2015 through 2020 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 2015-2020 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

It is the City of Homer's intent to update the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

**Walt Wrede
City Manager**



Table of Contents

Letter from City Manageriii

Table of Contents v

Funded Projects from 2015-2020 CIP Listviii

Introduction: The Capital Improvement Program ix

PART 1 LEGISLATIVE REQUEST FY2016. 1

 Water Storage Distribution Improvements 3

 Public Safety Building 4

 Harbor Sheet Pile Loading Dock 5

 Fire Department Fleet Management Plan 6

 East to West Transportation Corridor. 7

PART 2 MID-RANGE PROJECTS 8

Local Roads.9

 Heath Street - Pioneer to Anderson.10

 Land Acquisition for New Roads11

Parks and Recreation 12

 Ben Walters Park Improvements, Phase 2.13

 Jack Gist Park Improvements, Phase 2.14

 Karen Hornaday Park Improvements, Phase 215

 Mariner Park Restroom16

 Baycrest Overlook Gateway Project17

 Bayview Park Restoration.18

 Rogers Loop Trailhead Land Acquisition19

 Homer Spit Trailhead Restroom20

Port and Harbor 21

 Deep Water/Cruise Ship Dock Expansion, Phase 122

 East Boat Harbor.23

 Barge Mooring Facility24

 Marine Ways Large Vessel Haulout Facility25

 Homer Spit Dredged Material Beneficial Use Project.26

Continued>



Table of Contents

Ice Plant Upgrade	27
System 4 Vessel Mooring Float System	28
Truck Loading Facility Upgrades at Fish Dock	29
Seafarers Memorial Parking Expansion	30
Public Safety	31
South Peninsula Fire Arms Training Facility	32
Replacement Ambulance	33
Public Projects	34
Backup Generator for Homer Pubic Library	35
Storm Water Master Plan	36
State Projects	37
Homer Intersection Improvements	38
Main Street Reconstruction/Intersection	39
Kachemak Drive Rehabilitation/Pathway	40
Sterling Highway Realignment MP 150-157	41
Sterling Highway Reconstruction - Anchor Point to Baycrest Hill	42
PROJECTS SUBMITTED BY OTHER ORGANIZATIONS	43
Pratt Museum: New Facility and Site Redesign	44
Homer Senior Citizens: Natural Gas Conversion	45
South Peninsula Hospital: Site Evaluation and Planning for Hillside Reinforcement	46
Kachemak Shellfish Growers Association: Kachemak Shellfish Hatchery	47
Homer Council on the Arts: Re-configuration and Facility Upgrade	48
Haven House: Safety/Security Improvements	49
Homer Hockey Association: Kevin Bell Ice Arena Acquisition	50
PART 3 LONG-RANGE PROJECTS	51
Local Roads	51
Parks and Recreation	52
Public Projects	53
Utilities	54
State Projects	55
Appendices	56



Table of Contents

CIP Development Schedule	57
Resolution 13-087(A)	58
City of Homer Financing Assumptions.....	60



Funded Projects from 2016-2021 CIP List

The City of Homer is pleased to note that full funding for the following project has been identified or procured:

- Homer Harbor -Ramp 5 Restroom construction is complete
- Water Storage/Distribution Improvements - Phase 1

The City of Homer is pleased to note that partial funding for the following projects has been identified or procured:

Though these projects are significantly advanced with partial funding, they will be included in the CIP until funding is identified to complete the project:

The City of Homer is pleased to report funding has been identified for the following State of Alaska projects:

The City of Homer would like to congratulate area non-profits on securing funding for the below mentioned projects:



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects a community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The program identifies ways a project will benefit the community, indicates the priorities assigned to different projects, and presents a target construction schedule.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Plan for maintenance and operating costs so expenses are budgeted in advance, and projects communities cannot afford are avoided.
- Provide a written description and justification for projects submitted for state funding so the legislature, governor, and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least two years. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

The municipality's capital improvement plan is prepared in accordance with a planning schedule, usually adopted by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The CIP is updated annually, due to some of the projects being funded and completed within the year.

A capital improvement plan is not complete without public input. The public should be involved throughout the CIP process, including the nomination and adoption stages of the process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearing, and invites the public to participate throughout the entire process.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. Though the CIP is a product of the City Council, the administration provides important technical support and ideas with suggestions from the public incorporated through the entire process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, the Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?
- Is the project specifically recommended in other City of Homer long-range plans?
- Is the project strongly supported by one or more City advisory bodies?

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

Integration of the CIP with Comprehensive Plan Goals

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

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

Transportation: Address future transportation needs while considering land use, economics, and aesthetics, and increase 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. 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.

City of Homer State Legislative Request FY2016 Capital Budget



Homer Volunteer Fire Department and Homer Police Department are joining forces to replace the current Fire Hall and Police Department with a new Public Safety building. The new facility will meet both department's current and future needs so they can continue to save lives, protect property, and keep the peace. Photo by Josephine Ryan.

**City of Homer
491 E. Pioneer Avenue
Homer, Alaska 99603
907-235-8121**



Legislative Request FY2016

**City of Homer FY2016 State Legislative Priorities list
approved by the Homer City Council
via Resolution 14-093**

- 1. Water Storage/Distribution Improvements - \$1,980,254**
- 2. Public Safety Building - \$1,622,000**
- 3. Harbor Sheet Pile Loading Dock- \$955,000**
- 4. Fire Department Equipment Upgrades -\$1,012,500**
- 5. East to West Transportation Corridor - \$4,939,250**



1. Water Storage/Distribution Improvements

Project Description & Benefit: This project will design and construct improvements that will increase water storage capabilities, improve water system distribution, drinking water quality/public health, and treatment plant and water transmission effectiveness.

The overall multi-phased project includes:

- **Phase 1:** Installation of 4,500 linear feet of water main extension on Kachemak Drive, 2,600 linear feet of distribution main connecting isolated sections of town, and a new pressure reducing valve (PRV). (Funded)
- **Phase 2:** Installation of an underground water storage tank and 2,000 linear feet of water main between the new tank and the water system.
- **Phase 3:** Replacement of 3 PRVs on the East Trunk and installation of micro turbines generating power to the grid, abandonment of an existing functionally obsolete steel water tank and replacement of adjacent PRV station, and slip-lining of old cast iron water main on the Homer Spit.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The design has been completed through a \$884,000 Special Appropriation Project grant the City received from the Environmental Protection Agency. The Department of Environmental Conservation recommended funding phase 1 through the Municipal Matching Grant program which is reflected in The States FY16 capital budget approved by the Governor.

Total Project Cost: \$9,828,934

2014 (Design, Completed): \$900,000

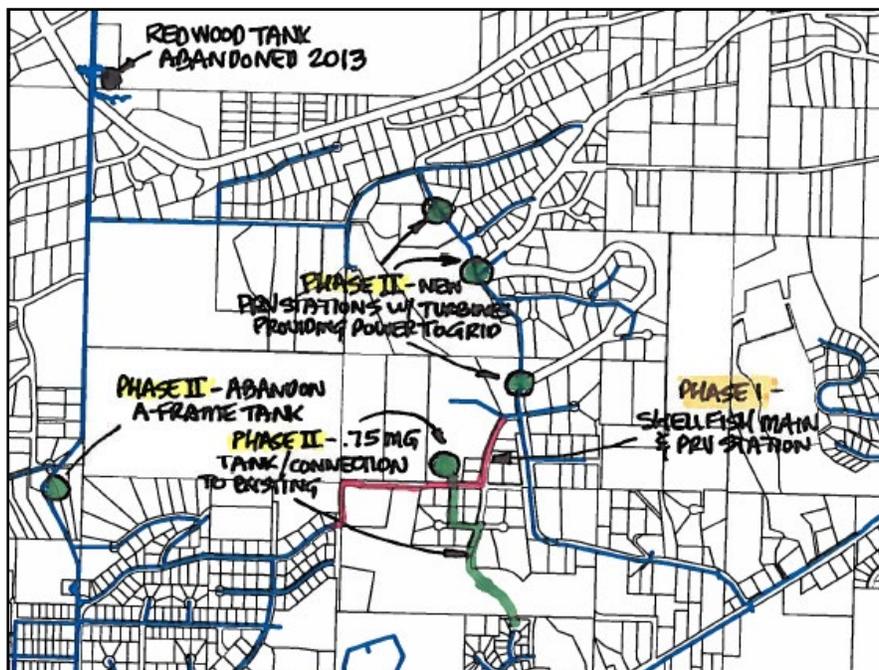
2016 Phase 1 Construction(Funded):\$2,828,934

2017 Phase 2 Construction: \$3,900,000

2018 Phase 3 Construction: \$2,200,000

FY2016 State Request for Phase 1: \$1,980,254

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





2. Public Safety Building

Project Description & Benefit: New Fire and Police Stations have been on the City of Homer Capital Improvement Plan for over 10 years. Both buildings are from the early 80s and suffer from a series of inadequacies such as lack of office, storage, training space and health and safety violations from inadequate ventilation.

The current fire hall does not have adequate equipment storage bays. Expensive equipment has to be stored outside and exposed to the elements. In the winter, equipment is winterized and decommissioned due to lack of heated garage space. The fire hall does not meet fire station design criteria with separated biohazard decontamination/ cleaning areas or separated storage areas for cleaning medical supplies. It lacks adequate space to accommodate more than four overnight crew members.

The current police station has no area for evidence processing of large items, a crisis cell for special needs prisoners, or a proper juvenile holding area. Existing dispatch facilities are cramped. The jail entry area, booking room, and jail offices are poorly designed; prisoners have to pass by dispatch staff coming and going. The building floods during heavy rain. Both facilities are inefficient and heat with electric. A new building will take advantage of efficient building practices and natural gas.

A joint public safety building will create a central location for emergency response and benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces. A new building will allow the departments to work better together for the safety of the Homer residents and take advantage of shared spaces.

Plans & Progress: The Public Safety Building Review Committee, comprised of members of the public and Council, was formed in 2013 to oversee design and construction. The City Council hired a general contractor/construction manager team to see the project through construction including Stantec, Loren Berry Architect, and Cornerstone General Contractors. Over the last year, the committee and consultants have worked on conceptual design including siting criteria, concept design, cost projections, and a space needs analysis that accommodates Homer’s public safety needs for the next 30 years.

Total Project Cost: \$30,083,672

- 2014-2016 Design: \$1,922,000
 - 2014 (to 10% Design, funding secured): \$300,000
 - 2015 (to 35% Design): \$663,000
 - 2016 (to 100% Design): \$959,000
- 2016 (Site Preparation): \$2,250,500
- 2016-2017 (Construction): \$21,741,123
- 2017 (Contingency/Inspection/Admin): \$4,170,049

FY2017 State Request for Design: \$1,622,000

(City of Homer 15% Match: \$300,000)



Homer Fire Hall in winter



Homer Police Department in winter



3. Harbor Sheet Pile Loading Dock

Project Description & Benefit: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. During peak fishing time it can be used for delivering fish when the Fish Dock is at capacity. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations. A sheet pile loading dock is a cost effective way to increase docking facilities available at the Homer Port and Harbor.

Plans and Progress: This project was first identified as a need when the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. Material from dredging of the harbor will be used to back fill the dock, saving the project the cost of fill. The Alaska State Legislature awarded \$350,000 in FY2015 which funds 100% of design and just shy of 20% of construction. Design for the sheet pile loading dock is currently underway.

Total Project Cost: \$1,450,000

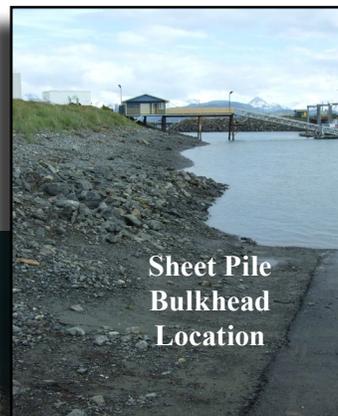
2015 (Design Funding Secured): \$145,000

2016 (Construction): \$1,100,000

Funding Secured: \$205,000

FY2016 State Request: \$955,000

(City of Homer 15% Match: \$145,000)



Sheet Pile Bulkhead Location





4. Fire Department Fleet Management

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

Quint (Ladder Truck): An Aerial truck will greatly enhance the City of Homer’s firefighting capability. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders (the Homer Volunteer Fire Department’s tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. An aerial truck will increase fire fighting capability for large public buildings recently built (West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion), potentially lowering insurance rates for the community. Cost: \$1,000,000

Brush/Wildland Firefighting Truck: The Department’s existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up. Cost: \$150,000

Harbor Fire Cart Replacement: The Homer Harbor is outfitted with nine custom motorized fire carts that on multiple occasions have saved vessels and prevented the spreading of fire in the small boat harbor. These full response fire carts act as mini mobile fire engines and are capable of delivering AFFF foam to two attack lines at the same time. Unfortunately, the carts are over 20 years old and even though they are maintained with monthly and annual check-ups, many are failing due to the harsh marine environment. This project would purchase the pieces necessary to assemble eight new fire carts. Because of the special conditions in Alaska - harsh weather, extreme tides and the size of vessels - there is no pre-made fire cart that meet needs of the Homer Harbor. The City will assemble the fire carts using pieces that can be salvaged from the existing fire carts. A prototype has been constructed and tested by Harbor staff and is currently in operation. Cost: \$205,000

Total Project Cost: \$1,355,000

State Request FY2016: \$1,219,500

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



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



5. East to West Transportation Corridor

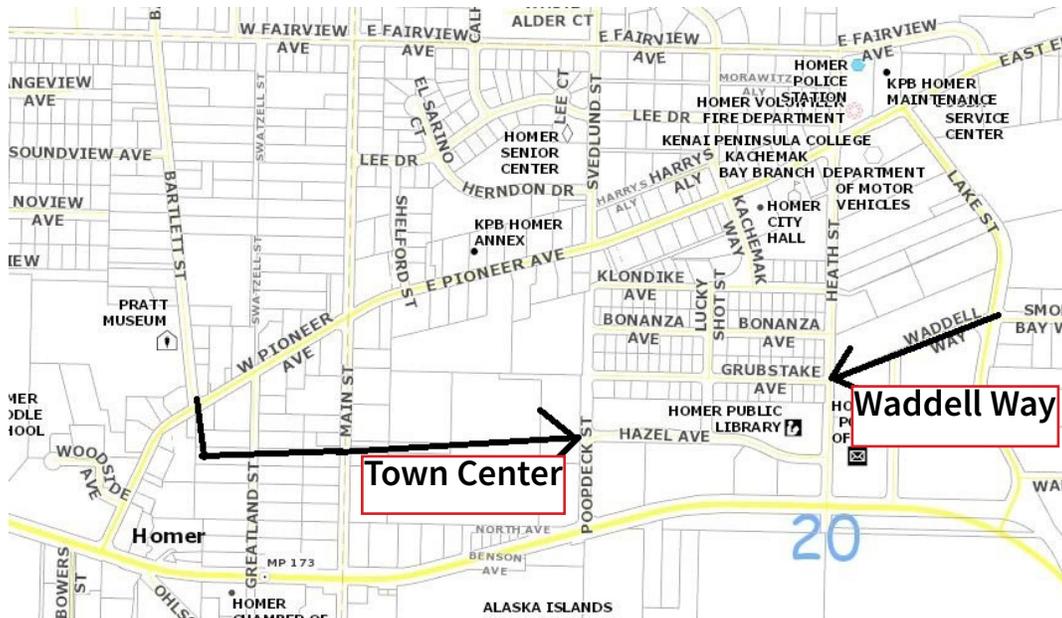
Project Description & Benefit: Currently the only way for drivers to get through town is via Pioneer Avenue or the Sterling Highway. Extending Bartlett Street, acquiring and upgrading Waddell Way and putting in a road through Town Center providing an alternate east - west route for traffic will ease congestion and allowing drivers to more quickly and efficiently get to their desired destination. This project fulfills a major objective of the City's 2005 Transportation Plan.

Building a road through Town Center, 30 acres of undeveloped land in the heart of Homer, is the first step in opening up this prime real estate. The Homer Comprehensive Plan, Town Center Development Plan and Comprehensive Economic Development Strategy all call for careful development of Town Center. The roads will be built to urban road standards and include such amenities as sidewalks, storm drains, and street lighting. Development on newly opened lots will help grow Homer's downtown business sector.

Plans & Progress: The City has purchased a lot for the Bartlett Street extension. The City dedicates a percentage of sales tax to the Homer Area Roads and Trails (HART) fund for road improvement projects and has pledged over 2.1 million dollars from the fund as a match for this project. The Alaska State Legislature funded \$1.4 million in the FY2015 Capital Budget to initiate the first leg of the east to west transportation corridor, Waddell Way.

- Total Project Cost: \$8,459,000
- 2015 (Land Acquisition): \$1,400,000
- 2015 (Design): \$543,000
- 2016 (Construction): \$5,430,000
- 2017 (Inspection & Contingency): \$1,086,000

State Request FY2016: \$4,939,250
 (City of Homer 25% Match: \$2,114,750)
 (Waddell Way FY15 State Grant: \$1,405,000)





Mid-Range Projects

Part 2: Mid-Range Projects

- **Local Roads**
- **Parks and Recreation**
- **Port and Harbor**
- **Public Safety**



Local Roads

- **Heath Street - Pioneer to Anderson**
- **Land Acquisition for New Roads**
- **Town Center Infrastructure**



Heath Street - Pioneer to Anderson

Project Description & Benefit: This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from East End Road past Homer High School to a developing residential area north of the high school. The City of Homer will work with ADOT&PF engineers to determine the best route (extension of Heath Street vs. extension of Lake Street) to provide safer and more effective circulation, improve emergency access to and from the high school, provide for pedestrian access from the high school to a hillside trail system, and reduce congestion at existing intersections.

Plans & Progress: The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT&PF). The City of Homer has committed to funding 50% of the project with Homer Area Roads and Trails (HART) funds.

Total Project Cost: \$4,500,000

Schedule:

2018 (Design): \$500,000

2020 (Construction): \$4,000,000

Priority Level: 3





Land Acquisition for New Roads

Project Description & Benefit: This project will help meet current and future transportation needs by acquiring specific land parcels and rights of way to extend five local roads: It will improve traffic flow in Homer by providing alternate connections between different sectors of town.

Lake/Heath Street to Anderson Avenue

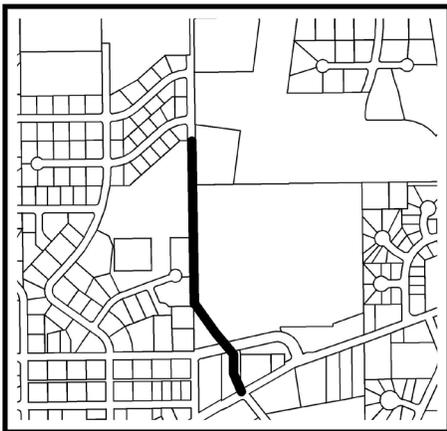
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

Plans & Progress: All three road projects are recommended in the 2005 Homer Area Transportation Plan.

Total Project Cost: \$1,000,000

Schedule: 2015-2017

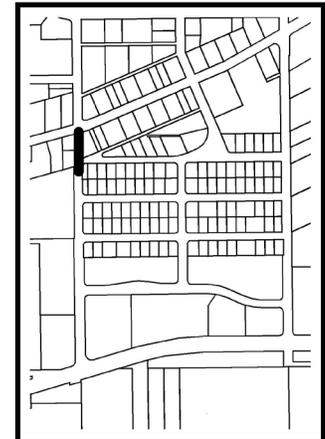
Priority Level: 1



Lake/Heath Street to Anderson Avenue.



Early Spring Street to East End Road.



Poopdeck Street to Pioneer Avenue.



Parks and Recreation

- **Ben Walters Park Improvements, Phase 2**
- **Jack Gist Park Improvements, Phase 2**
- **Karen Hornaday Park Improvements, Phase 2**
- **Mariner Park Restroom**
- **Baycrest Overlook Gateway Project**
- **Bayview Park Restoration Project**
- **Rogers Loop Trailhead Land Acquisition**
- **Homer Spit Trailhead Restroom**



Ben Walters Park Improvements, Phase 2

Project Description & Benefit: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer’s most frequently visited parks. Phase 2 will enlarge the parking area and renovate the picnic shelter that has become worn with heavy use over the years.

Plans & Progress: Phase 1 of the park improvement project, to replace the dock, was completed in 2009. Since then the Kachemak Bay Rotary Club has adopted the park under the City of Homer’s Adopt-a-Park Program. They have made improvements such as painting the restrooms, installing a bench, resetting the posts and tending flower beds in the summer months.

Total Project Cost: \$250,000

Schedule: 2015

Priority Level: 2



Improvements are needed at Ben Walters Park including enlarging the parking lot and renovating the shelter.



Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for softball fields. The proposed project will complete Phase 2 by improving drainage, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011. 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 fields and the parking area was improved and expanded. In 2011, drainage work was completed on the outside perimeter (right and left field lines) of the third ball field, material was imported to improve the infield, and the outfield was improved with topsoil and seeding.

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2015

Priority Level: 2





Karen Hornaday Park Improvements, Phase 2

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

Phase 2 consists of parking lot improvements, moving the road, a trail along Woodard Creek, and a restroom. The road to access the park runs between the park and the parking lot, causing kids to have to cross in front of traffic to get to the park’s attractions. The master plan proposes moving the road to the east and placing the improved gravel parking lots in between the road and the park. Woodard creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the city’s only creek. One of the most common complaints of the park is the old restroom with crumbling cement and a leaking roof. A new restroom is in great demand from the parents, children and picnickers that frequent the park.

Plans & Progress: The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fundraising by an independent group organized to make playground improvements (HoPP), helped complete Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and the development of a new day use area between the two ball fields which was completed in 2014. The City spent \$25,000 on preliminary engineering for moving the road, one of the goals of Phase 2.

Total Project Cost: \$1,978,750

Schedule: 2015 - 2017

Priority Level: 2



Karen Hornaday Park was a construction site for one week during the Summer of 2012 when the community came together to build a state of the art playground.



Mariner Park Restroom

Project Description & Benefit: As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kiteflyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Plans & Progress: Mariner Park is in a flood plain and any structure built there will require unique design to address flooding issues.

Total Project Cost: \$330,000

Schedule: 2016

Priority Level: 2



The portable restrooms at Mariner Park campground get heavy use during the summer season.



Baycrest Overlook Gateway Project

Project Description & Benefit: The Homer Public Arts Committee has designated the Baycrest Hill Overlook as one of the major elements of the Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. The other Gateways are the Homer Airport and the Homer Port.

Everyone who has driven to Homer remembers the first time they came around the corner on the Sterling Highway and saw the breathtaking panorama of Kachemak Bay. For many that was the same moment they made the decision to become part of this diverse, eclectic, and energetic community. In the 1990s visionaries at Alaska Department of Transportation and Public Facilities constructed the current pullout during the Sterling Highway reconstruction effort. However, the current site does not adequately meet the goals of the Gateway Program.

Improving the landscaping and comfort of Baycrest Overlook will inspire locals and visitors and enhance this phenomenal setting. Interpretive signage will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will spur economic development, welcoming everyone and encouraging commerce and trade in a community dedicated to unique and natural quality of life experiences.

Plans & Progress: The first Gateway Project was undertaken in 2009. A collaborative effort with the City of Homer Public Arts Committee, City of Homer Airport Manager, City of Homer Public Works Director, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife created a beautiful diorama highlighting the wealth of public and private resources available to everyone who comes to Kachemak Bay.

This group plus representatives from Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club have come together to work on the Baycrest Overlook Gateway Project.

The State and the City of Homer spent \$6,000 in 2013 to produce the Baycrest Overlook Interpretive Plan. The Plan included design, development, and locations for welcome and interpretive signage and was officially adopted by Homer City Council in 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was held on September 18, 2012.

The project will consist of three phases:

1. Interpretive signage, benches and picnic areas
2. Enhanced landscaping
3. New restrooms and paving upgrades.

Total Project Cost: \$262,000

2013 (Preliminary Design): \$6,000

2015 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000





Bayview Park Restoration

Project Description & Benefit:

The goal of this project is to improve the accessibility and safety of Bayview Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

- **Summer 2015:** Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents/caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- **Summer 2016-17:** Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Homer Early Childhood Coalition raised money and funded a new slide and boulders that were installed by the City. Several parents built and installed stepping logs and 2 small “bridges”. In 2013 Homer Early Childhood Coalition coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. \$5,347.76 was raised to purchase and install elements and pay for design costs.

During the summer of 2014 \$5,118 and additional in-kind donations (equipment and labor) were spent to complete the ADA parking/trail improvements.

Homer Early Childhood Coalition Playspaces Work Group (Kate Crowley, Cheryl Illg, Angie Otteson-City of Homer, Jenny Martin, and Rick Malley- ADA specialist from ILP.) have developed a fundraising plan to raise additional funds through grant writing, community donations and in-kind donations of supplies, equipment, and labor. The group meets regularly to discuss design plans and fundraising.

Total Project Cost: \$189,974



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.



Rogers Loop Trailhead Land Acquisition

Project Description and Benefit: This project will provide a parking/staging area at the Roger's Loop trailhead. This parking lot will provide year round access to the Baycrest Ski Trails, the Demonstration Forest, and the City of Homer Diamond Creek properties. The City hopes to purchase the land by leveraging City trail funds and matching grant funds.

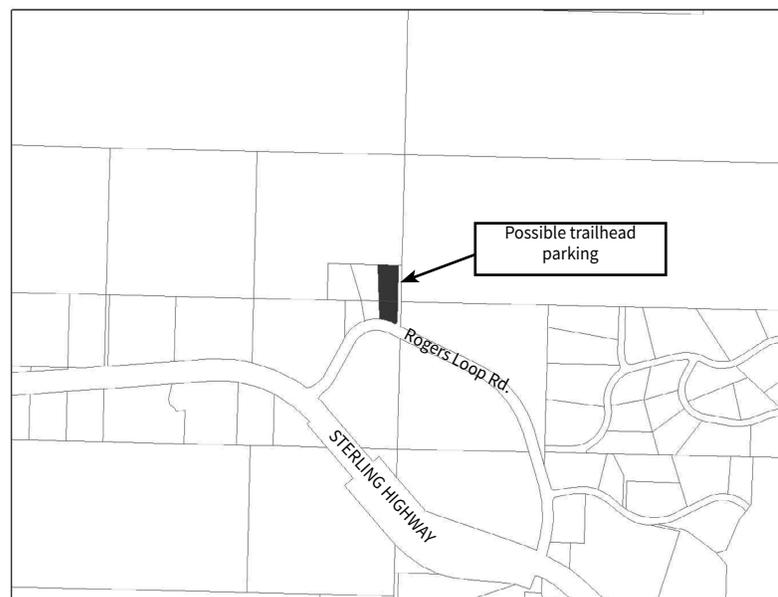
Currently the only parking for this large recreational area is on the shoulder of Rogers' Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

In addition to winter use, the property would provide summer parking for the Homestead hiking trail, the nature trail boardwalk, and arboretum trails maintained by the Home Soil and Water Conservation District. Community members of all ages and abilities use the Baycrest/Homestead Trail system, as do visitors to Homer.

In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area, ultimately transferring ownership of these parcels to the City for the benefit of the entire community. Phase one of the project would purchase the land. Later phases would develop the parking lot and construct amenities such as a restroom.

Plans and Progress: The City of Homer adopted the Diamond Creek Master Plan in May of 2013 that includes developing a parking lot at Rogers Loop.

Total Project Cost: \$70,000





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 spot for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. A restroom would be heavily used by recreators and commuters using both trails.

Total Project Cost: \$295,000



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



Port and Harbor

- **Deep Water/Cruise Ship Dock Expansion, Phase 1**
- **East Boat Harbor**
- **Barge Mooring Facility**
- **Marine Ways Large Vessel Haulout Facility**
- **Homer Spit Dredged Material Beneficial Use Project**
- **Ice Plant Upgrade**
- **System 4 Vessel Mooring Float System**
- **Truck Loading Facility Upgrades at Fish Dock**
- **Ramp 5 Restroom**
- **Ramp 8 Restroom**
- **Seafarers Memorial Parking Expansion**



Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: To provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area, upgrades to the Deep Water/Cruise Ship Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet, increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building with other upland improvements, and add a rail for a 100-foot gauge gantry crane.

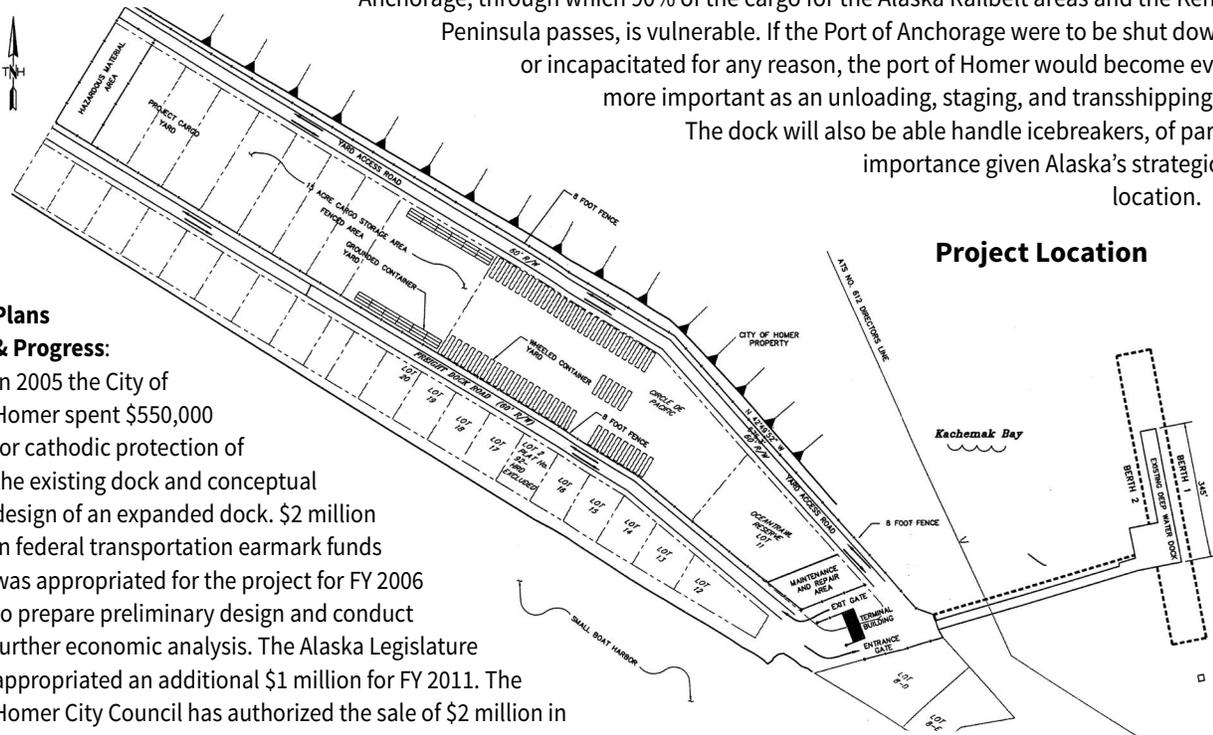
Resource Development Capabilities: The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the existing dock to accommodate long term mooring of large resource development vessels such as timber, mining and oil and gas barges.

Cargo Capabilities: The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing the cost of delivering materials and supplies to much of the Peninsula. 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, Aleutians, and Bristol Bay.

Visitor Industry Capabilities: 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.

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, the port of Homer would become even more important as an unloading, staging, and transshipping port.

The dock will also be able handle icebreakers, of particular importance given Alaska's strategic arctic location.



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 was appropriated for the project for FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City has initiated the feasibility study for this project.

- Total Project Cost:** \$35,000,000
- Feasibility:** \$1,250,000 (Completion Spring 2016, currently underway)
- Design:** \$1,750,000
- Construction:** \$32,000,000

Priority: 1



East Boat Harbor

Project Description & Benefit: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

- Accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- Enabling Homer to accommodate and moor the additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port but which have in the past been turned away due to lack of space;
- Providing a long-term solution to mooring problems the USCGC Hickory experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC Roanoke Island) and on the Pioneer Dock west trestle (USCGC Hickory).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a “place of refuge” for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.



Several conceptual designs have been proposed for a new Homer boat harbor. This one would add a new basin with its own entrance adjacent to the existing Small Boat Harbor.

The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC *Hickory* at the proposed Coast Guard float. The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels at the other side.

Plans & Progress: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Total Project Cost: \$115,725,000

Design and Permitting: \$1,750,000

Breakwater Construction and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

Priority Level: 1



Barge Mooring Facility

Project Description & Benefit: Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. Phase 1 of the mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This proposed improvement will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. Phase 2 includes uplands support facilities such as a wash down pad and stormwater pollution prevention plan (SWPPP). The project is a response to requests from vessel owners/managers seeking safe moorage and uplands haulout area for large shallow draft vessels.

Total Project Cost (2014): \$1,850,000

Phase 1 - Pilings and Bollards

Design/Engineering/Permitting/Geotechnical (2015): \$125,000

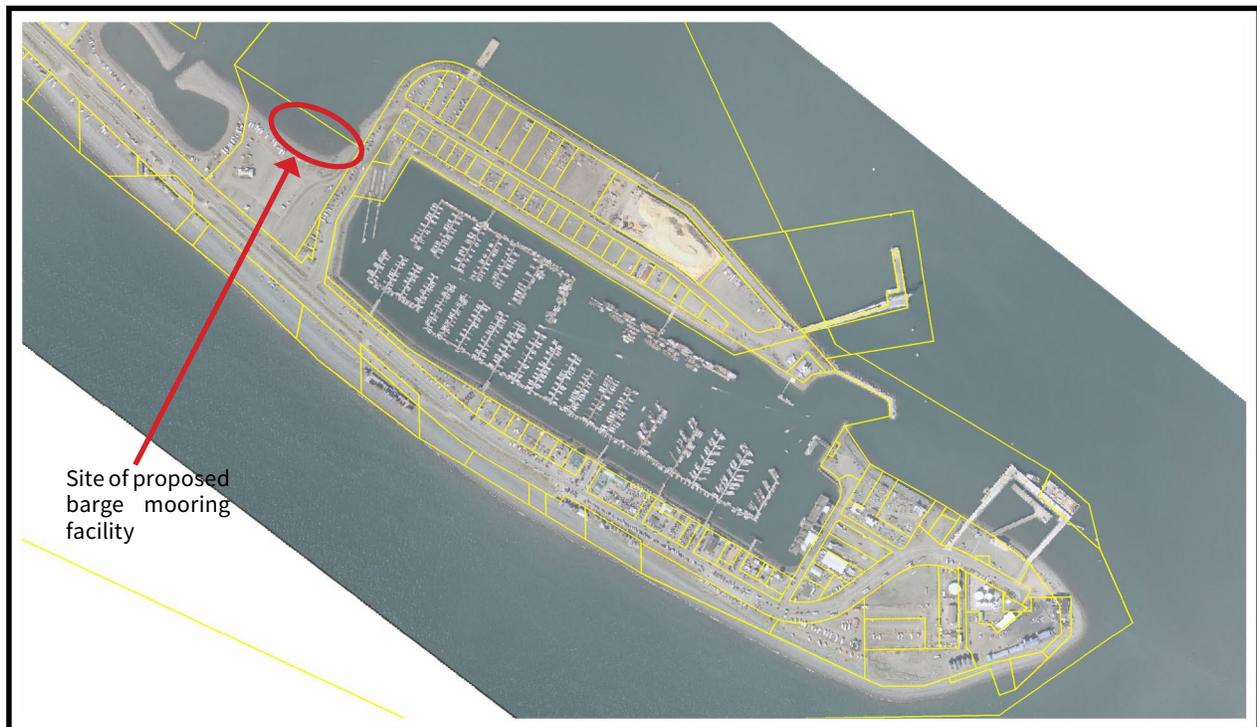
Construction - (2016): \$1,125,000

Schedule: Fall 2015

Phase 2 - Uplands Improvements

Design/Engineering/Permitting (2018): \$105,000

Construction -(2019): \$495,000





Marine Ways Large Vessel Haulout Facility

Project Description & Benefit: This project will construct a “marine ways” facility for hauling out large vessels (over 70 tons) for dry-dock, maintenance, inspection, and repairs utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been under utilized. Construction of the Marine Ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Plans & Progress: A Large Vessel Haulout Task Force has been established to discuss how best to meet the need of this class of vessels. Different haulout options are being considered to serve our large vessel fleet, such as a travel lift, cylindrical air bags, a large vessel boat trailer, or creating long ramp and marine ways to the East of the Chip pad that would allow operators to pull these vessels on rails up onto the chip pad for repair.

Total Project Cost: \$6,000,000 - \$10,000,000
(Project cost is dependent on method of haulout chosen)

Schedule: 2016

Priority Level: 2





Homer Spit Dredged Material Beneficial Use Project

Project Description & Benefit: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches and create additional parking on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). A new parking pad would be created between the boardwalks across from Ramp 3 and Mariner Park parking lot would be improved. Armor rock will be installed across from Ramp 3 to protect against erosion.

Dredged material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Hauling costs will be supplemented by Harbor Funds when hauling to Mariner Park and the City will spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Total Project Cost: \$688,000

Schedule:

2015 (Design and Inspection): \$50,000

2015: \$10,000 (Spread available material in upland parking pad areas)

2016-17: \$628,000

(Compact material: 20,000; Instal riprap: \$350,000; Gravel cap: \$95,000; Paving: \$100,000 Contingency \$63,000)

Priority Level: 2



The Homer Spit has been shaped over the years by nature as well as human intervention. (2008 NOAA photo)



Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Total Project Cost: \$500,000

Schedule: 2015

Priority: 2



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



System 4 Vessel Mooring Float System

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

Plans & Progress: Phase 1 floats HH, JJ, and headwalk float AA between those floats were replaced in fall of 2014. Power and water was extended from ramp 6 to JJ as part of the same project. A new landing float was installed for Ramp 7 Spring of 2014. Phase 2 floats CC, DD, EE, GG will be replaced next.

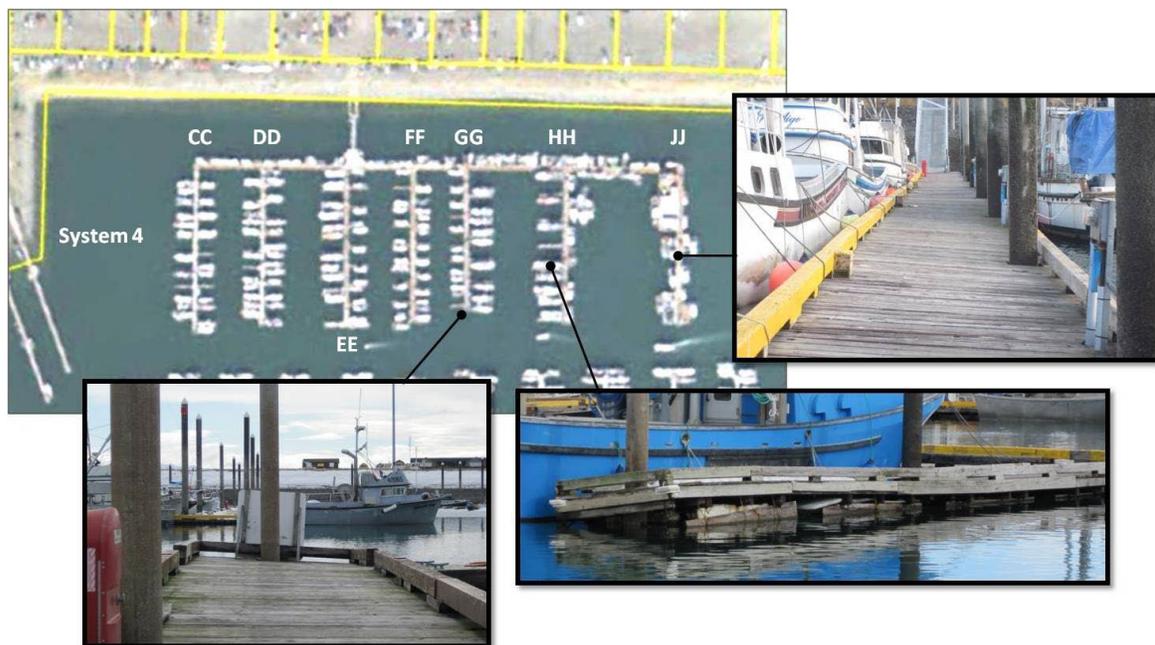
Total Project Cost: \$5,600,000

Schedule:

2015 (Design): \$600,000

2016-2019 (Construction): \$5,000,000

Priority Level: 2





Truck Loading Facility Upgrades at Fish Dock

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

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

Total Project Cost: \$300,000

Schedule: 2017

Priority: 1



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.



Seafarers Memorial Parking Expansion

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

Plans & Progress: The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering and permitting of this project completed in 2015. The dredged materials are scheduled to be placed in the lot by fall of 2016.

Total Project Cost: \$635,000

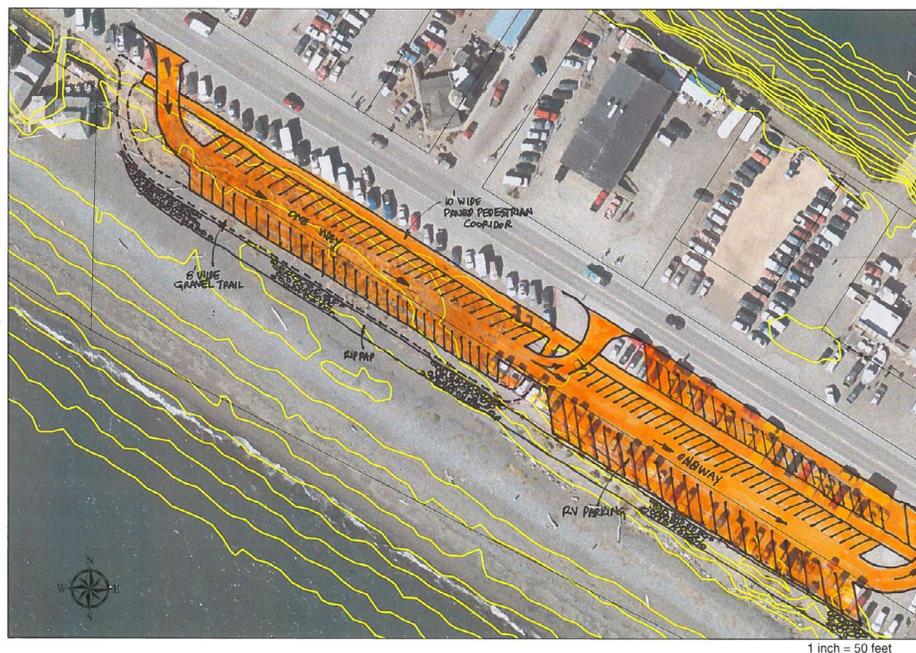
Schedule:

2014 (Design and Permitting): \$8,000

2014 (Dredged Material Placement by Corps): In kind

2015 (Construction): \$627,000

Priority Level: 1



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



Public Safety

- **South Peninsula Fire Arms Training Facility**
- **Replacement Ambulance**



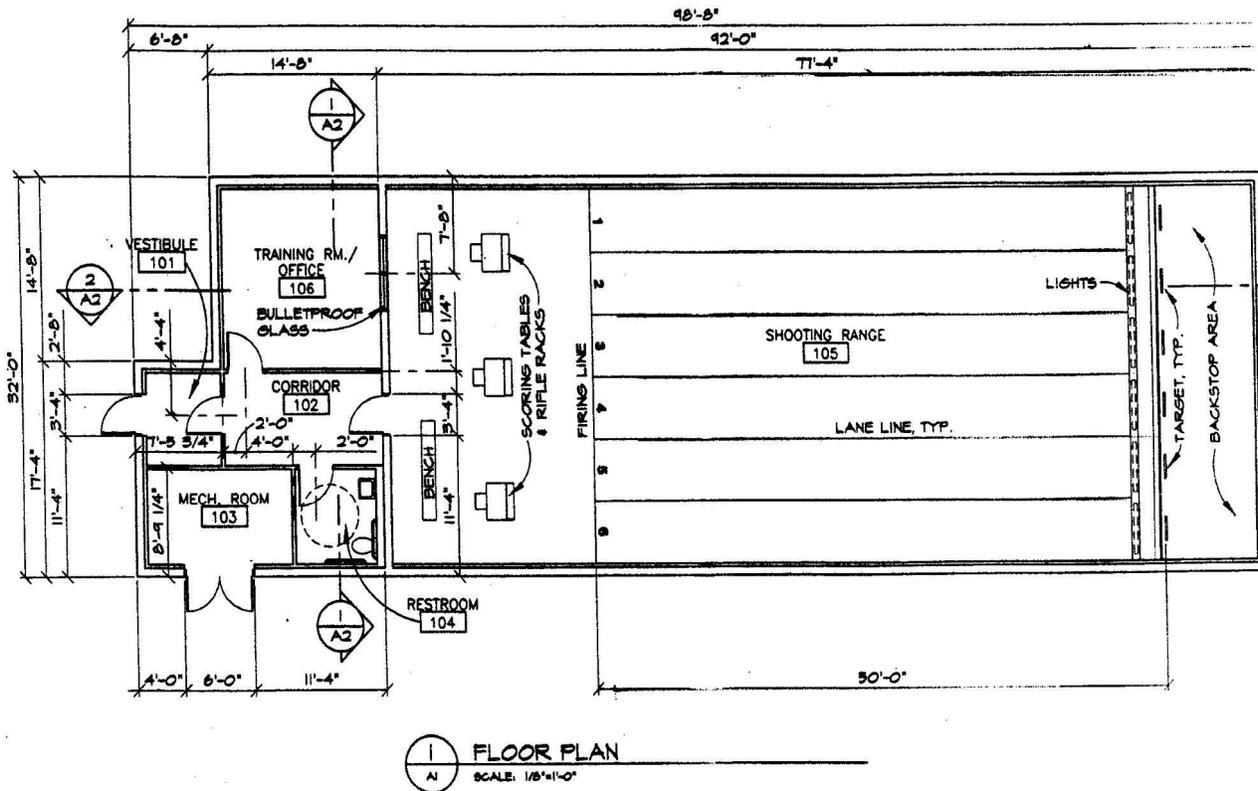
South Peninsula Fire Arms Training Facility

Project Description & Benefit: This project will construct a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies. Properly managed, the facility could also be used by local gun clubs and sporting groups. The facility, which will include a modern indoor shooting range, will provide a proper and safe environment for firearms training. It will enable local law enforcement personnel to conduct training at any time of day, year-round, regardless of weather.

Total Project Cost: \$1,500,000

Schedule: 2017

Priority Level: 2





Replacement Ambulance

Project Description & Benefit: The Homer Volunteer Fire Department needs a new ambulance to replace the 1997 Ford Type 1 ambulance that is well beyond its standard life span. Due to its age and condition, the ambulance is primarily used for transports and as a second-out ambulance. A new ambulance would increase the fleet to 3 and allow the department to store an ambulance at the Skyline satellite fire station for quick response times on the ridge above town.

Plans & Progress: A replacement ambulance for the Homer Volunteer Fire Department has been approved by Alaska Code Blue for funding. The review process for Code Blue is rigorous and includes multiple steps including Southern Region staff, Board of Directors Equipment Review Committee, the Southern Region Board of Directors, and the Statewide Code Blue Steering Committee. During these steps, the ambulance was considered based on many established criteria, including its status as essential EMS equipment, reasonableness of request, application to the community setting, documentation of need, cost and how it fits into regional and statewide priorities. Because of funding shortfalls, Code Blue can only partially fund the City of Homer replacement ambulance at \$70,000. If the City cannot come up with funding for the remaining \$83,000 in the near future, it may lose the Code Blue grant opportunity.

Total Project Cost: \$170,000

Funding Secured:

City of Homer 10% Match: \$17,000

State of Alaska Code Blue: \$70,000

Priority Level: 1

Schedule: 2015



The 1997 ambulance has been well used by the HVFD. A more modern and reliable vehicle will better be able to serve the growing emergency management demands of Homer.



Public Projects

- **Back up Generator for Homer Public Library**
- **Storm Water Plan**



Backup Generator for Homer Public Library

Project Description & Benefit: This project would install a backup generator and automatic transfer switch at the Homer Public Library. Currently there is no backup power at the library. Any outage lasting more than 15 minutes results in a minimum of 20 staff hours for shut-down and recovery of 30-plus computers (staff and public), servers, printers, database connections, and software systems. In addition, remote services to patrons are lost. Health and safety issues include poor lighting, especially in winter, loss of phone functionality, and shut-down of police and fire alarms. Outages that occur when the Library is closed may result in damage to equipment if staff is unaware of the outage or unable to respond in time to execute proper shut-down procedures.

If the Library had back up power, it would be able to serve a critical role in an emergency. It was built in 2006 and has conference rooms, a large open space, office spaces, and state of the art communication systems including video teleconferencing capability. If City Hall were to lose power or become compromised, the Library is the only other facility capable of hosting the internet and phone communications for all City buildings. The Library is centrally located between the two main roads in Homer, Pioneer Avenue and the Sterling Highway, and is only a few blocks from City Hall. The Homer Public Library has been identified in the City of Homer Emergency Operations Plan as critical infrastructure and would be a good fit as an alternate Emergency Operations Center, Joint Information Center, or Public Information Center. The main drawback of the Library as any one of these sites is it currently does not have back up power.

Total Project Cost: \$114,400

Engineering: \$14,300

Purchase Generator: \$54,600

Installation: \$41,600

Inspection: \$ 3,900

Priority Level: 2

Schedule: 2016



Homer Public Library at Dusk. Photo Chirs Arend.



Storm Water Master Plan

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 80's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

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

Total Project Cost: \$340,000



A master plan is needed to address storm water management issues.



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:

- **Homer Intersection Improvements**
- **Main Street Reconstruction/Intersection**
- **Kachemak Drive Rehabilitation/Pathway**

Transportation projects outside City limits:

- **Sterling Highway Realignment MP 150-157**
- **Sterling Highway Reconstruction, Anchor Point to Baycrest Hill**



Homer Intersection Improvements

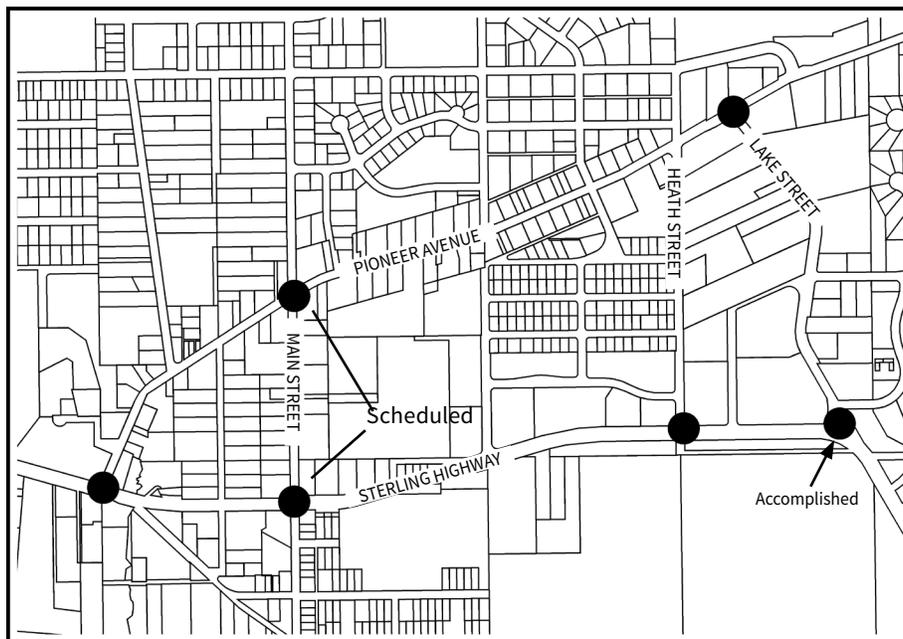
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project will be to enhance traffic safety and quality of driving and pedestrian experiences for residents and visitors, particularly as the community continues to grow.

The study notes that for the intersections that need roundabouts or traffic signals, either option will function well; however, “the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance.”

Problem intersections and recommended improvements noted in the study but are as follows:

- Sterling Highway and Heath Street - Roundabout or traffic signal
- Sterling Highway and Main Street - Roundabout or traffic signal (This project has been funded.)
- Pioneer Ave. and Lake Street/East End Road - Roundabout or traffic signal
- Sterling Highway and Pioneer Ave. - Roundabout or traffic signal
- Pioneer Avenue and Main Street - Roundabout or traffic signal

Plans & Progress: State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection and is moving forward with a preferred alternative that installs a flashing overhead beacon at the Pioneer and Main Street intersection (2014) and a traffic signal at the Sterling Highway and Main Street intersection (2017.)



Alaska DOT/PF has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005 and improvements to the intersections on either side of Main Street are scheduled over the next few years.



Main Street Reconstruction

Project Description & Benefit: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). In the process, it connects Homer's primary downtown street, Pioneer Avenue, with the Sterling Highway and provides the most direct access to the Old Town district. It also provides the western border to Homer's undeveloped Town Center district.

Despite its proximity to the hospital, businesses, and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that Alaska Department of Transportation and Public Facilities (DOT/PF) "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection and is moving forward with a preferred alternative that installs a flashing overhead beacon at the Pioneer and Main Street intersection (2014) and a traffic signal at the Sterling Highway and Main Street intersection (2017.) However, there remains much work to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.

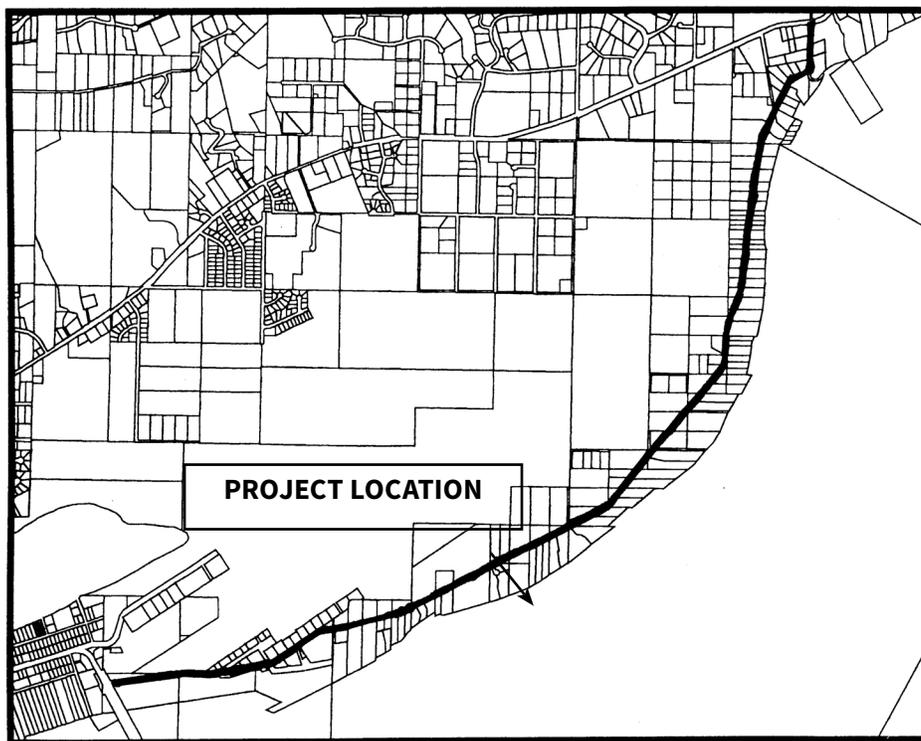


Kachemak Drive Rehabilitation/Pathway

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

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

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





Sterling Highway Realignment MP 150-157

Project Description & Benefit: The Sterling Highway is a vital transportation corridor serving most of the communities on the Kenai Peninsula, including Homer at the southern terminus, and is the only road connecting these communities to the larger North American road system. The vast majority of people and goods routed in and out of Homer utilize the Sterling Highway as compared to air or water transportation.

This project will protect the Sterling Highway from erosion that is threatening the highway north of Anchor Point. Completion of the project will involve re-routing the highway away from areas that are eroding, utilizing existing road right-of-way as much as possible. The Alaska Department of Transportation has noted that the first effort needed is for reconnaissance study to evaluate alternatives and quantify costs.

Plans & Progress: The project “Sterling Highway Erosion Response MP 150-157” is included in the 2012-2015 Statewide Transportation Improvement Program (STIP).



As seen in this aerial image, the eroding edge of the bluff is only 30 feet away from the Sterling Highway at a section just north of Anchor Point.



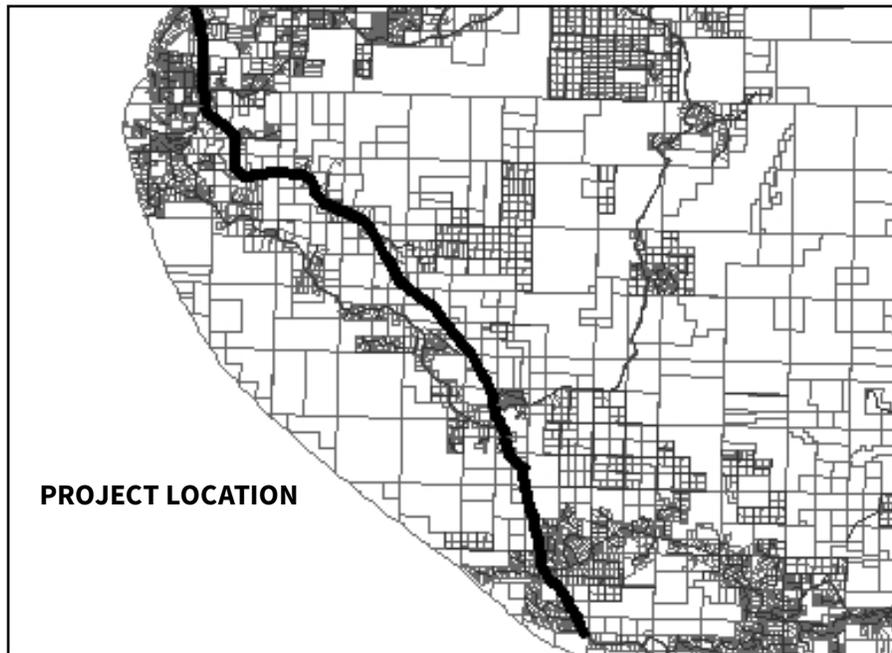
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

The project calls for construction of an improved two-lane highway paralleling the alignment of the existing highway. The reconstructed highway will be designed to allow two additional lanes to be added at a future date.

Plans & Progress: This project (“Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill”) is included in the 2012-2015 Alaska Statewide Transportation Improvement Program (STIP). Two and a half million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.





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:

- **Pratt Museum: New Facility and Site Redesign**
- **Homer Senior Citizens: Natural Gas Conversion**
- **South Peninsula Hospital: Site Evaluation and Planning for Hillside Reinforcement**
- **Kachemak Shellfish Growers Association: Kachemak Shellfish Hatchery**
- **Homer Council on the Arts: Re-configuration and Facility Upgrade**
- **Haven House: Safety/Security Improvements**
- **Homer Hockey Association: Kevin Bell Ice Arena Acquisition**



Pratt Museum New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 30,000 visitors, with more than 4,000 young and adult learners participating in its programs. One of only eight accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country. Today the Pratt Museum exists in a structure that does not meet the Museum or the community's needs. The existing 10,500 square foot building is more than 47 years old, and the building's galleries, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The building is not ADA accessible. Urgently needed are expanded collections storage and the ability to meet current collections care requirements for managing temperature and humidity. The Pratt is now working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.8 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility. The Planning Phase spanned the Fall of 2007 to December 2010. The Design Phase started in January 2011 and will be complete in 2015 at which time the project will be shovel-ready. Construction will begin as early as the Fall of 2016, or when the balance of the construction funds are raised, with the building opening a year later. The total budget is \$9.5 million.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt's property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 36% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input throughout the Design Phase;
- With leadership from the Patrons of the Pratt Society, 9.8 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free;
- The Pratt participated in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings;
- The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities;
- The Pratt is working on Phase II community input planning and research for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured \$3.3 million (36% of the project total) in cash, grants, and pledges;
- An additional third of the project budget has been identified from major funders who will contribute when later funding benchmarks have been reached
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012, and
- Schematic designs are complete, and the balance of the Design Phase will be completed in 2015.

Total Project Cost: \$9,500,000
(FY16 State Request: \$1,650,000)
Preconstruction: \$1,000,000
Construction: \$8,500,000

Schedule:

Planning: 2010
Design/Preconstruction: 2015
Construction: 2017





Homer Senior Citizens Natural Gas Conversion

Project Description & Benefit: This project would convert the Homer Senior Center (HSC) facilities to natural gas. The project budget includes City of Homer Special Assessment costs, service line and meter costs from Enstar, converting boilers on six structures, as well as gas ranges and dryers in senior housing units.

HSC has been the sole non-profit senior services provider for Homer for the past 39 years. HSC relies upon grants, private donations and fees for service for funding. With budgets tight and the economy still in recovery, private donations are not at the same level. Expenditures increase annually, while revenue continues to remain at the same level, and in some cases declines.

Converting to natural gas as a supplemental energy source will reduce our cost for heating oil. This will save the Center as well as the 85 seniors who pay for electric heat at this time. Currently HSC expends over \$100,000 in fuel oil. With natural gas HSC will save \$37,000 annually, according to projections. HSC will save approximately \$10,000 annually due to the replaced appliances. The combined savings represents approximately \$35,000 annually, equating to one full-time employee.

Plans & Progress: The Alaska State Legislature awarded Homer Senior Citizens Inc. \$100,000 in FY2015 towards this project. Conversion is in progress and expected to be completed by September, 2015 for the Assisted Living, Senior Center and Adult Day Services. The total amount spent towards this project as of July, 2015 is \$153,461. The conversion of the independent housing continues to be a priority; however, additional fundraising is required to complete this phase of the project.

Total Project Cost: \$504,898

Funding Secured: \$100,000

Schedule:

Preconstruction: 2014

Construction: 2015



Homer Senior Citizen's main building.



South Peninsula Hospital Site Evaluation & Planning for Hillside Reinforcement

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

The facility has had numerous additions and structural work completed in the last 10 years which may have impacted and affected the stability of the hillside. The hillside runs continuous from the entrance of parking the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

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

Plans and Progress: The estimated cost of such a study, evaluation, and report is \$100,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

Total Project Cost: \$100,000

Schedule: 2014





Kachemak Shellfish Growers Association Kachemak Shellfish Hatchery

Project Description and Benefit: For over twenty years Kachemak Shellfish Mariculture Association (KSMA), a 501-c5 organization, has worked to fulfill its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its partnership with the Kachemak Shellfish Growers Cooperative (KSGC), a co-op formed to market and distribute mussels and oysters, there are 14 farms in the Bay and a sorting, marketing and shipping facility on the Homer Spit supplying shellfish and mariculture related goods to local restaurants, residents and tourists while shipping oysters all over Alaska and the nation.

Five years ago the industry identified an oyster seed shortage affecting the shellfish industry on the entire Pacific Coast. Local leaders developed a small proof of concept experiential oyster hatchery/setting facility at the KSGC building to address this issue. Over the past three years, on a thin budget, with the assistance of industry professionals, and with the support of the State of Alaska, the co-op raised over 7.5 million oyster seed. KSMA supports this highly technical hatchery and laboratory with two employees who oversee the 24-hour a day, five-month process culturing oysters and propagating algae (oyster food) in conjunction with their other duties. Please note that this should not be understated; others have invested more with lesser success. Some experts gave this experimental nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of staff the oysters thrived at the Homer Spit facility and into the upweller (a nursery for the young oysters) in Halibut Cove. With the commitment of KSMA's employees and the Bay's farmers this proof of concept is ready to mature to the next step—a fourth year of production and expanding the hatchery to a financially sustainable operation through the scale of production. By supplying oyster seed to shellfish farmers throughout the state of Alaska, it will reduce cost to farms and the impact of seed shortage.

Over the past three years KSMA produced 7.5 million seed and has purchased or developed much of the expertise and equipment necessary for the hatchery expansion including technician training, the expensive salt water well, and algae production. However a larger lab, and storm damage prevention are needed to mature the proof of concept to a production facility supporting the greater Bay and its residents. The Kachemak Mariculture building on the Spit needs professional engineering, design, and planning to transition its available space from an experimental, small hatchery to the next phase of a permanent hatchery enabling KSMA to commercially produce oyster seed.

The benefit of a thriving oyster farming industry in Homer is huge. Oyster production in Kachemak Bay is currently in its 22nd year. Oysters have become a sparkling year-round addition to the seafood options available to residents and tourists in Homer. 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. Oysters clearly benefit the community and economy.

A local hatchery and nursery can also provide a great learning lab for high school and university students, who currently have to travel to the hatchery in Seward for their studies. (The Seward hatchery hatches opilio crab; however the waters of Resurrection Bay are less conducive to oyster seed.) A course in mariculture could easily be developed in conjunction with aspects of oyster seed development, culturing and marketing.

Plans and Progress: The design and expansion of the shellfish hatchery is in process. Successful seed will be sold first to growers in Kachemak Bay. Excess seed will be sold to other farmers in the state who are eager for a reliable supplier.

KSMA's Hatchery consultant has many designs from hatcheries where he has assisted. Final design for the Homer Spit Facility would occur in conjunction with permitting.

Total Project Cost: \$400,000

Preconstruction: \$75,000

Funding Secured: \$50,000

Construction: \$325,000

Schedule: 2016



Microscopic view of two tiny oysters.



Homer Council on the Arts Re-configuration & Facility Upgrade

Project Description & Benefit: Reconfiguring the building that Homer Council on the Arts presently owns and resides, will provide an ADA accessible, energy efficient venue for HCOA programming. Re-configuration will also provide the public with 1) a larger and more accessible space to use for classes, events, meetings, exhibits and performances 2) a conference room for smaller exhibits, meetings and classes, 3) a larger art room for classes and workshops which will also function as a backstage for the performance space 4) two ADA accessible bathrooms, 5) one business rental space for additional revenue.

HCOA is currently participating in the Foraker Group Pre-Development Program, sponsored by Rasmuson Foundation. The project manager and architect have met with the HCOA Board several times to discuss programmatic needs and how to accommodate these needs with building improvements. They are guiding our process to ensure our project is right-sized and feasible. Specifically, the building remodel will include 1) the replacement of the heating and ventilation systems with natural gas, 2) energy efficient windows and doors, and new rear entry 3) repair of water issues in the basement, 4) ADA approved handicapped accessible bathrooms, 5) re-configuration of the current floor plan to accommodate programming and public use of space.

Plans & Progress: HCOA is moving ahead to convert to natural gas, the first priority in phase one of the renovation plan. We are proceeding with this project by refinancing our existing mortgage. Expected completion date is Fall, 2015. We are currently looking at the energy audit (completed August of 2012), and will be using additional funds from the refinance to make changes/ upgrades that will align us with the audit. HCOA and the Pratt Museum have just announced that we are in conversation about the possibilities of collaborating to make use of the existing Pratt museum building as a performance art and activity space. Both organizations will be working diligently over the next several months to further develop this vision of an arts and culture complex. We invite the community's ideas and commitment to join us in creating this important and vital center for our community. Thank you very much for City support with these projects. HCOA looks forward to working with the City of Homer as we all move forward with innovative ideas to better meet the needs of our greater community.

Phase 1: Replace heating and ventilation systems and address water issues in basement.

Phase 2: Reconfigure floor plan including back entrance, and new windows.

Total Project Cost: \$500,000

Schedule:

Preconstruction: 2014

Construction: 2019





Haven House Safety/Security Improvements

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

Plans & Progress: In July of 2014 Haven House completed phase 1 of improving the security of the building. Phase 1 consisted of building in an arctic entry with a locked interior door that provides an additional entrance and layer of security to the building. Prior to this addition, there was free access into the Haven House administrative floor without authorization. This is not best practice for domestic violence shelters and was addressed to keep staff, clients, and community members safe. \$25,000 was secured for phase 1, from the Rasmuson Foundation. Phase 2 will be completed with additional funds from the Rasmuson Foundation and the State of Alaska by spring of 2016. Phase 2 consists of installing a new buzz-in system for the 2 entry doors.

Haven House is seeking funding support to move into the next phase of security improvements. Phase 2 entails the addition and updating of security cameras, improving monitoring surveillance systems, replacing a number of existing doors and windows with more secure models, improving communications systems within the building that improve security, and making improvements to the Haven House fence.

Total Project Cost: \$70,000

Funding Already Secured: \$45,000

Schedule: 2014-2015





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 Kenai Peninsula hosting the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Since opening its doors, the Homer Hockey Association (HHA) has operated the rink within its yearly \$300,000 budget. In September 2015, HHA will have to begin paying the principal on its loan which will double monthly payments and make programs too expensive for people to participate. In order to purchase the building and the land, HHA needs to obtain \$2.74 million dollars.

The Homer Hockey Association (HHA) is a volunteer run, non-profit organization, one of a few in the USA. In 2012, HHA won the Alaska Recreation & Parks Association Outstanding Organization award. Volunteers contributed an estimated 14,000 volunteer hours in the 2013-14 season, representing a huge commitment of time and effort by our community. The Kevin Bell Arena hosts up to 800 users a week during the winter.

The Homer Ice Rink hosts many tournaments and events that bring commerce to the City of Homer, especially important during the winter when tourism is low. In the 2013-14 season, HHA hosted 12 separate events with a combined total of 194 games. These tournaments and jamborees brought over 1377 out of town players to Homer who often brought family and fans and spent money in the form of lodging, dining, food and merchandise purchases.

Plans & Progress: The mission of the Homer Hockey Association/Kevin Bell Arena is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. Homer Hockey Association is accomplishing this mission. Programs have been expanded over the years to include activities for all including: figure skating, hockey for adults and children, broomball, and a new curling program.

Revenue from fundraising, grants, and sponsorships is significant for the organization. Last year, HHA sponsored a seafood dinner, golf tournament, garage sale, and pie auction earning a total of \$13,883. Grants and sponsorships totaled \$68,289 and a raffle, which is mandatory for all of our members, earned \$23,834 for the 2013-14 season. This season, HHA is conducting some of the same fundraisers and pursuing a crowdfunding project to obtain contributions from a wider group, not just Homer residents. Every year since the Kevin Bell Arena opened in 2005, the HHA has operated within its budget.

Because of the dire financial situation and the extensive time commitment of the volunteer board, a financial task force was created to explore avenues to secure the rink's financial future. The grass roots campaign secured resolutions from the City of Homer and the Kenai Peninsula Borough and is presently circulating a petition to solicit support and inform Kenai Peninsula residents as well as ice sports supporters everywhere of our situation. Homer Hockey Association has been in contact with state and federal legislators about the rink's financial situation and are requested help in identifying possible funding sources.

Total Project Cost: \$2,740,000

Schedule: 2014-2015





Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million Priority Level 3

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

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

Cost: \$3 million Priority Level 3

Parks And Recreation

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

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

Cost: \$250,000 Priority Level 3



Capital Improvement Long-Range Projects

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

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

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

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

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

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

Cost: Staff Time Priority Level 3

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

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 3: Phase 3 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: \$860,000 Priority Level 2

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

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

Public Restrooms – Homer Spit: With increased activity on the Homer Spit, the need for restroom facilities has also increased. The restroom at Ramp 2 is in poor condition and needs to be replaced.

Cost: \$295,000

Priority Level: 2

PUBLIC PROJECTS

Homer Conference Center: Homer is a popular visitor destination and the visitor industry is a critical component of the local economy. However, millions more dollars might be spent in Homer if a meeting facility large enough to attract conferences with several hundred participants was available. Currently, Homer has no facility capable of providing meeting space for groups of more than 180 people.

Homer's reputation as an arts community will help attract meetings and audiences if a facility exists to accommodate and showcase these events. The conference center, featuring banquet/ballroom space and flexible meeting space, will fill this need. If the facility is located in Homer's developing Town Center, other area businesses would also benefit from the increased number of visitors attending meetings at the conference center.

A conference center will increase Homer's ability to compete with other communities in that important niche of the visitor industry, and will also provide a venue for meetings and cultural events hosted by local organizations, such as the Kachemak Bay Writers Conference and Shorebird Festival events.

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer's Town Center. In August 2005, the Homer City Council passed Resolution 05-86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

Cost: \$5 million

Priority Level: 3

Public Works Complex: The City of Homer Public Works complex on the Sterling Highway was constructed in phases from 1974-1986 (except for the recently completed large equipment storage shed). In 1980, Homer's population was 2,209. Since that time, the population has grown more than 150%, with a corresponding increase in roads, water/sewer lines, and other construction activity that requires employee and equipment time. The existing facility is no longer adequate to meet these needs and the problem will become more acute with continued growth.

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

Cost: Design—\$500,000

Construction—\$4,500,000

Priority Level: 2



Capital Improvement Long-Range Projects

Homer Greenhouse: Homer’s growth in population and area, the importance of tourism to the local economy, and increased community requests for beautification illustrate the need for a new greenhouse capable of producing 100,000 plants annually. In addition to spring planting, the greenhouse can be used to grow hanging baskets for the Central Business District; poinsettias, etc. for the winter holiday season; and shrubs and trees for revegetation and park improvements. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

Cost: \$400,000 Priority Level 3

Public Market Design and Financing Plan: This project will facilitate implementation of a recommendation in the City’s Comprehensive Economic Development Strategy discussed in both the “Agriculture” and “Downtown Vitalization” sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. The project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

Cost: \$60,000 Priority Level 3

UTILITIES

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

Cost: \$400,000 Priority Level 3

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

Cost: \$1,000,000 Priority Level 3

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

Cost: \$16,750,000 Priority Level 3



Capital Improvement Long-Range Projects

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

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

Cost: Design—\$500,000 Construction—\$4.5 M Priority Level 2

STATE PROJECTS

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

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



Capital Improvement Appendices

- **CIP Development Schedule**
- **Resolution 14-093**
- **City of Homer Financing Assumptions**



Capital Improvement Appendices

**CITY OF HOMER
2016-2021 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2017 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council approval of schedule	May 11, 2015
Solicit new/revised project information from City departments, local agencies and non-profits	May 11
Input for new draft requested by	June 30
Prepare and distribute draft CIP to City advisory groups for review and input. (Administration compilation of draft CIP June 30-July 8)	(Meeting dates): Planning Commission July 15, August 5
	Parks and Recreation Commission August 20
	Port and Harbor Commission July 22
	Library Advisory Board August 12
	Economic Development Commission July 14, August 11
	Public Arts Committee August 13
Administrative review and compilation	August 15 - August 20
City Council worksession to review proposed projects	August 24
Public Hearing on CIP/Legislative request	September 14
Consideration of resolution by City Council	September 28
Adoption of resolution by City Council	October 12
Administration forwards requests for Governor's Budget	October 2016
Distribution of CIP and State Legislative Request	October 2015 & January 2016
Compilation/distribution of Federal Request	February 2016



Capital Improvement Appendices

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 14-093

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2015-2020
CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT
LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2016.

WHEREAS, A duly published hearing was held on September 8, 2014 in order to obtain
public comments on capital improvement projects and legislative priorities; and

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

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of
Homer Capital Improvement Plan 2015-2020" is hereby adopted as the official 6-year capital
improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified
as priorities for the FY 2016 State Legislative Request:

1. Water Storage/Distribution Improvements
2. Public Safety Building
3. Harbor Sheet Pile Loading Dock
4. Fire Department Fleet Management Plan
5. East to West Transportation Corridor

BE IT FURTHER RESOLVED that projects for the FY 2016 Federal Legislative Request will
be:

1. Deep Water/ Cruise Ship Dock Expansion, Phase 1
2. East Boat Harbor

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate
State and Federal representatives and personnel of the City's FY 2016 capital project priorities
and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by the Homer City Council for the City of Homer on this 13th day of
October, 2014.



Capital Improvement Appendices

Page 2 of 2
RESOLUTION 14-093
CITY OF HOMER

44
45
46
47
48
49
50
51
52
53
54
55
56
57

ATTEST:


JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER


MARY E. WYTHE, MAYOR



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 six-mill property tax limitation precludes utilizing General Fund operating revenue to fund 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.
5. 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.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

City Manager's Report

TO: Mayor Wythe and Homer City Council

FROM: Katie Koester, City Manager

DATE: July 27, 2015

SUBJECT: City Manager's Report

Demand for Recovery of Preference Payments (Buccaneer)

City Attorney Klinkner sent a response to the letter soliciting re-payment of services Buccaneer incurred at the Homer Port and Harbor on June 30. In the letter, Attorney Klinkner demonstrates that the payments were for debt incurred by Buccaneer in the ordinary course of business and thus exempt. I am hopeful that many of Homer's small businesses that are affected can make the same claim. See attached letter Re: Buccaneer Resources

Interest in Re-opening West Eagle Site for Oil and Gas Exploration

The Department of Environmental Conservation sent the City notice that they have begun review of an Oil Discharge Prevention and Contingency Plan for Aurora Gas, LLC at the West Eagle site. A copy of their draft review plan will be submitted to the Clerks at City Hall on July 31 and available for public review and comment for 30 days. Yes, this is the same site Buccaneer abandoned in early 2014 twenty miles out East End Road off of Basargin. See attached letter from DEC Re: Aurora Gas, LLC Oil Discharge Prevention and Contingency Plan for Cook Inlet Area Operations.

Town Hall

We had great participation on Monday July 20 at the Town Hall, despite the beautiful weather. About 100 people attended and gave input on the level of importance and the level of service for City services. There were also some interesting responses regarding revenue generation. Staff will prepare a presentation on the Town Hall and online survey during the Committee of the Whole August 10. In the meantime, people can still share their opinion and priorities online by taking the brief 'closing the gap' survey. Survey will be open through August 4th.

Bryan Hawkins appointment to the Cook Inlet Harbor Safety Committee

Port and Harbor Director Bryan Hawkins was appointed to a 3-year term on the newly formed Cook Inlet Harbor Safety Committee (HSC). The HSC was born out of a Cook Inlet RCAC risk assessment for Cook Inlet commissioned after the Seabulk Pride grounding in 2006. The HSC is a group of industry professionals that will advise the USCG Captain of the Port on specific maritime safety issues. This management method has proven to be very effective in other major US waterways. The City is pleased to have representation on the Committee that can

keep protecting Kachemak Bay and Cook Inlet a top concern given the large volume of vessel traffic and sensitive cargo it carries. See press release from Cook Inlet HSC.

Fleet Reserves

A number of emergent needs have surfaced for the fleet reserves. This is concerning, because reserves have not been funded in 3 years. In some cases, the purchase would wipe the reserve fund out. In others, there is not even enough in the fund to cover debt repayment on existing purchases. The impact of not funding the reserves is being felt, and at time when meeting the operating budget expenditures will be challenging. It would be my preference to deal with these equipment replacement issues in 2016 with the passage of a new budget. However, in some cases, it will be very expensive, inconvenient and inefficient to wait.

Dump Truck

Public Works is in desperate need of a new dump truck after their second truck they have been nursing along finally quit on them. Public Works Superintendent Gardner outlined options in the attached memo.

Amount in Public Works Fleet Reserve: Negative \$42,801 (street sweeper payment)

Ambulance

For the last few years a replacement ambulance (\$180,000) has been on the Capital Improvement Plan. The HVFD has secured partial funding from a State of Alaska Code Blue grant (\$70,000). Chief Painter was informed that Code Blue has additional funds they could put towards the ambulance (estimate not to exceed \$25,000), however they need a commitment from the City that we could come up with the remaining \$85,000 (50%).

Amount in Fire Fleet Reserve \$116,998

Police Car

According to best practices, the City should be buying one new vehicle annually to maintain the fleet. As you know, the City has not been able to maintain that replacement schedule in a long time; consequently the Department is running vehicles with well over 100,000 miles on them. This is almost unheard of in the public safety business. The City is replacing engines, transmissions and other major parts to keep these old vehicles on the road.

Amount in Police Fleet Reserve: \$17,031

Beach Policy Recommendations

The Parks and Recreation Advisory Commission has been working for months on Beach Policy recommendations. They presented these to the Council at the June 29th meeting. Recommendations regarding dog waste and the Western Hemisphere Shorebird Reserve have been brought forward by Councilmembers at this meeting. However, the Commission is requesting leadership from the Council on the most controversial issue, vehicle use.

The Commission's recommendation is to close the beach to vehicles. Staff can write a resolution for Council to amend the Beach Policy to do this, which would be followed by a technical ordinance at a later date from the City Attorney. If a Councilmember would like to sponsor such legislation, please let me know and staff will work on draft language.

Float Debris

This spring members of the public brought to the City's attention a number of floats that had washed up on area beaches. The floats were from the Seldovia and Homer Harbor float replacement projects. Floats were given by the contractor hired to do the replacement to members of the public who did not secure them appropriately. In response, the City placed a dumpster above the commercial barge ramp for the public to place flotation debris and encouraged people to contact the Harbormaster if disposing of large debris to coordinate proper disposal.

Recently, the City touched base with Ginny Litchfield from the Division of Habitat who has surveyed the Bay for debris. She reported that much of the debris has been cleaned up and appreciated the disposal help from the Harbor and efforts of the public and cleanup. Habitat is taking an inventory of any remaining float debris. In turn they are directing people who have brought in debris to contact the Harbormaster's office to coordinate proper disposal. In the fall we will have an opportunity to reassess the situation. It has been a collaborative process. I appreciate the effort of Habitat and the individuals around the bay who have taken the initiative to bring the debris to a proper resting place in the landfill.

Next Time

Port and Harbor Director Hawkins has instituted policy for float replacement projects to avoid this problem in the future. All city float projects will require the contractor to:

- Remove old floats from the Harbor for 3 weeks to kill any growth
- Remove un-coated Styrofoam – dispose of in landfill
- Replace floatation with coated sealed billets

The contractor will be responsible for meeting these requirements or disposing of the floats in the landfill. It is a delicate balance, if floats are thrown away the Harbor gets criticized for not letting them be repurposed.

Lillian Walli Land Sale

Staff is moving forward with the necessary steps to sell the 7 City of Homer properties in the Lillian Walli subdivision. We have done title searches on the property and are waiting for them to be appraised. Estimate is that I will be able to bring a Resolution outlining the terms and conditions of the sale and initiating the process at the second meeting in August.

Open Government Software

Finance Director Li has looked into open government software as a way to provide financial data on the City website in the interest of more responsive and transparent government. Open government software is internet (cloud) based software that displays financial data on the City website.

Benefits of "OPEN DATA"

1. Makes government data more user friendly and intuitive for both internal and external clients

2. Makes data more transparent; increases efficiency for users as well as data providers; and sparks creativities for employing more ways of using data.
3. Promotes a higher level of engagement and trust with constituents

Director Li is proposing to contract with a firm, Socrata, for a 6-month pilot project at a promotional rate (\$3000), after which we would decide if the service is useful to the public and we have the capacity to maintain it.

Enc:

City Attorney letter Re: Buccaneer Resources

Letter from DEC Re: Aurora Gas, LLC Oil Discharge Prevention and Contingency Plan for Cook Inlet Area Operations

Cook Inlet Harbor Safety Committee Press Release

Memorandum 15-123 Dump Truck Replacement from Public Works

Memorandum 15-122 Update on Cost Savings for City Buildings Switch to Natural Gas

Non-objection letter to Homer Soil and Water Conservation District

Homer Foundation History/Report