



AGENDA

ADA Advisory Board Regular Meeting

Thursday, July 13, 2023 at 5:00 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

Zoom Webinar ID: 998 6324 0301 Password 404451

<https://cityofhomer.zoom.us>

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

1. CALL TO ORDER, 5:00 P.M.

2. AGENDA APPROVAL

3. PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA (3 Minute Time limit)

4. RECONSIDERATION

5. APPROVAL OF THE MINUTES

5. A. Unapproved Meeting Minutes

Unapproved Regular Meeting Minutes for June 8, 2023

page 3

6. VISITORS/PRESENTATIONS

6. A. City of Homer Capital Improvement Plan & Legislative Request FY2025

Jenny Carroll, Special Projects & Communications Coordinator

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7. STAFF & COUNCIL REPORT(S)/COMMITTEE REPORT(S)

7. A. ADA Coordinator Report ADA 23-013

page 84

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9. A. Status of Advocacy Efforts for ADA Compliance in Homer

9. B. Developing a Strategic Plan & Goals

Memorandum ADA 23-014

page 90

9. C. Scheduling Site Visits for City Trails Transition Plan

Memorandum ADA 23-015

page 93

10. NEW BUSINESS

10. A. City of Homer Capital Improvement Plan & Legislative Request FY2025 **see page 8**
Memorandum from Special Projects & Communications Coordinator as backup
10. B. City of Homer Facilities Transition Plan – Amended **page 103**
Memorandum ADA 23-016 from ADA Coordinator as backup.
10. C. City of Homer Parks, Play Areas and Campgrounds v2 Draft **page 135**
Memorandum ADA 23-017 from ADA Coordinator as backup

11. INFORMATIONAL MATERIALS

11. A. ADA Annual Calendar 2023 **page 161**
11. B. City Manager’s Report
CM Report for June 12, 2023 City Council Meeting **page 162**
CM Report for June 26, 2023 City Council Meeting **page 173**
11. C. City of Homer Monthly Newsletter
July 2023 Newsletter **page 177**

12. COMMENTS OF THE AUDIENCE

13. COMMENTS OF THE STAFF

14. COMMENTS OF THE MAYOR/COUNCIL MEMBER (If Present)

14. COMMENTS OF THE COMMISSION

15. ADJOURNMENT

The next regular meeting is **Thursday, August 10, 2023 at 5:00 p.m.** All meetings are scheduled to be held in City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, 99603 and via Zoom webinar.

1. CALL TO ORDER, 5:00 P.M.

Session 23-04 a Regular Meeting of the ADA Advisory Board was called to order by Chair Donna Aderhold at 5:00 p.m. on May 11, 2023, from the Cowles Council Chambers, City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

PRESENT: BOARD MEMBERS ADERHOLD, PARSONS, SAFRA, SORTER AND THORSRUD

ABSENT: BOARD MEMBERS GEISLER (excused)

STAFF: ADA COORDINATOR KRAUSE, CITY CLERK JACOBSEN

2. AGENDA APPROVAL

PARSONS/SAFRA MOVED TO APPROVE THE AGENDA

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

3. PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA

Pat Case, city resident, commented regarding the college ramp issue and suggested an aluminum caged ramp that would bolt into the concrete and cover the grate. He also commented regarding advocacy to inform the public to watch out for pedestrians at the crosswalks.

4. RECONSIDERATION

5. APPROVAL OF THE MINUTES

- 5. A. Unapproved Meeting Minutes
Unapproved Regular Meeting Minutes for May 11, 2023

PARSONS/SORTER MOVED TO APPROVE THE MINUTES

There was brief discussion noting the reference to \$60 billion should be read about \$60 billion, because it's a little less than that amount.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT(S)/COMMITTEE REPORT(S)

7. A. ADA Coordinator Report ADA 23-011

ADA Coordinator Krause reviewed her report that was in the packet. Board Members signed up to report at upcoming Council meetings, and there was brief discussion regarding the status of the doors into the downstairs of City Hall. There isn't a plan currently to add automatic doors, but there is work being done on the threshold so the door will open more easily.

Chair Aderhold requested an updated facility transition plan at their next meeting to review what's been accomplished.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

9. A. Status of Advocacy Efforts for ADA Compliance in Homer

Board Member Safra commented she met with Jan Knutson at Homer Chamber of Commerce, and Devony Lehner from the Independent Living Center (ILC). She shared statistics comparing people with disabilities making about 3.4 trips per year compared to the able bodied population that makes about 3 trips per year with the difference in spending at about \$500 more per person with disabilities than without. She and Jan discussed doing an educational presentation in the fall after the 2023 tourist season is over and owners of the hospitality businesses are available. Goals of this effort would be to put a designation symbol and a section in the 2024 visitor's guide for businesses that are accessible, as well as providing information to businesses on barrier removal, and ways to promote accessible features. She shared some of their proposed planning ideas to make it a fun and exciting event for the businesses. Ms. Safra also noted the ILC's Accessible Homer webpage and an idea to combine to roll that over to the Chamber as one of their pages.

There was discussion on what the ADA Advisory Board's role would be. Ms. Safra explained she'll be meeting with Ms. Knutson again to discuss a date and venue, then she'll have more information. They touched on noticing the event and that event planning would need to be done at their meeting, ways to engage with the Economic Development Advisory Commission, and reporting to Council.

In response to the public comment regarding crosswalks, it was suggested an appropriate step would be addressing Council and encouraging them to have the City involved with these discussions, as it would go a long way. An example it was noted where Chief Robl commented on a KBBI Coffee Table about how to share the road with bicyclists during Bike to Work Week recently. Repainting crosswalks and signage is important for the visual recognition of crosswalk locations.

There was also conversation regarding childcare advocacy for ADA accessibility needs that are beyond wheelchair accessibility. Autism was used as an example of a need that was shared to emphasize the need for expanded accessibility in childcare.

9. B. Developing a Strategic Plan & Goals
Memorandum ADA 23-012

ADA Coordinator Krause reviewed her memo that summarizes previous discussion and desired action by the Board.

There was discussion regarding adding a goal to prepare and review ADA Transition Plans. It was suggested that information in the Values, Roles & Responsibilities section might address that. There was support in adding it as a specific goal.

Chair Aderhold suggested changing goal 1 to read Advocate for ADA Compliance within the City with City Projects, then add under it reviewing the Capital Improvement Plan with a lens for ADA compliance within appropriate projects. The board discussed this and the need for the City to have involvement when things are being constructed to ensure they are compliant, and the importance of doing more because it's right instead of just doing the minimum.

ADA Coordinator Krause said she could have a revised draft for review at their next meeting.

PARSONS/THORSRUD MOVED TO POSTPONE THE STRATEGIC PLAN AND GOALS DOCUMENT THE JULY MEETING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

9. C. Scheduling Site Visits for City Trails Transition Plan

ADA Coordinator Krause reviewed her conversation with Economic Development Manager Engebretsen who requests this be postponed until after the draft Transportation Plan comes before the Board for review. The plan will help the Board in choosing which trails to consider.

The Board addressed the Poopdeck Trail and Calhoun Trail as trails they should look at. The library trail on the western lot is planned for improvement through a grant. Poopdeck is identified as a pedestrian and bike trail, based on its signage and pedestrian routes need to be compliant to the extent possible. It's an important corridor to a lot of people, it's full of barriers that can easily be removed, yet they remain. It was noted there is a narrow section that's next to private property that creates an issue. There was also discussion of the Beluga Trail Boardwalk being non-compliant and one that members are interested in addressing. There is hesitancy to keep postponing this discussion, when there are areas that can be addressed fairly easily.

The group discussed staff capacity to begin site visits. Board members shared their availability and ADA Coordinator Krause said she will coordinate with staff and report back. It was requested that a map of City's trails be provided, that will be a good place to start.

Board Member Parson's requested they look at whether they want to schedule a September meeting as an upcoming agenda topic.

10. NEW BUSINESS

11. INFORMATIONAL MATERIALS

11. A. ADA Annual Calendar 2023

11. B. City Manager's Report
CM Report for May 22, 2023 City Council Meeting

12. COMMENTS OF THE AUDIENCE

Pat Case, city resident, commented regarding the All Persons Trail not being fully compliant, that it was built for wheelchairs and connects to the Beluga Trails, and the transitions are horrendous. He also commented regarding survey work he's doing related to ADA accessibility and disturbing results related to curb cuts at the intersection of Main Street and Pioneer Avenue. He requested when the sidewalk goes in down Main Street to the bottom that the curb cut be repaired.

13. COMMENTS OF THE STAFF

There were no staff comments.

14. COMMENTS OF THE COMMISSION

Board Member Sorter shared her appreciation with these meetings and touching on the umbrella of disability and accessibility, she looks forward to more discussion on advocacy efforts. She shared regarding a friend walking on a trail with a stroller and it tipped over, and the importance of accessibility for all people.

Board Member Thorsrud shared her pleasure with these meetings and thanked staff for their quality work. She stressed the need to look beyond wheelchairs, because there are other accessibility items that assist with mobility.

Board Member Safra shared appreciation for staff. She commented that many disabilities are not wheelchair related, and with an aging population there is a need for appropriate benches with backs and spaced appropriately. These are things the City can do and the Board can advocate for, and she looks forward to making this a better place.

Board Member Parsons commented the City needs an ADA compliance professional expert on staff to be able to look at these things that are engineering matters. We heard a specific concern from an audience member near a sidewalk at Fairview and Main, and that a similar design will be implemented on an upcoming project. He asked how they are to share that information with people who can make that change.

Chair Aderhold shares the same concerns about who to contact. ADA Coordinator Krause said she will alert Public Works Director Keiser. Ms. Aderhold continued she's observed the issues that have been mentioned. She thanked everyone for their time.

15. ADJOURNMENT

There being no further business to come before the Board, Chair Aderhold adjourned the meeting at 6:38 p.m. The next regular meeting is Thursday, July 13, 2023 at 5:00 p.m. All meetings are scheduled to be held in City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, 99603 and via Zoom webinar.

Melissa Jacobsen, MMC, City Clerk

Approved:_____



City of Homer

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Administration

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Memorandum

TO: City of Homer ADA Advisory Board
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: July 7, 2023
SUBJECT: City of Homer Draft 2024-29 Capital Improvement Plan (CIP)

- I. Issue:** The purpose of this Memorandum is to present the City's draft 2024-29 CIP for review and consideration by the ADA Advisory Board.
- II. Background:** The CIP is the City's six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects) that result in a fixed asset with an anticipated life of at least three years.

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

Projects in the CIP are organized in four sections:

- 1) Legislative Priority Projects are a short list of high priority *City of Homer projects* which are selected by City Council for promotion to State representatives for capital funding assistance, as well as the Federal appropriations process, in which projects must meet nuanced eligibility criteria set out by the appropriations committees, and be selected to move forward in the process to possibly be selected for Federal funding.
- 2) Mid-range projects which may be initiated within the next six years;
- 3) Long range projects; and
- 4) A section for State and local non-profit projects that benefit the Homer community.

Projects being proposed for inclusion in the CIP are in a separate section. They require City Council approval to be added to the CIP. The projects in the Proposed New Project Section are in extremely draft form. I am awaiting input from staff to complete the project descriptions.

The CIP is updated annually. I will give a presentation on the CIP at the July 13, 2023 ADA Advisory Board meeting.

III. Requested Actions:

- **Review the draft 2024-2029 CIP in your packet.** The draft CIP is a work in progress. Substantive updates and/or recommended changes from last year's CIP (to date) are indicated in red font.
- **Discuss and provide input on specific changes or updates you would recommend for current or new projects to Advisory Board Chair and/or Renee Krause.**

- **Be prepared to take the following actions at the next ADA Advisory Board meeting, August 10, 2023:**
 - Pass a motion naming **three projects** the Board recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Committee's #1 and #2 Federal Legislative Priority projects.
 - Any ***City*** project in the CIP is eligible.
 - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
 - Additionally, the Commission may choose to pass motion(s) that
 - Propose a new project be added to the CIP (a project nomination form is provided in your packet should the Commission want to propose a new project.)
 - Supports or opposes projects proposed to be added or removed from the CIP.

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession on August 28. The CIP will remain a draft document City Council formally adopts the CIP via Resolution in September 2023.



City of Homer

**Draft 2024-2029
Capital Improvement Plan**

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



September 23, 2024

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2024 through 2029 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2023-2028 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

The City updates the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Rob Dumouchel
City Manager



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Funded Projects from the 2023-2028 Capital Improvement Plan

The City of Homer is pleased to report that the following projects have been completed:

Ben Walters Lane Sidewalk Facility

\$1.7M allcoted in the City of Homer FY24/25 Capital Budget for construction.

Other Orgnaizations: SPARC: Flooring Replacement

The following projects have been partially funded:

Homer Harbor Expansion

\$3M in local, State and Federal funding was secured to complete funding for the USACE General Investigation.

Fire Department Fleet Management

Partial completion with purchase of a Ladder Truck utilizing funds approved from FY23 Capital Budget.



Introduction: The Capital Improvement Program

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

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

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Provide a written description and justification for projects submitted for State funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for funding capital projects as part of the biennial budget process.
- Understand the impact of new capital projects on maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a general target construction schedule. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, however, such inclusion does not indicate that the City intends to provide funding for the project. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The six-year plan is updated annually in accordance with a planning schedule approved by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the process.

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

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

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



Integration of the CIP With Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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



Legislative Request FY2025

**City of Homer FY2025 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 23-XXX**

List of Legislative Priority projects will be updated after City Council selections.

1. Homer Harbor Expansion
2. Slope Stability & Erosion Mitigation Program
3. Pioneer Avenue Gateway Redevelopment:
Multi-Use Community Center
4. Karen Hornaday Park Public Restroom Facility
5. Homer Harbor Critical Float System Replacement:
Float Systems 4 & 1
6. New Public Works Facility
7. A-Frame Water Transmission Line Replacement
8. Homer Spit Erosion Mitigation

FY 2025 - DRAFT Document



1. Homer Harbor Expansion

Project Description & Benefit: This project proposes to expand Homer Harbor by constructing a new harbor basin for large vessels to the north of Homer's existing Port and Harbor. The expanded harbor will correct navigational safety hazards posed by overcrowding in Homer's current small boat harbor, meet moorage demands of the marine transportation sector on which forty-seven non-road connected Alaskan communities, and regional industries, the Port of Alaska and internationally significant commercial fisheries depend. It's design could have the potential to advance national security interests and be a backup port for marine transportation and cargo handling which is critical for Alaska's resilience and recovery in the event a major disaster disables the Port of Alaska.

Currently, large vessels are moored at System 4 and System 5 transient floats in Homer's Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two or three or more abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.

- The new facility fills unmet moorage, maintenance and repair needs which currently send Alaska's marine industrial, cargo and commercial fishing fleet to ports in the Lower 48 due to their overall size, draft, and simply lack of moorage space. Data show that 63% of Alaska homeported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska's marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project will also meet the US Coast Guard's long-term mooring needs for the Arctic Security and Search & Rescue missions. The large vessel harbor will be built to USCG specifications for layover and repair of fast cutters and other assets deployed to the Arctic.

Centrally located in the Gulf of Alaska, Homer's Port & Harbor is the region's only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance, and is the marine industrial and transportation system hub for central and Western Alaska.

Plans & Progress: An earlier feasibility study (funded by the City, State of Alaska DOT, and Army Corps of Engineers (USACE) was put on hold in 2009 because preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding. High demand and favorable changes in cost drivers since prompted the City and USACE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program grant in 2019. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) commencing March 2023.

Estimated Project Cost: \$278,000,000
 General Investigation: \$ 3,000,000 (Secured)
 Construction Estimate: \$275,000,000
 FY2025 State Request: \$ 46,000,000
 FY2025 Federal Request: \$183,000,000
 City of Homer Match: \$ 46,000,000



Port expansion adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It will relieve large vessel congestion in the small boat harbor as shown below..



Funding Secured	Prior to July '23	FY24	FY25
GI USACE	\$300,000	\$600,000	\$600,000
GI COH match	\$150,000	\$300,000	\$300,000
GI SOA match	\$150,000	\$150,000	\$150,000



2. Slope Stability & Erosion Mitigation Program

Project Description & Benefit: Instability of steep slopes and coastal bluffs present hazards to Homer’s natural and built environment. Their instability is due in large part to the movement of both surface water and ground water. When these waters combine, they saturate the soil, which makes the soil particles “slippery” and creates potential for slumping. The annual freeze-thaw cycle further exacerbates erosional loss. An increase of impervious surfaces due to commercial and residential development booms also contributes to coastal erosion. When stormwater quickly exits developed areas, discharge events downgradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

Erosional impacts include homes that have slid down steep slopes, forcing abandonment. Roads have failed, and with them water/sewer, electrical and natural gas distribution line infrastructure, requiring emergency repairs to restore access. This is a problem affecting both the City and the State of Alaska, as multiple state highways have been, and are continuing to be, adversely affected by slope instability – including the Sterling Highway, Homer’s only road connection to the rest of mainland Alaska and Kachemak Drive, a tsunami evacuation route and connector road for commuter, recreational and commercial traffic to Homer’s regionally active Port and Harbor facility on the Homer Spit.

After studying how these waters collectively affect steep slopes and coastline erosion, the City developed innovative mitigation plans for four projects. Together they form the City’s Green Infrastructure Slope Stability & Erosion Mitigation Program. They include (1) Kachemak Sponge Wetland Treatment System, a nature-based infrastructure project that protects private and public properties as well as state-owned Kachemak Drive by acquiring using natural wetlands to collect and treat storm water. The project mitigates flooding and coastal erosion as well as recharges valuable peatlands. (2) Baycrest Storm Drain Conveyance and Treatment System protects the state-owned Sterling Highway and downhill properties by mitigating flooding and coastal erosion. This project features a micro-hydro energy generating unit. (3) Beluga Lake and (4) Beluga Slough Wetland Treatment Systems also use natural wetlands to manage storm water, protecting two state-owned roads, Main Street and Sterling Highway. They also protect the water quality of Beluga Slough and Beluga Lake, important habitat for shorebirds. Together, these projects will protect and recharge valuable peatlands, protect water quality, conserve critical moose and waterfowl habitat and mitigate coastal erosion for the long term.



The Slope Stability Program utilizes nature based and low impact development techniques to mitigate erosional damage and protect water quality.

Plans & Progress: The Kachemak Sponge and Beluga Slough systems are Phase 1 and are underway. The City completed preliminary water quality, flow rate and peatland data collection. Design work and initial appraisals of peatlands to be acquired for the Kachemak Sponge project is complete. **Federal IIJA funds from a FY23 NOAA grant will assist with peatlands acquisition. The City also secured a FY23-25 Alaska Clean Water Act grant for the Beluga Slough Storm Water Treatment System.**

Project Cost (Phase 1): \$5,028,791

Kachemak Drive Wetland Treatment System	\$4,388,791
Beluga Slough & Bishops Beach Stormwater Treatment Systems	\$ 690,000
Total Phase 1 Cost:	\$5,028,791
City of Homer grant & match funds secured	\$1,845,310
FY2025 State Request Beluga Slough:	\$ 429,484
FY2025 Federal Request Kachemak Sponge:	\$2,799,381

Funding Secured	Prior to July '23	FY24/25
COH Data Collect	\$ 180,000	-
Kachemak Sponge		
NOAA IIJA grant	\$1,171,410	-
COH HART Road	-	\$418,000
Beluga Slough		
FY23-25 ACWA grant	\$ 11,866	\$ 141,441
COH HART Road	\$ 81,313	-
COH In-kind	\$ 25,896	-



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

Awaiting City Council HERC worksession for project update.

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

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

Over the years, the City has performed a variety of structural and feasibility analyses. However, contamination in the two former school buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The building is in a state of disrepair; it is only a matter of a few years before it can no longer be utilized for recreation or for City maintenance and community recreation staff currently housed in the building. The next steps to accomplishing the community goal of a new facility is twofold: finalizing design and site cleanup.

Plans & Progress: In 2018, a City Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the current building. The retrofits needed to bring the building into modern code compliance exceeds the cost of new construction. In September 2021, the City expended \$49,964 to update the recreation needs analysis, engage the public and produce concept designs and construction cost estimates for different options for a new multi-use center. This was a big step towards refining the scope of the project and moving it forward.

The next step is finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance. In spring of 2022, the City determined the smaller of the two former school buildings was unsafe for occupancy, and began planning demolition of that building. The City will proceed with demolition of the smaller building while planning for a new community facility. **FY24/25 Cap budget allocates \$311,216 in Natural Gas Free Main Allowance funds**

Total Project Cost: \$15,795,666

FY24

Phase 1: Abate HazMat \$ 176,377

Phase 2: Demolish HERC2 \$ 78,094

Final Design &
Feasibility Study \$ 350,000

FY25

Phase 3: Demolish HERC1 \$ 191,195

Construction \$ 15,000,000

FY25 State Request:

Phase 1, 2 & 3 \$ 350,000

(City of Homer Match: \$ 445,666)

FY25 Federal Request:

Phase 3 \$15,000,000



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



4. Karen Hornaday Park Public Restroom Facility

Project Description & Benefit: Karen Hornaday Park is Homer’s largest, most diverse public recreation space. At 40 acres in size, it offers a wide variety of activities, including camping, ballfields, playgrounds and two public pavilions with picnic facilities, barbecue grills and campfire circles. For those looking to relax, the park offers benches to view Kachemak Bay and the surrounding mountains and glaciers, as well as access to a more intimate, natural area along Woodard Creek on the park’s eastern boundary. The park hosts an estimated 92,000 user days each year. This includes Little League participants and spectators, plus general use park visitors and attendees of small gatherings and large events that reserved the park annually, such as reunions, the Scottish Highland Games festival and concerts.

The Karen Hornaday Park Master Plan, first approved in 2009, is outdated. Development of a new plan by the Park, Arts, Recreation and Culture Advisory Commission and adoption by City Council is underway. The plan will develop a site plan and designs for two high priority park needs to improve safety and provide accessibility: an entry road, parking area and accessible pathway to park amenities and public restrooms facilities. Significant volunteer efforts and HART Program funding in 2017 constructed two new footpaths providing pedestrian access to the park along Fairview Avenue on the southern border of the park and from Danview Avenue. Neither of these trails are ADA accessible and they do not address safety issues of children running across the road from the parking lot to access the park.

The highest need is an ADA accessible public restroom facility. The former restroom facility was demolished in 2020 due to safety concerns. The physical structure had deteriorated over the years. Its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The portable toilets currently provided are inadequate to support the needs of the

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer’s premier public park. The first step of the current project is to create a new Park Master Plan, extend water/wastewater utility to the site selected for the public restroom and construct the restroom facility. The second phase will be road, parking lot and accessible trail construction.

Project Cost (Phase 1): **\$1,080,000**

Master Plan Update: **\$ 50,000**

Water Sewer Utility Extension: **\$ 530,000**

Restroom Construction: **\$ 500,000**

FY25 State Request: \$500,000

(City of Homer Match: **\$580,000**)



Public restroom facilities and safe, accessible pedestrian access for the many park users is lacking in the park.

Funding Secured	FY24	FY25
Park Master Plan		
COH General CARMA	\$ 50,000	-
Public Restrooms		
COH HAWSP	\$ 10,000	\$150,000
COH GF Balance	\$ 20,000	\$350,000





5. Homer Harbor Critical Float System Replacment: Float Systems 4 & 1

Project Description & Benefit: System 4 is made up mostly of floats that were constructed in 1964 for the original Homer Harbor. In the 2002 Transfer of Responsibility Agreement (TORA) project, those original floats were moved to create System 4. Within two years, the System's 207 slips for vessels ranging in size from 24 feet to 60 feet in length and over 1,000 linear feet of transient moorage was filled to maximum capacity. System 4 provides dockage for the Seldovia Fast Ferry *Kachemak Explorer* for passenger and freight loading. System 4 has two accessible gangways on ramps 6 and 7 and is supported by a public restroom and public fish cleaning station located at the top of ramp 6.

The 1964 timber floats are 30 years beyond their engineered life expectancy and should be replaced before they are condemned and need to be decommissioned. Major maintenance (adding flotation to the end of main floats and replacing timber piles, decking, and stall floats) has allowed continued use of these floats. Despite these efforts, many conditions have combined to produce a critical loss of structural capacity. Bullrails, used for securing mooring lines, are cracked or deteriorated; older timber piles have areas of rot; flotation foam has disintegrated throughout these floats, reducing freeboard, which ultimately reduces load capacity and increases rates of corrosion. The lack of flotation and deteriorated structural members makes the entire main float lists to one side; snow has to be removed in the winter to prevent sinking. Lack of flotation also causes the stall floats to be unstable or bouncy when walking on them, resulting in a potential safety hazard. Parts of System 1 dates back to 1986 The lack of freeboard flotation, concrete and timber deterioration and broken structural elements at end floats and failures in some headwalk floats likewise puts these components of System 1 in critical to serious categories.

Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023. It recommended replacing floats categorized as serious and critical and upgrading shore power, fire suppression and potable water. AAA float can be expanded towards the load and launch ramp to open up narrow fairways between the floats, giving vessels more room to safely navigate between the float systems. The City submitted a Federal grant application for FY23 Port Infrastructure Development Program funds to assist with design, engineering and construction. State matching funds help leverage federal dollars in support of Homer's regionally critical port infrastructure.

Total Project Cost:	\$59,289,547
FY25 State Request:	\$ 6,077,178
FY23 Federal PIDP Request:	\$47,135,190
City of Homer Match	\$ 6,077,179



System 4 floats to be replaced.



The Headwalk Float AAA is warped, suggesting a failure in the structural members below the deck and lack of flotation..



Low freeboard resulting in submerged pile collar.
Decking has rot and hardware connections protrude through it.



6. New Public Works Facility

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

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

Based on a needs assessment, the new facility would require a 4.6 acre site. Ideally, the site would be located within or close to the Central Business District, and be compatible with adjacent land uses. The facility will be sized to provide for current and future administrative and customer support services; road, drainage, building, water, sewer, motor pool maintenance activities; and equipment/materials storage

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

Plans & Progress: This project will most likely be completed in three phases consisting of concept design and property acquisition followed by full design and construction. The proposed time frame is to purchase property in 2023; design the facility in 2024-25 and begin construction in 2026. Availability of funding would adjust these time periods.

Total Project Cost: \$11,377,750

Schedule: 2024

2023: Property Acquisition \$ 600,000

2024-2025: Facility Design \$ 828,500

2026-27: Construction \$9,949,250

FY25 State/Federal Request: \$9,949,250

City of Homer Match: \$1,428,500



The City of Homer Public Works department's equipment and fleet and personnel have outgrown the current facility, which is also located in a tsunami inundation zone.

Funding Secured	FY24	FY25
Property Acquisition		
COH Land Reserves	\$ 600,000	-



7. A-Frame Water Transmission Line Replacement

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

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

Replacing the cast iron pipes with HPDE pipes protects this critical water utility infrastructure from seismic damage, and significantly mitigates potential life, health and public safety losses associated with a major earthquake event. Loss of supply in the area’s sole drinking water utility would have a devastating impact on overall public health and safety, fire protection capability and the economy. To mitigate the likelihood of a catastrophic break that would disrupt water supply and smaller ruptures that could compromise water quality, the obsolete cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

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

Plans & Progress: The City’s FY24-25 Capital Budget allocates \$90,000 to complete the design for the distribution line. This project, combined **under consideration for a Federal appropriation.**

Total Project Cost: \$804,092

Design: \$90,000

Construction: \$714,092

FY25 State/Federal Request: \$634,274

City of Homer Match: \$ 160,818

Funding Secured	FY24
Design	
COH Water CARMA	\$ 90,000



Replacing the water transmission line is critical for the life, health and safety of residents who rely on the system for delivery of residential and commercial potable water.



8. Homer Spit Coastal Erosion Mitigation

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

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat. While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT&PF armored the highway in two emergency revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

Erosional damage on the Spit is undermining the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway. The road is also an essential tsunami evacuation route. If left unchecked, erosion will ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska, including the commercial fishing industry and the marine trades. Erosion is actively undermining public recreational facilities and private commercial enterprises to the point that properties have been abandoned or condemned. A coordinated, long-term maintenance plan is needed.

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

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

The project should progress in phases. Phase 1 is USACE authorization to implement the Dredged Material Management Plan with harbor dredge materials to immediately mitigate erosional damage impacting the Spit Road and property, while concurrently, initiating Phase 2: revetment engineering and design through a USACE General Investigation. Phase 3 is construction.

Phase 1 & 2 Project Cost: \$3,960,000

Phase 1: Beach Renourishment Authorization, dredging and placing materials: \$960,000

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

FY25 State Request \$1,980,000
(City of Homer match: \$ 480,000)

FY25 Federal Request \$1,500,000



Example of recent active erosion on the Homer Spit.



9. Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer's emergency services space needs. Initial plans to correct building and space inadequacies called for co-locating the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion plans for the Fire Department.

In the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets, but nothing was done to address inadequate facility space or increased demands on service requirements.

The current fire station was built in the early 1980's. It has five bays to hold four fire trucks and two ambulances. Vehicles are double-stacked in the bays with barely enough room for a person to move between the trucks, much less accommodate new, modern fire apparatus, which are longer and wider than the vehicles the bays were originally designed for. Storage, training, parking and apron space are also very limited. Expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

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

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

Total Project Cost: \$20,000,000

Phase 1, Design: \$ 1,500,000

Construction: \$18,500,000

FY25 State/Federal Request: \$1,200,000 Phase 1
(City of Homer match: \$300,000)



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



Mid-Range Projects

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ADA Transition Projects

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City Hall Access Barrier Removal

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

City Hall access barriers include:

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

Plans & Progress: Public Works Staff assisted the ADA Advisory Board during the self-evaluation process, and together developed solutions and remedies that are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. In 2022, the City allocated funds to design a new City Hall Ramp to bring it into ADA compliance.

Total Project Cost: \$400,000

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Design ADA City Hall Ramp		
COH Comm Assist Program	\$ 14,400	-



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



Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

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

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

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

Once a final design and Fishing Hole location is determined, Phase 2 of the project will be to make improvements necessary to connect the ramp to uplands amenities such as accessible parking spaces, restrooms, the Fishing Hole campground and fish cleaning tables.

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

Total Project Cost: \$ 770,000

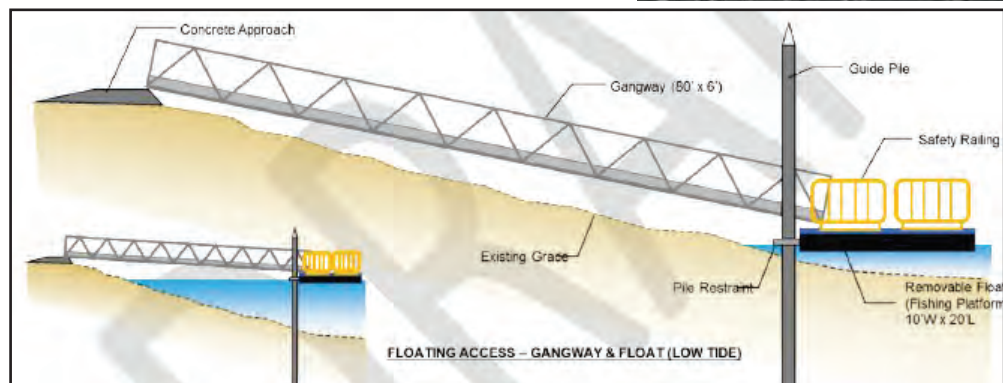
Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2024
Construction 2025

Priority Level: 1



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



Removing Parking and Pavement Accessibility Barriers at City Facilities

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

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

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

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

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

Total Project Cost: \$385,600

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

Schedule:

2026: Facility Parking Lot Cross Slopes & Signage \$336,500

Priority Level: 1



While inaccessibility issues in these spaces has been remedied since this photo was taken, it provides an example of spaces needing to be paved and a path of travel to the sidewalk provided .



Parks, Art, Recreation & Culture

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Bayview Park Restoration

Project Description & Benefit: Bayview Park is a neighborhood park at the top of Main Street in the heart of Homer intended to serve preschool age children and their families. The park, the only park in Homer dedicated to serve preschool age children, has been undeveloped since its formation.

This project seeks to transform Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes:

- finalizing the park's site plan and specifications after gathering community input;
- pave Bayview Park parking area and delineate ADA parking and construct accessible park pathways;
- procure and install inclusive playground equipment and natural playground features; and
- install accessible rubber tile safety surfacing under the playground equipment and replace rickety white picket fence with a more durable, low-maintenance fence that provides a level of safety for young children playing near busy roads.

Plans & Progress: In 2022, the City installed an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The sidewalk design replaced the existing open ditch on the east side of Bayview Park with a closed storm drain system to create a space where a parking lot and access into the park can be built. A donation by the Kachemak Bay Rotary Club will help procure new playground equipment. In 2023, the City worked with a landscape architect to develop a conceptual park plan and dedicated 2023 Healthy and Equitable Communities grant funds from the Alaska Department of Health and Social Services to assist with park improvements.



Bayview Park, dedicated to serve pre-school age children and their families is undeveloped. A more practical chain length fence will also be needed to keep young children out of roads and ditches.

Total Project Cost: \$190,000

Phase 1: Finalize park design and specifications, construct parking lot and paths, procure and install playground equipment with safety surfacing. \$139,330 (Funding complete 2023)

Phase 2: Install accessible rubber tile safety surfacing under playground equipment and replace perimeter fence. \$50,670

Schedule: 2023-2026

Priority Level: 1

Funding Secured	Prior to July '23	FY24
Design & install features		
KBay Rotary	\$ 12,000	-
HEC Round 2 Grant	\$ 74,916	-
Drainage/Parking		
COH HART Roads	-	\$ 32,000
Accessible Pathways		
COH HART Trails	-	\$ 20,314



Homer Spit Campground Renovations

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

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

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

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

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

Total Project Cost: \$95,000

Mariner Park Campground	\$50,000
Fishing Hole Campground	\$45,000

Schedule: 2025-2026

Priority Level: 2



Mariner Campground at the base of the Homer Spit.



Homer Spit Trailhead Restroom

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

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



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



Jack Gist Park Improvements, ~~Phase 2~~

Project description is in draft form until staff gets clarification on project scope.

Project Description & Benefit: Jack Gist Park was founded in 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. Park development took place on top of a retired landfill that was capped. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for soft ball fields. It also features a disc golf course. Changes in usage patterns, deferred maintenance, and adjacent residential development have highlighted the need for various improvements within the Park. The need for these improvements and the impacts of deferred maintenance will only continue to grow as the residential density increases in the neighborhood around the park.

The park hosts numerous softball tournaments annually, and disc golfers. Improvements for the health and safety of park users includes a public restroom facility, irrigation for field turf maintenance and remediation of drainage issues that have led to poor quality athletic turf. Drainage improvements are also needed address persistent standing water in ditches and in low spots in the parking lots, bleacher areas and the ball field access. Development of drainage routes will encourage groundwater (which is expected to be amplified by residential development adjacent to the park) into existing drainage routes to the east and west of the park and through culvert crossings.

The park's two parking lots are small, uneven, poorly drained and poorly delineated. The plan is to grade and expand them in conjunction with the needed drainage work. The existing area between fields and property line allows for increasing available parking spaces, as well as provide ADA parking.

Plans & Progress: Capital funds approved for FY23 and in the FY24-25 budget will extend water, sewer and electrical utilities to the park from the adjacent development. These will initially be stubbed off in a location central to the lower fields to provide irrigation for the fields during dry spells and assist in turf maintenance practices. Plans also include providing the necessary infrastructure for the eventual construction of public restrooms.



One of the softball fields at Jack Gist Park.

The next phase includes public restroom construction.??...awaiting update from staff.

Project Cost: \$XXX,000

Utilities \$ 42,500

Drainage: \$ 25,000

Parking: \$ 30,000

???: \$ 22,500

Phase 2: Restroom-cost estimate?

Schedule: 2023-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24
Utility Extension		
COH HAWSP	\$ 42,500	-
Drainage/Parking		
COH General Fund	-	\$ 55,000
???	-	
COH General Fund		\$ 22,500



Port and Harbor

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Barge Mooring & Large Vessel Haul Out Repair Facility

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

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

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

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer. Phase 2 completed design and permitting utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.



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

Total Project Cost: \$5,297,626

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

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



Fish Grinding Building Replacement

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

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

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

The project also completes site work to correct a site drainage/water quality issue cited in the recent EPA permit review. to prevent fish slurry that leaks onto the ground from entering a storm drain. Site work will create a drainage system in the tote storage area to insure leakage is channeled into the outfall line. These two improvements insure that this important facility can continue to meet sport angler need, while remaining compliant with EPA regulations.

Plans & Progress: Preliminary project design and cost estimates are complete. The building replacement project will be awarded a Federal Aid in Sport Fish Restoration Act (Dingle-Johnson Act) grant, which will fund up to 75% of project costs. **The City's FY24-25 allocates \$40,000 for electrical works upgrades, which may be eligible as partial matching funds.** The project is also listed on the AK DEC Intended Use Plan for the Alaska Clean Water Fund.

Total Project Cost: \$279,396

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

Phase 2: Construction: **\$254,396**

Site Drainage: cost TBD

Schedule: 2024

Priority Level: 1



Corrosion is compromising the Fish Grinding building's structural integrity and degrading interior fixtures.

Funding Secured	Prior to July '23	FY24/25
Engineering/Design	\$ 25,000	-
Outfall Electrical Upgrade	-	\$...40,000
ADF&G Dingell-Johnson	(pending)	\$ 187,500



Harbor Ramp 8 Public Restroom

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

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

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



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



Homer Harbor Dredging

Project Description and Benefit: Due to sediment infiltration, Homer's small boat harbor is in need of dredging to restore design depth. The US Corps of Engineers is authorized as part of their mission to maintain the navigable channel from the harbor entrance all the way to the load and launch ramp. However, all the rest of the harbor is a local responsibility.

The dredged materials can be used to renourish beaches on the west side of the Homer Spit, where erosional damage is actively undermining the State-owned Sterling Highway. Recreational properties and commercial properties are impacted to the point that properties have been abandoned or condemned. Beach renourishing will follow the US Corps of Engineers Dredged Material Management Plan approved for the Homer Spit.

Plans & Progress: Dredging requires a survey of the entire basin by a certified Marine surveyor capable of conducting a multi-beam survey that provides quantities of dredged material that would need to be removed to get the basin back to the original depths. **The City's FY24-25 allocates funds to complete the survey work.**

Phase 2 will create an RFP to solicit bids for dredging the harbor. Depending on the results of the bids, the City may need to prioritize our efforts and focus specific areas of concern first.

Total Project Cost: \$980,000

Phase 1: Harbor bottom survey: \$25,000

Phase 2: Dredging: \$955,000

Schedule: 2023-24

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Harbor Survey	-	\$ 25,000



A dredge in Homer Harbor during the US Corps of Engineer's annual dredging of the harbor's navigable channel.

FY 2025 - DRAFT Document



Homer Harbor Security Cameras: Ramp 1-5 Access Points

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

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

Plans & Progress: City Council approved a capital budget request of \$20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget and a cost estimate obtained.

Total Project Cost: **\$364,000**

System Design: \$5,728 (funding completed)

Equipment Purchase and Installation: **\$358,272**

Schedule: 2025

Priority Level: 1



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



Ice Plant Upgrade

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

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

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 consisted of contracting with Coffman Engineering from Anchorage to assess Homer's Ice Plant and provide a list of options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. Two recommendations from the study to optimize energy savings comprise Phase 2 and Phase 3 of the project: upgrading the evaporator fans and condensers with variable frequency drives.

Total Project Cost:

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

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2024: Phase 2

Priority: 1



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



Large Vessel Sling Lift, Phase 1

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

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

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

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees.

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will consider location and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

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

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

Schedule: 2027

Priority Level: 3



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



Steel Grid Repair

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

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

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

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

Total Project Cost:

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

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

Schedule: 2025

Priority Level: 2



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



Wood Grid Replacement

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

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

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

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

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

Total Project Cost:

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

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

Schedule: Phase I: 2026

Priority Level: 2



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



Public Safety

- **Fire Department Fleet Managment32**

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Fire Department Fleet Management

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

While the City has made great strides to update its aged fleet of aged-out apparatus and specialized vehicles, two pieces of equipment critical to safe and effective fire response. two priority pieces of equipment are 15 years to over 30 years old and at the end of their functional life. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

Quick Attack Brush Truck. In 2022, after 33 years of service, HVFD's single front-line wildland firefighting apparatus (a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit) was decommissioned. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. A quick attack pumper truck will allow the department access to areas that will not support the weight or dimensions of larger fire trucks and can be used as a backup brush unit. **\$575,000**

Engine-4, at over 40-years old has well exceeded its functional lifespan and lacks modern safety and capability features that cause concern for operational ability and the safety of our first responders and the public. Functional capabilities and safety features of fire apparatus has greatly improved in the last fifteen years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems. Apparatus over 25 years old also become unreliable. Systems fail, sidelining vehicles for lengthy repairs and putting both firefighters and the public at great risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk. **\$850,000**

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. **Funds were allocated for a used ladder truck in the FY23 Capital budget.** Replacing Brush-1 and Engine-4 are the highest priority.

Total Project Cost: **\$1,655,000**

Quint/Ladder Truck: **\$230,000 (complete)**

Quick Attack/Brush Truck: **\$575,000**

Engine 4 Replacement: **\$850,000**

Funding Secured	Prior to July '23	FY24/25
Ladder Truck		
COH Fleet CARMA	\$ 230,000	-

Schedule: 2025-2026

Priority Level: 1



HVFD's Brush-1 is a converted 1990 Ford truck which is NFPA non-compliant, has aged out of its functional life by 17 years and has been decommissioned.



Public Works Projects

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Beluga Sewage Lift Station

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

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

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

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

Plans & Progress: Conceptual project design was completed in 2020, funded by the City's Capital Asset Repair and Maintenance Account. **The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds, and is under consideration for a Federal appropriation. ADEC has offered a Principal Forgiveness Subsidy in the amount of \$500,000. The City will proceed with Final Design in FY24 and hopes to implement construction in FY25..**

Total Project Cost: \$2,937,353

Engineering Concept Design: \$ 18,023 (complete)

Final Design: \$ 100,000 (funded)

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Conceptual Design	\$ 18,023	-
Final Design		
COH HAWSP	-	\$ 100,000



The Beluga Lift Station is located on a causeway that crosses Beluga Slough, pictured above, a tidal estuary wetland about 0.6 miles long.



Ben Walters Lane Sidewalk Facility

Funded. Will move project to funding completed section.

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

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

Ben Walters traffic is not just leisure neighborhood traffic; motorists travel Ben Walters at times to bypass the East End Road and Lake Street intersection, hoping to move more quickly to the Sterling Highway, and on their way to and from work places located on Ben Walters Lane. Because Ben Walters Lane has no sidewalks, pedestrians travel along the side of the road, which is hazardous. The road is narrow and side drainage ditches are deep and often flowing with water. A sidewalk facility will create a safe environment for pedestrians as well as young children biking to school and will fill a missing gap in connectivity between East Road and lower Lake Street sidewalks and connect to the East End Road bicycle and pedestrian path.

Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate for the project has been developed. The City has commissioned the design of the facility and City Council has allocated funds for construction in the FY24-25 Capital Budget.

Total Project Cost: \$1,800,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Sidewalk Design and Survey		
COH HART Road	\$ 100,000	-
Construction		
COH HART Road	-	\$1,700,000



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Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer's public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska's Kenai Peninsula College, a 55,000 square foot commercial building, financial institutions and the Homer Public Library.

Heath Street is a paved road that is showing signs of failing. The vehicle wheel tracks are depressed, almost like ruts in the asphalt. Public Works believe this is being caused by a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed causing soft spots. The condition is getting worse with each freeze-thaw cycle.

Plans & Progress: The City is in the process of performing soils investigations, survey and preliminary design to better understand the scope of the problem. ~~has invested extensive value engineering in the final design to make the project affordable . -~~

Estimated Project Cost: \$4,100,000 ~~953,339~~

Schedule: 2025

Priority Level: 2



Photo showing the beginning of soft spots mid-way down Heath Street.



Homer Airport Terminal Improvements

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The interior also needs renovation and refreshing to improve the desirability and function. The exterior is showing its age – peeling paint is allowing the weather to penetrate the building’s protective siding. Broken and uneven sidewalks compromise ADA accessibility to the building, as does poorly delineated ADA accessible parking.

This project will complete repairs and renovations needed for ADA-compliance, energy efficiency, security and resilience. Improvements will benefit the Homer Airport, a regional Airport that provides access to the intrastate air transportation system for all of the Southern Kenai Peninsula and Kachemak Bay region and supports light plane service to several small communities on the south shore of Kachemak Bay which otherwise are only accessed by boat. Aviation plays a critical role in the everyday life of rural Alaska towns; our economy, citizens, businesses, industries, and government agencies depend on aviation, often as a primary mode of transportation for travel, medical services, shipment of goods, and tourism. At times when highways are shut down, the airport facility is a lifeline. Addition of an emergency backup power generator will keep the terminal operational in times of emergency and power outages.

The project additionally benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer’s gateways are the highest priority in Homer’s Wayfinding Plan. This project implements wayfinding designed for the Airport Terminal to help people get where they want to go and improve the visitor experience.

The AK Department of Transportation and Public Facilities owns the airport and leases space upon which the Homer Airport Terminal sits to the City of Homer. The City is responsible for building maintenance, repair and renovations. The Terminal is a joint use passenger/cargo terminal comprised of a 8,673 SF, single-story building, including 1,200 SF of cargo terminal. The functional areas in the building include departure lounge/security, lobby/waiting area, airline space, baggage claim/bag car unloading, concessions, circulation, and administration/mechanical.

Plans & Progress: The City’s FY24-25 capital budget allocates funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and repairing uneven sidewalk segments.

Total Project Cost: \$1,402,570

Interior Renovations \$378,000

ADA restroom and other ADA compliance issues

Furniture upgrade for ADA compliance

Fire/Life Safety Systems \$159,156

Replace HVAC and fire alarm systems

Replace automatic entry doors for security/energy efficiency

Exterior Renovations \$659,812

Provide ADA-compliant parking and access

EV Charging Station

Paint exterior siding

Install wayfinding signage/kiosk

Resilience Measures: \$205,602

Install backup generator for emergency power

Solar installation -

Schedule: 2024

Priority Level: 1



Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	\$ 14,400	
COH Construct Gen CARMA	-	\$ 50,000
COH Sidewalk Repair Gen CARMA	-	\$ 76,175



Homer All Ages & Abilities Pedestrian Path

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer’s non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing “Accessible Homer” and a “Blue Path” online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City’s recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City has funding to provide wayfinding improvements at several locations along the HAPP and allocated funds to design the Svedlund/Herndon sidewalk segments. The project is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding.



HAPP completes important sidewalk connections and installs high visibility crosswalks to improve non-motorized transportation and safety..

Total Project Cost: \$3,900,000
 Svedlund/Herndon & Lee Street: \$1,600,000
 Main Street South to Ohlson Lane: \$2,000,000
 Crosswalk improvements: \$ 300,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000



Svedlund/Herndon Street Sidewalks

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street, which are currently lacking sidewalk facilities. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue, the Independent Living Center and everyday services provided by Homer’s central business district and a few blocks to Main Street and several medical providers. The construction of a safe, accessible route for residents to travel to Homer’s Central Business District and Medical District is a relatively small project with great impact.

Seniors and disabled citizens face challenges with regard to mobility and independence in an automobile oriented society. For those who do not drive, maintaining a high quality of life depends upon the proximity and accessibility of the non-motorized transportation system. Being able to move about the community without having to rely on others is vital for maintaining physical and emotional wellbeing, reduces the risk of isolation and quality of life improves.

Plans & Progress: The project (as part of the Homer All Ages and Abilities Pedestrian Path) is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding. If unsuccessful, the City can begin design work for sidewalk facilities (including curb and gutter) for the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street with funds allocated in the City’s FY24/25 Capital budget.

Total Project Cost: \$1,600,000

Phase 1: Design \$ 75,000 (secured)

Phase 2: Construction \$1,525,000

Schedule: 2024

Priority Level: 1



Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000

The sidewalk that might connect Homer Senior Center and independent senior housing to Pioneer Avenue ends after only a few steps north on Svedlund Street. Herndon Street, pictured above also has no sidewalk.



Water Storage/Distribution Improvements, Phase 3

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality.

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

First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

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

Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work should be completed in 2024 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

Total Project Cost: \$10,438,214

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

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

2024-2025 Phase 2 Construction: \$1,600,000

2026 Phase 3 Construction: \$5,974,000

Priority Level: 1



Wayfinding & Streetscape Plan Implementation

Project Description and Benefit: Homer lacks coherent wayfinding for visitors and residents alike to find destinations by vehicle or on foot. The City hired Corvus Design to create a wayfinding plan for the City in 2021, which was adopted in 2022. Recommended improvements include working with the Alaska Department of Transportation (DOT) to revise many Sterling Highway signs, and install themed signage for drivers and pedestrians so they can easily find destinations. The work also included recommendations on benches, trash cans and landscaping which contribute to the small town character of downtown Homer.

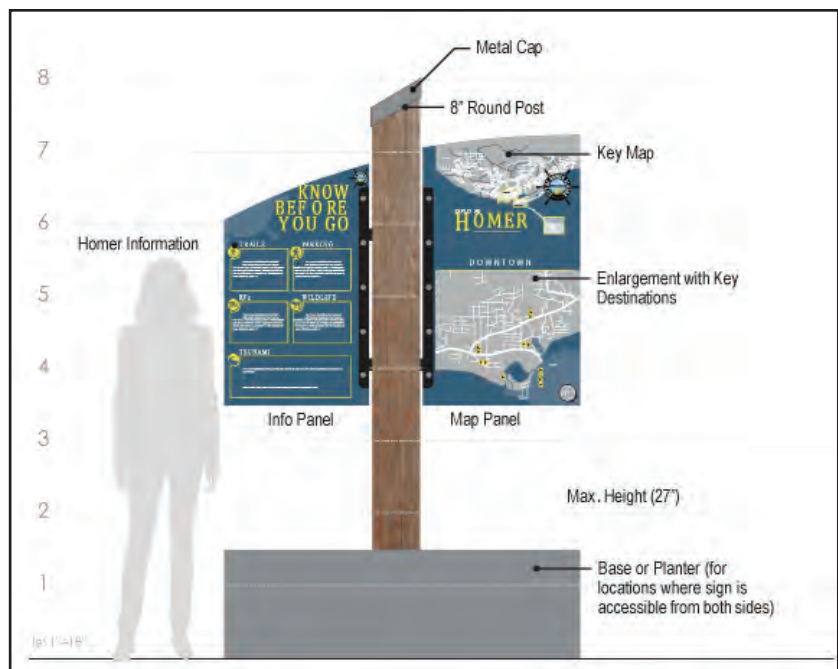
Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City's FY24 capital budget, with the goal to fabricate and install basic bollard style trail marker signs on both ends of five routes. The City will also work with Alaska Department of Transportation (AK DOT) to update road signage during the Sterling Highway the repaving project (likely in FY25/26) and during other future AK DOT road projects in Homer. Goals of phase two is to install 26 wayfinding signs, two gateway signs and an additional ten benches.

Total Project Cost: \$277,500

Phase 1: \$126,500 (\$56,500 secured)
Phase 2: \$151,000

Schedule: Phase 1 2023-2025

Funding Secured	Prior to July '23	FY24/25
Phase 1 Wayfinding Streetscape		
Pioneer Avenue banners	\$ 6,500	-
Wayfinding trail marker signs		
COH HART Fund	-	\$ 50,000



Schematic design of wayfinding sign.



State Projects

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

Transportation projects within City limits:

- **Baycrest Overlook Gateway Improvements, Phase 3 ..43**
- **East Hill Road Bike Lane44**
- **Kachemak Drive Rehabilitation/Pathway45**
- **Main Street Rehabilitation46**
- **Main Street Sidewalk: Pioneer Avenue South
To Ohlson Lane47**
- **Sterling Highway Milepost 172:
Drainage Improvements48**
- **West Hill Road Bike Lane.....49**



Baycrest Overlook Gateway Improvements Phase 3

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

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

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

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

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

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





East Hill Road Bike Lane

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

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

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

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

An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.





Kachemak Drive Non-Motorized Pathway

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

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

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

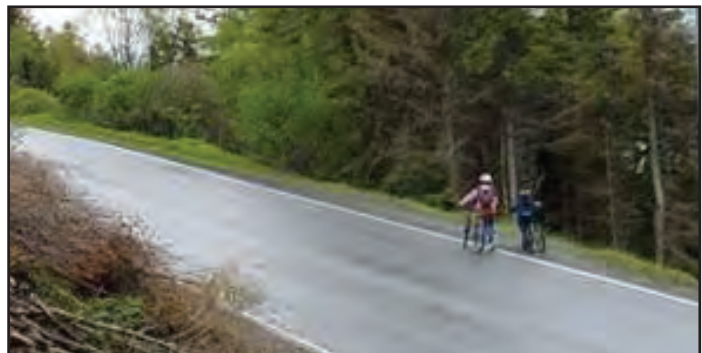
The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and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

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

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

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

Estimated Project Cost: \$2,000,000



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



Main Street Rehabilitation

Project Description & Benefit: This project will rehabilitate storm drains and pavement on the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane. Ideally this project will include a curb gutter and sidewalks to provide a safe means for pedestrians to travel from Ohlson Lane in Old Town north to Pioneer Avenue, making it a complete street.

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

The road condition has deteriorated over the past several years. The pavement is raveling and the drainage system is inadequate, allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze/thaw cycles. The lower portion suffers from potholes, triggering continual complaints from the traveling public. The storm drain systems needs to be rehabilitated.

Any road rehabilitation should be coupled with addition of a sidewalk facility to fill a gap on this busy mixed-use collector street.

Plans & Progress: The City has held off doing any technical work because it is a State road. A funding request for AK Department of Transportation FY22-25 Community Transportation Program grant funding is under consideration and is a mechanism to make these much needed improvements to Main Street.

Estimated Project Cost: \$4,300,000



State-owned portion of Main Street in Homer, Alaska.



Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

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

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

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

Plans & Progress: Main Street is city-owned from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.4M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

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

The City needs State partnership in this important nonmotorized transportation improvement.

Estimated Total Project Cost:
\$2,000,000

Cost includes a WAG of \$100,000 for storm drain improvements.



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



Sterling Highway Milepost 172 Drainage Improvements

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

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

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

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

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

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer's request. A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision.

In 2022, Sterling Highway Reconstruction project managers engaged with the City of Homer Public Works Director about analyzing water flow and drainage related to the project.



Aerial photo of the area downslope of the outfall from a



West Hill Road Bike Lane

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

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

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

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





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:

- **Homer Hockey Association:**
Kevin Bell Ice Arena Acquisition.....51
- **Homer Senior Citizens Inc.:**
Alzheimer's Unit52
- **Kachemak Shellfish Growers Association:**
Kachemak Shellfish Hatchery53
- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades54
- **SPARC: Flooring Replacement55**



Homer Hockey Association Kevin Bell Ice Arena Acquisition

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

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

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

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

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

Total Project Cost: \$1, 954,300



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



Homer Senior Citizens Inc. Alzheimer's Unit

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

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

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

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

Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once stage 2 has been completed); and fees for contracted space for equipment and pool.

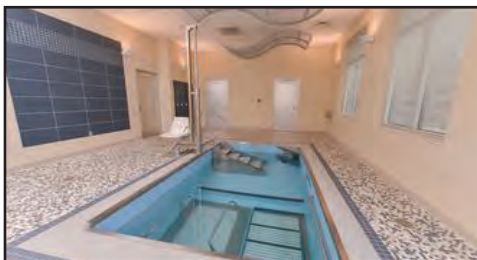
Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

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

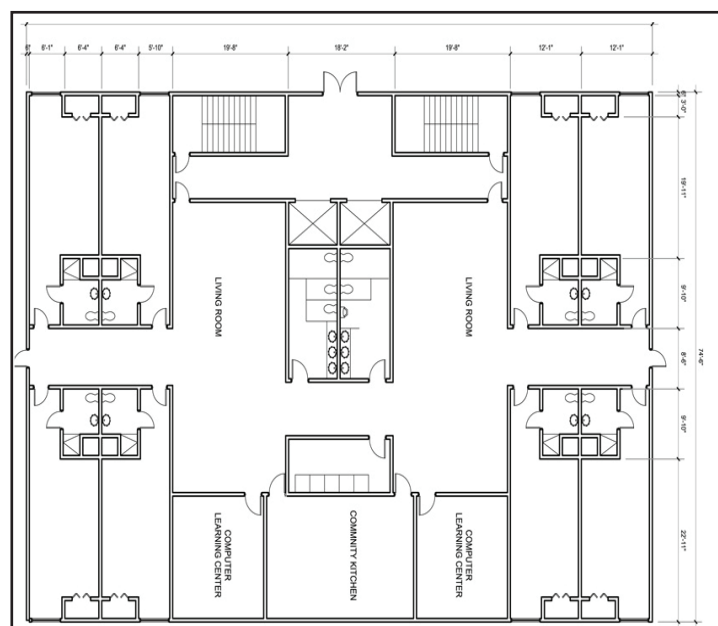
Due to COVID-19, we postponed plans with our architect to design the facility. We will begin discussions with the architect again this fall.

Total Project Cost: \$3,000,000

Funding Received as of date: \$99,950



Example of a HydroWorx Therapy Pool Room .





Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

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

KSGC farms have been recently impacted by oyster seed shortages affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers decided to be in charge of their own seed production. Therefore the farmers decided to build a small experimental seed hatchery / setting facility at the KSMA building to address the seed needs of the growers. This experimental hatchery has consistently set millions of spat seed every year thanks due to the nutrient rich waters, dedication of two KSMA employees, and the growers volunteerism. The local nursery has been undermanned and underfunded, but the resulting seed has proven to out perform all other seed—it grows faster and mortality rates are significantly better than all previous seed grown outside of Alaska. However, this past year, severe tides and storms have hastened the degeneration of a critical piece of nursery equipment.

The piece of equipment is called a FLUPSY — a Floating UPwelling System. Microscopic spat cannot go directly from the hatchery to the farm sites. The spat must spend six months to a year in appropriately graded bins, at great labor expense of cleaning and grading, in salt water that is constantly being moved by an electrically-driven paddle wheel. At 18 years old, the FLUPSY lacks AK DEC compliant floatation, and is showing the wear-and-tear of the harsh maritime climate coupled with winter storm damage. The present FLUPSY is also unsecured making it a vandalism target. The project includes new safety equipment and covered, lockable dry storage for tools and laborer's needs.

The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round addition to Homer's seafood options for locals and tourists alike. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other growers in and out of state helping to fulfil an economic development priority in Alaska's Comprehensive Economic Development Strategy.

Our local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. Mariculture courses could easily be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: The new FLUPSY is being developed in two phases. The design phase is complete. With the help of the Kenai Peninsula Economic Development District, KSMA continues to pursue grant funds to assist with the construction phase. Should funds be secured from other sources, KSMA will be seeking grant matching funds.

Total Project Cost: \$247,500



Left: Oyster spat ready to sell to growers. Right: FLUPSY bins taken out of the water. Spat in the right bin have been cleaned, sorted, graded and counted.



Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow just off Ohlson Mountain Road near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

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

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

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a Section Line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club is developing a shared parking area with Homer's Snowmads snow machine organization, directly across Ohlson Mountain Road from the Section Line entrance point. This new parking area will minimize the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that now occurs during crowded weekends. While alternative grant funds will be pursued to fund the majority of the parking areas construction, it is anticipated that additional funds will be needed to complete the project: new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

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

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

Parking/access improvements: \$15,000



Youth enjoying Homer's own downhill ski area.



SPARC: Flooring Replacement

Project funding complete. Listed in Completed project section.

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

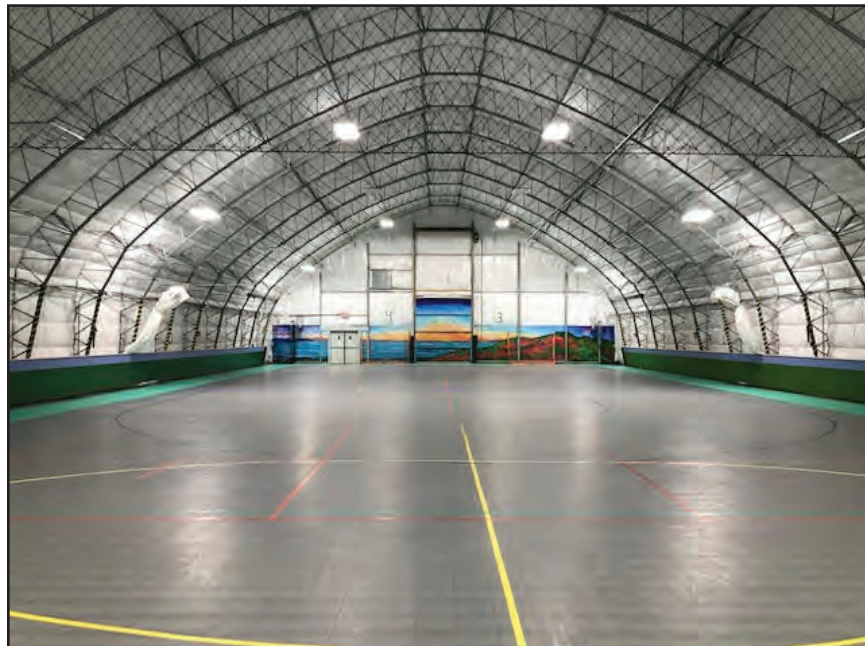
The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive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

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

Total Project Cost: \$478,681

Preconstruction and Administration: \$155,917

Construction: \$322,764



Flooring inside the SPARC.

FY 2025 - DRAFT Document



Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million

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

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

Recommend removal since road connections have been established to West Hill Road.

Cost: \$3 million

Parks And Recreation

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

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

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

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

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



Capital Improvement Long-Range Projects

Port & Harbor

Deep Water/Cruise Ship Dock Expansion, Phase 1: Upgrades to and expansion of the Deep Water Dock Expansion will boost Homer Port & Harbor cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts. Dock improvements will also fulfill a contingency planning requirement under Homeland Security provisions. The Port of Alaska, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer's port would become even more important as an unloading, staging, and trans-shipping port. A \$1,250,000 feasibility study was completed in September 2016.

Cost: Cost estimates are \$1,750,000 for design and \$32,000,000 for construction.

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. In the next three years, the City will be conducting a US Corps of Engineers General Investigation into building a new harbor basin dedicated to these large vessels. Once constructed, the large vessel fleet will move off System 5, freeing up the area around System 5 (approximately 20% of the small boat harbor) to be redesigned. A newly designed System 5 will better accommodate the needs of the many small vessels on the harbor stall wait list and help define the maximum benefits of building the large harbor expansion. Conceptually, System 5's main float could be built closer to the bank and extend further toward the harbor entrance with a Tee out provide more moorage than the current system. This would also provide the option to prioritize the use of the float closest to the harbor entrance for vessels needing that kind of access (such as a Coast Guard small boat station, water taxi pickup and drop off, and emergency medical transport vessels) and to explore upgrading the old commercial ramp near System 5 to a drive down float to meet the needs of small cargo vessels, passenger loading and commercial fishing vessels.

Cost: This project works with engineers to conceptually design options for System 5 and produce rough order magnitude cost estimates.

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown



Capital Improvement Long-Range Projects

Utilities

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

Cost: \$400,000

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

Cost: \$1,000,000

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

Cost: \$16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community. The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

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

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It sees a great deal of traffic, particularly in the summer, and has become a safety concern. Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for vehicles to use the bicycle lane to get around vehicles that have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, following complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

FY 2025 - DRAFT Document



Capital Improvement Plan Appendices

- CIP Development Schedule61
- Resolution 23-0xx62
- City of Homer Financing Assumptions64



Capital Improvement Plan Appendices

**CITY OF HOMER
2024-2029 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2025 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 8, 2023
Solicit new/revised project information from City Departments, local agencies and non-profits	May 9, 2023
Input for New Draft Requested By	June 2, 2023
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting Dates:
ADA Advisory Board	July 13
Planning Commission	July 19 or August 2
Park, Art, Recreation and Culture Advisory Commission	June 15
Economic Development Advisory Commission	August 8
Port and Harbor Advisory Commission	June 28 and August 23
Administrative Review and Compilation	August 29 - September 6
City Council Worksession to Review Proposed Projects	August 28
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 11
Administration Forwards Requests for Governor's Budget	September 25
Distribution of CIP and State Legislative Request	September 25
Compilation/Distribution of Federal Legislative Request	October 2023 & January 2024



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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



Proposed New Projects Table of Contents

City of Homer Projects

1. Homer Spit Storm Drain Improvement
2. Mission Road Water and Sewer Trunk Line
3. Homer Wastewater Treatment Plant Improvements

FY25 PROPOSED NEW PROJECTS - DRAFT



Homer Spit Storm Drain Improvement

Project Description and Benefit: Homer Spit Storm Drain- Design and construct storm drain infrastructure to collect runoff from several parking lots and convey the runoff to a storm water treatment device that will trap sediments, hydrocarbons and other contaminants before the runoff is discharged into Kachemak Bay.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$1,198,628

Schedule: 2025

Priority Level: 2

Schematic design of wayfinding sign.



Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and operate in an extremely corrosive environment.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, maintenance crews noted excessive wear on the rollers, links and support pin for the flights of belts in both tanks, prompting an emergency replacement.

This project seeks to slow future corrosion and mitigate similar malfunction in the future by removing the existing coating in the clarifiers and digesters in the Waste Water Treatment plant and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It replaces the WWTP's generator transfer switch and rebuilds the electrical components of the effluent box at the sewage lagoon.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost:	\$707,245
Clarifier Coating Replacement	\$369,439
Digester Coating Replacement	\$231,806
Electrical Component Replacements	\$103,000

Schedule: 2024

Priority Level: 1



Mission Road Water and Sewer Trunk Lines

Project Description and Benefit: This project Install approximately 5,340 feet of 8-inch HDPE sewer trunk line pipe. This project would provide piped service to four homes located directly adjacent to the main and provide the opportunity to serve many more homes in nearby subdivisions.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$1,493,506

Schedule: 2027

Priority Level: 3



AGENDA ITEM REPORT

ADA COORDINATOR REGULAR REPORT FOR JULY

Item Type: INFORMATIONAL
Prepared For: ADA ADVISORY BOARD
Meeting Date: JULY 13, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Changes in City Clerk's Office

Zach Pettit has joined the City Clerk's Office as our new Deputy City Clerk I. He came to Homer via Eagle River and is originally from Virginia. Being a Deputy City Clerk is a new experience for him but he is a quick study and has great retention of information and I believe he is doing quite well. I believe he will continue to be an asset to the Clerk's Office as time goes on.

Appointment of New Board member to Fill Vacancy

James (Jim) Lepley has been appointed to fill the vacancy left by Boardmember Deadrick. So we once again have a complete Board.

Harbor Expansion Project

In case you haven't heard the Homer Harbor is looking to expand. There is now a website dedicated to everything that is anything about the project. You can find information, project updates and status at www.homerharborexansion.com and even sign up to receive periodic email announcements regarding the project on the city website, or www.cityofhomer-ak.gov/port/homer-harbor-expansion. Any additional questions please feel free to contact the Harbor office at 907-235-3160.

Council Actions for June of Interest

Ordinance 23-41, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Appropriating \$600,000 from the Land Reserves to Purchase Tietjen Subdivision Tract D with the Intent of Developing the Parcel into the Site of the Future Public Works Campus. Venuti/Aderhold. Introduced June 26, 2023 Public Hearing and Second Reading on July 24, 2023.

Ordinance 23-42, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Re-Appropriating the Second Tranche of American Rescue Plan Act (ARPA) Funds in the Amount of \$716,685.16 to the General Fund as Revenue Replacement. City Manager/Finance Director. Introduced June 26, 2023 Public Hearing and Second Reading on July 24, 2023.

Ordinance 23-43, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Accepting and Appropriating the FY23 State of Alaska Community Assistance Program Payment in

the Amount of \$204,991.19 for Various Capital Projects. City Manager. Introduced June 26, 2023 Public Hearing and Second Reading on July 24, 2023.

The original intent of the Community Assistance Program (CAP) funds application indicated that the City would use those funds for ADA Improvements. The amount of \$204,991.19 will now be applied to select FY24/25 General Fund CARMA projects listed in the ordinance as Upgrading City Workstations to Microsoft Office 2021; NextGen Firewall; Upgraded internet link for City Hall; Two Ballistic Shields; GIS Upgrade; Air Conditioning for Public Works Server Room; ADA Accessibility Equipment (Mobi Mats) and Replacement Library Chairs. These items were included originally in the FY24/25 Capital Budget.

Ordinance 23-46, An Ordinance of the City Council of Homer, Alaska Amending the FY24/25 Capital Budget by Accepting and Appropriating a Sub-recipient Grant from the University of Alaska Anchorage in the Amount of \$1,171,410 for the Kachemak Sponge Green Infrastructure Storm Water Treatment System. City Manager/Public Works Director. Introduced June 26, 2023 Public Hearing and Second Reading on July 24, 2023.

Resolution 23-063 A Resolution of the City Council of Homer, Alaska Approving a Five Year Sublease at the Homer Airport Terminal with Northern Pacific Airways, Inc. DBA Ravn Alaska, and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager. Adopted.

Resolution 23-064 A Resolution of the City Council of Homer, Alaska Approving a Five Year Sublease at the Homer Airport Terminal with Kenai Aviation Operations LLC, and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager. Adopted.

Resolution 23-065, A Resolution of the City Council of Homer, Alaska Approving a Five Year Sublease at the Homer Airport Terminal with Pioneer Car Rental, Inc., and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager. Adopted.

Board Member Report at City Council Meetings

Currently I show Board member Sorter as a tentative for the July 24th Council meeting however she has stepped forward and reported at two meetings since being appointed to this advisory body and would like to see another member step forward. I understand that everyone is busy and if you cannot attend in person, you can attend via Zoom or as a last choice, submit a written report. Other commissions submit written reports when schedules do not permit a member to attend in person.

Meetings Attended

In early June I was able to meet with the Public Works Superintendent, Port Maintenance Superintendent, Deputy Harbormaster and Building Maintenance Supervisor to review the ADA Transition Plan for Facilities. I was able to get this document amended and updated and it is on the agenda under New Business for this Board to review. I am happy to report there were a large number of items that were knocked off the list.



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

June 13, 2023

Jim Lepley
P.O. Box 196
Homer, Alaska 99603

Dear Jim,

Congratulations! Council confirmed/approved your appointment to the Americans with Disabilities (ADA) Advisory Board during their Regular Meeting of June 12, 2023, via Agenda Item Report CC-23-142.

The 2022-2023 Public Official Conflict of Interest Disclosure Statement is enclosed. Please complete this document and return it to the Clerk's office. This form will be retained in the Clerk's office. It is a public document and may be requested by any member of the public. In the event the Public Official Conflict of Interest Disclosure Statement is requested by a member of the public, you will be notified of the requestor's name.

Thank you for your willingness to serve the City of Homer on the ADA Advisory Board. There certainly are exciting times ahead.

Your term will expire August 31, 2026.

Cordially,

Ken Castner, Mayor

Enc: AIR CC 23-142
Certificate of Appointment
2022-2023 Public Official Conflict of Interest Disclosure Statement
ADA Orientation Packet

Cc: ADA Advisory Board

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Jim Lepley

Has been appointed to

serve as

"Board Member"

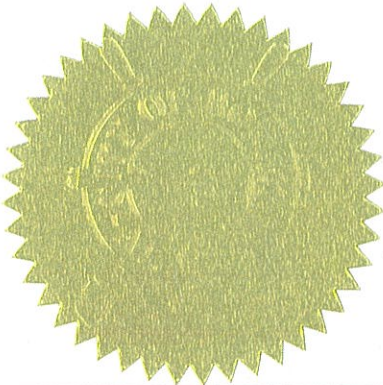
on the


"Americans with Disabilities Act

Advisory Board"

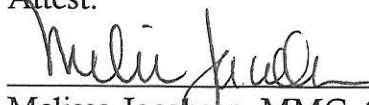
This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 13th day of June, 2023.*




Ken Castner, Mayor

Attest:


Melissa Jacobsen, MMC, City Clerk



MAY 16 2023 PM03:52

Advisory Body Application For Appointment to Committees, Commissions, Board & Task Forces

Office of the City Clerk

491 East Pioneer Avenue

Homer, Alaska 99603

Phone: (907) 235-3130

Fax: (907) 235-3143

clerk@cityofhomer-ak.gov

The Information provided on this form will provide the basic information to the Mayor and City Council on your interest in serving on the selected Advisory Body. It is considered public and will be included in the City Council meeting packet. This information will be published in the City Directory and within city web pages if you are appointed by the Mayor and your appointment is confirmed by the City Council.

Applicant Information

Full Name: James P. (Sim) LepleyPhysical Address Where you Claim Residency: [REDACTED]Mailing Address: P.O. Box 196City: Homer State: AK Zip: 99603Phone Number(s): 907 301-3257Email: [REDACTED]

Advisory Body You Are Requesting Appointment To

- ☐ **Planning Commission** – Meetings held on the 1st and 3rd Wednesday of each month at 6:30 p.m. and Worksessions at 5:30 p.m. prior to each meeting. No first meeting in July or second meetings in November and December.
- ☐ **Parks, Art, Recreation & Culture Advisory Commission** – Meetings held on the 3rd Thursday of February through June and August through November at 5:30 p.m.
- ☐ **Port & Harbor Advisory Commission** – Meetings held on the 4th Wednesday of January, February, March, April, September, and October at 5:00 p.m.; the 4th Wednesday of May, June, July, and August at 6:00 p.m.; and the 2nd Wednesday of December at 5:00 p.m.
- ☐ **Economic Development Advisory Commission** – Meetings held on the 2nd Tuesday of each month at 6:00 p.m.
- ☐ **Library Advisory Board** – Meetings held on the 3rd Tuesday of each month, excluding June and July, at 5:30 p.m.
- ☒ **ADA Advisory Board** – Meetings held on the 2nd Thursday in the months of April, May, June, July, October, November, and as needed at 5:00 p.m.
- ☐ **Other** – Please Indicate _____

Please Answer the Following

Are you a City Resident? ☐ Yes ☒ No If yes, how long have you been a City resident? _____How long have you been a resident of the South Peninsula Area? 11 years

Background Information

Have you ever served on a similar advisory body? If so please list when, where, and how long:

No

Please list any current memberships or organizations you belong to related to your selection(s):

National Education Association (NEA) retired


Please list any special training, education, or background you may have which is related to your selection(s):

Anchorage Public School Teachers 31 years

Anchorage Education Association (Teacher's Union) President 2008-2012

Why are you interested in serving on the selected Advisory Body? This may include information on future goals or projects you wish to see accomplished or any additional information that may assist the Mayor in the decision making process. You may attach an additional page if needed.

Last summer I became aware of how difficult it was for me to access the public docks, especially at low tide. I made some phone calls, emails, etc to see what could be done about it. After a long and very informative discussion with Port Director Bryan Hawkins, he encouraged me to attend the monthly ADA meetings, which I did. It is because of these meetings that I am requesting to be considered as a candidate for appointment to the ADA Advisory Board.

Thank you! 

FOR PLANNING COMMISSION ONLY:

Have you ever developed real property other than a personal residence? If yes, briefly explain:

FOR PORT & HARBOR ADVISORY COMMISSION ONLY:

Do you use the Homer Port and/or Harbor on a regular basis? ☐ Yes ☐ No

If yes, what is your primary use? ☐ Commercial ☐ Recreational ☐ Other: _____



AGENDA ITEM REPORT

DEVELOPING A STRATEGIC PLAN AND GOALS

Item Type: REVIEW AND ACTION
Prepared For: ADA ADVISORY BOARD
Meeting Date: JULY 13, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Background:

At the June 8, 2023 regular meeting the Board reviewed the proposed draft of the Strategic Plan and Goals document and one recommendation to add the goal of review and prepare transition plans as a specific goal.

Amendments made at that meeting have been incorporated into the document and are presented for the further review of this Board.

Recommendation/Action Requested:

Please review the document and make and further amendments by motion.

ADA ADVISORY BOARD (ADAAB)
2023-2024 STRATEGIC PLAN & GOALS
Draft 07/13/2023

MISSION STATEMENT

The ADA Advisory Board shall act in an advisory capacity to the City Manager and City Council concerning Title II Regulations of the Americans with Disabilities Act within the borders of the City of Homer which covers programs, activities, and services of public entities and its facilities pursuant to the powers and duties in Homer City Code 2.70.040.

VALUES, ROLES & RESPONSIBILITIES

General Administrative	Advise the City Manager and the City Council on necessary steps to ensure city facilities, programs and services are compliant with Title II of the ADA.
Policy	Work with the ADA Coordinator to establish written policies to effect and maintain accessibility for and in City facilities, programs, and services to include but not limited to parks, play areas, recreational programs, trails and campgrounds for approval by the City Council.
Planning	Ensure that the ADA Transition Plan(s) have implementation and evaluation components.
Fiscal	Advocate for an annual budget line item for ADA Compliance in the City Budget and assist in the preparation and presentation of budget requests in accordance with city code.
Advocacy	Promote the mission of the Board within the community. Advocate for ADA Compliance with legislators and local businesses.
Meetings	Participate in all advisory board meetings. Report on ADAAB and ADAAB activities to City Council once each month at their meetings.

GOALS

1. Advocate for an ADA Compliance Budget Within City Projects

- a. Ensure the budget is sufficient to address compliance issues outlined in the adopted transition plan(s) on an acceptable progress level that expresses the commitment Council made by adoption of Resolution 17-075(A) to become a universally accessible city to all and to maintain compliance.
- b. Review needs for physical upkeep and efficiencies.
- c. Promote future funding of ADA needs.
 - i. (List capital projects that may require large sums to complete see attached excerpt from current CIP document for project recommendations)
 - ii. **Review of all future city projects Specifications, Drawings, Plans, etc. to ensure ADA standards are followed.**

2. Explore opportunities to increase and improve service to all community members, especially students and underrepresented user-groups.

- a. Work with various department representatives and the ADA Coordinator to develop and include programs, with schedules that aid with completing non-compliant repairs and or providing accessible programming.

3. Actively advocate for ADA compliance with local businesses, programs, and services.

- a. Develop relationships with local and state organizations to assist with encouraging ADA compliance and awareness for economic success.

4. Prepare and Review ADA Transition Plans for adoption by City Council.

- a. **Includes review and updates to previously adopted Transition Plans.**

DUTIES OF THE BOARD & STAFF

Boardmembers

- Attend City Council meetings as assigned.
- Attend worksessions and training opportunities.
- Come to meetings prepared to take action through motions, or ask staff before the meeting for more information.
- Communicate with City Council members to gain support on ADA-related projects that need sponsorship at the Council level.

Staff Liaison

- Aid the Chair in setting the agenda.
- Compile packet material from boardmembers, write backup memos, and submit to City Manager.
- Provide information on items the board needs to review annually.
- Inform the board of City Council actions and discussion of ADA-related issues.

Clerk's Office

- Track yearly items such as reappointments and election of officers.
- Advertise any seat vacancies and process new appointment applications.
- Help the board learn to be more efficient and effective in their meetings.
- Support the board's ability to communicate with the Mayor and City Council (through Memorandums, Resolutions, and Ordinances).



AGENDA ITEM REPORT

SELECTION AND SCHEDULING OF CITY TRAILS FOR SITE AUDITS FOR ADA COMPLIANCE

Item Type: REVIEW AND ACTION
Prepared For: ADA ADVISORY BOARD
Meeting Date: JULY 13, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Background:

At the June 8, 2023 regular meeting the Board provided time availability after discussion on whether to postpone site audits as requested by Staff members until after the Transportation Plan Update was nearer to completion. The consensus of the Board was that they did not want to delay the process.

I have requested availability of Parks Staff for the later part of August as that appears to be when most members are available to participate in the Site Audits. At the time of the memorandum I have not received dates back from them but would like to narrow down the Boardmember's availability August 14-31st.

It is my sincerest hope that Mother Nature will cooperate and decide to provide us with more sunny days in August than she has so far this summer in order to conduct these site audits.

I have provided some information on conducting the audit and what you will be looking for in regards to slope, material, width, etc.

Recommendation/Action Requested:

Please review your calendar and provide dates and times that you would be available. Staff will coordinate the date/times with the Parks Staff and forward by email to the Board once complete.

Appendices 1 and 2

ADA Accessibility Survey Forms and Instructions

A. About Appendices 1 and 2

Reviewing programs and facilities for accessibility is one of the most effective ways for state and local governments to ensure that they are complying with the Americans with Disabilities Act (ADA). The survey forms in Appendix 1 of this Tool Kit and the survey instructions in Appendix 2 are resources that will assist you in conducting surveys and identifying architectural barriers to access. The materials in Appendices 1 and 2 guide surveyors – even those with little or no knowledge of accessibility or experience surveying – through the process of surveying elements in a step-by-step manner while explaining common sources of confusion along the way.

The survey forms in Appendix 1 serve as the foundation of the accessibility survey. The forms tell you what information to collect during the survey and provide a place for you to record that information. Consisting of a series of yes/no questions, the survey forms are designed to make identifying architectural barriers easy because the questions are formulated so that responding “no” (circling “N” on the form) indicates a barrier.

The survey forms contain some questions and terms that people unfamiliar with accessibility requirements or surveying might not fully understand. When that occurs, surveyors need to refer to the survey instructions in Appendix 2. The survey instructions, which include illustrations and explanations, are intended to be used in tandem with the survey forms. Each question on the survey forms has a number in the left-hand column, and that number corresponds to an explanation in the survey instructions. Surveyors should refer to the instructions the first time they use a form and as often as needed to make sure they are taking the required measurements and answering the questions correctly.

These forms and instructions are intended to help you identify many of the most common architectural barriers to access for people with disabilities. They will not teach you to identify *all* architectural barriers to access. To identify all architectural barriers, you must refer to one of the applicable design standards – either the ADA Standards for Accessible Design (excluding the elevator exception contained in § 4.1.3(5) of the Standards) or the Uniform Federal Accessibility Standards – and survey for compliance with each of the applicable

requirements. The survey materials included in this Tool Kit are based on the requirements in the ADA Standards.

B. What does an accessibility survey entail?

The purpose of an accessibility survey is to determine whether or not a facility, or the component parts of a facility, have barriers to access by people with a variety of disabilities. During an accessibility survey, surveyors assess the current conditions of the facility to identify barriers. The forms and instructions contained in Appendices 1 and 2 will guide surveyors through this process, which generally entails:

- identifying the features at the facility that need to be measured;
- determining which form needs to be completed in order to survey a feature;
- measuring all of the features that impact accessibility using proper measurement devices and techniques;
- accurately answering the questions on the survey forms based on the measurements taken and recording those measurements; and
- taking photographs of the surveyed features, including, when possible, the measurements obtained on measuring tapes and digital levels.

C. Who should conduct the survey?

While it is possible for a single individual to survey facilities for accessibility, most people find it easier to conduct surveys while working in teams of two or three. A team approach can be more efficient because it allows team members to assume different roles. For example, one surveyor can take notes and complete forms while another surveyor is obtaining measurements and taking photos. If the survey is conducted by a three-person team, the third team member can take the photographs or read aloud the survey instructions in Appendix 2.

Like the director of a movie, the person filling out the survey forms generally leads the accessibility survey, which should proceed in the same order as the questions appear on the form. To make sure all questions are answered, the surveyor taking notes should read the question out loud so that the surveyor taking measurements will know what data is needed. Then the surveyor taking measurements can check the survey instructions to see how the measurement

should be taken, obtain the measurement, and announce it to the note-taker, who can then record the data on the form.

The note-taking role and the measurement-taking role require different skills. The person recording data on the survey form needs to be detail conscious, ensuring that all the questions are answered, all the data is recorded accurately, and all the answers are legible. Taking measurements, on the other hand, can be more physically demanding than taking notes because it requires frequent stretching, bending, and stooping. In addition, the person taking photographs needs to know how to use the camera and be able to take clear photographs. When assembling a survey team, it is helpful to match these different skills to the relative strengths of the team members.

Being familiar with the contents of the survey forms and instructions is the best way to ensure that the survey proceeds smoothly. Surveyors will naturally gain familiarity with the materials by going out and surveying with them, but it is a good idea to review the forms and instructions before conducting the survey. Knowledge of the materials will enable the surveyors to quickly establish a good pace and rhythm for the survey.

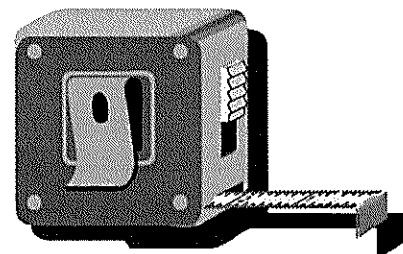
D. What tools are needed to conduct a survey and how do you use them?

Now that you know how team members should work together, you need to gather your “tools of the trade.” The following are the standard tools that the Civil Rights Division uses in conducting its surveys under Project Civic Access:

- a metal measuring tape that is at least 25-feet long;
- a two-foot long electronic (digital) level;
- a digital camera (one with at least three megapixels of resolution with a zoom feature can be used to photograph measurements on tape measures and digital levels); and
- a pressure gauge.

1. Measuring Tape

A metal measuring tape is an essential tool for a successful survey because many of the accessibility requirements concern the width, height, or depth of various features.

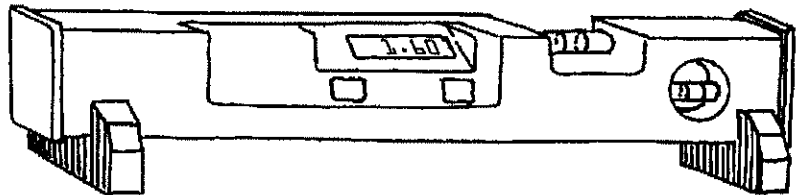


A measuring tape will make a good surveying instrument if it has the following characteristics: it is metal, which is important for durability; it is 25- to 50-feet long, which is necessary because surveyors will often have to measure long distances; and it is easy to read, which will help ensure that the surveyors report accurate data. You will generally not need to measure dimensions in increments of less than ¼ inch.

2. Electronic (Digital) Level

The slope of a curb ramp or a walkway can make or break its accessibility. People who use wheelchairs, walkers, and other mobility devices cannot safely use a curb ramp, walkway, or ramp that is too steep. The most effective and efficient way to measure the slope of a walkway is to use a two-foot long electronic (digital) level.

Digital levels are relatively inexpensive, easy to use, and extremely accurate if you read and follow the instructions provided by



the manufacturer. For the digital level to perform accurately, you must calibrate it at the beginning of each day before using it to measure any slopes and re-calibrate it before using it again if you drop it. Calibrating a digital level is usually simple, taking less than a minute once you read the manufacturer's instructions.

Helpful Tips for Using a Digital Level

- Don't assume you can tell if a running slope or cross slope is too steep without measuring. Even experts can misjudge how steep a running slope or cross slope is if they do not use a level.
- Make sure there are no pebbles or other debris under your level when you measure slopes and cross slopes. A small pebble or debris under a level can cause your slope measurement to be inaccurate.
- Electronic levels typically show measurements in three different ways: percentages (%), degrees (°), and ratios (1:8). It is important to keep your level on the same setting – we recommend percentages. If you do not keep your level on the same setting, you will have difficulty determining what your survey data means.

The ADA Standards set requirements for maximum running and cross slopes, so surveyors can generally check compliance with the Standards by measuring where the running slopes appear steepest and where the cross slopes appear steepest. If the running slopes and cross slopes at the steepest points comply with the requirements for maximum running and cross slopes, the running and cross slopes at other locations will also comply. The illustrated survey instructions for the features where slope and cross slope are likely to be an issue will show you how and where to take the measurements.

Note: Some architects use a "rise over run" formula to calculate the slope of a surface. This formula is useful when designing walkways and other surfaces, but it is not useful when assessing the accessibility of a feature that has already been constructed. This formula does not reliably provide the actual slope because it does not take into account factors such as the existing topography of a site and because it assumes that the slope over the length of the run is consistent, which is often an inaccurate assumption.

3. Camera

Taking photographs or "photos" is an important part of an accessibility survey. Surveying takes a lot of concentrated effort, it can be physically taxing, and even the best surveyors can make mistakes when they become tired. Photos fill in the gaps. If a question on a survey form is overlooked accidentally, a well-taken photograph will sometimes provide the answer to the question. Photos also help identify accessibility problems that surveyors have inadvertently overlooked. In addition, photos may be useful for reporting and explaining survey techniques and results to decision makers and for crafting solutions to accessibility problems.

For best results, use a digital camera with at least three megapixels of resolution and a zoom lens. Consider using a strap on your camera, since a camera can be easily dropped during a long day of shifting back and forth between taking photos and taking measurements or notes. If possible, use a camera with a time/date stamp setting showing when photographs were taken, since that feature will help you organize your photographs after you print them out.

- Remember to charge the camera battery or, for cameras that use standard disposable batteries, have extra batteries on hand.
- Take "establishing shots" – that is, photographs that show what you are about to survey. Establishing shots help you to organize your photographs after the survey work is done for the day. If you are surveying the County Courthouse, the first photograph you should take is

an establishing shot showing an easily identifiable exterior view of the County Courthouse. Remember, establishing shots not only help you separate photographs of one building from another, they also help you separate photographs of one room from another. Otherwise, it may be difficult to separate photographs of one courtroom from another. If the establishing shot does not include a sign with a room number or description, consider making a handwritten sign that you photograph.

- Use the camera to take photos of everything measured for accessibility so you can easily determine the exact location of features that may need to be modified.
- Consider taking additional photos of the digital level showing slope and cross slope measurements of walkways and ramps as well as photos showing exactly where the digital level was placed. This survey technique will help to resolve questions that may arise about how and where measurements were taken and whether information recorded on survey forms is accurate.
- Keep a log of each photograph taken. After all, the drinking fountains on one floor of a facility will often look very similar to the drinking fountains on every other floor.
- At the end of your survey day, either print out your photos and label them carefully or create a detailed photo log while reviewing the photos on a computer. Remember to stop surveying early enough so you have time to organize and label your photos.

Whenever possible, include your measuring tape in your photographs. A good photograph showing the tape measure being used to measure the accessibility of a feature such as a door is an excellent way of documenting ADA compliance as well as accessibility problems that need to be addressed. Photographs of this kind can also assist project managers and facilities and maintenance personnel in understanding exactly how a feature needs to be modified to provide accessibility.

4. Pressure Gauge

Many people with disabilities have limitations on the amount of force they can exert to open a door or operate a device that requires pushing or pulling. In general, if the operation of a door, a faucet, or other device requires more than 5 pounds of force, it is not accessible to many people with disabilities.

To ensure that doors and mechanical devices are not barriers to accessibility, you need to measure the force required to operate them. The device used to make this measurement is called a **pressure gauge**. A pressure gauge can be manual or electronic. Either one will work as long as it is periodically checked for

Examples of What to Measure with a Pressure Gauge:

Use a pressure gauge to measure the force needed to:

- Open interior doors
- Operate “push-style” faucets
- Operate “push-style” drinking fountains
- Use a paper towel dispenser or hand dryer
- Use call buttons
- Operate locking mechanisms

proper calibration in accordance with the manufacturer’s instructions. The survey instructions provided in Appendix 1 will explain how to use the pressure gauge to measure the force needed to operate specific elements.

5. Other Helpful Tools

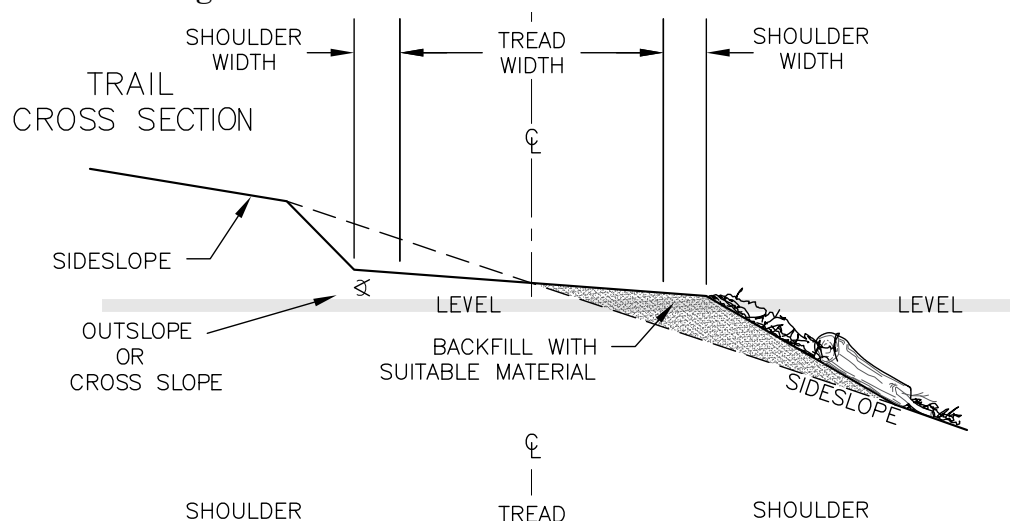
Many surveyors find other tools helpful, such as a clipboard to hold survey forms, a binder to hold survey instructions, a tabbed accordion folder to hold copies of survey forms, a rolling bag to hold survey equipment and forms, and a highlighter pen to identify barriers on completed survey forms.

ABA Standards for Trails

Recreational Trails on National Wildlife Refuges

Maintaining Drainage on Recreational Trails

Water is the enemy of hiking trails. Water running along a trail will quickly cause gulleys and damage its surface. Standing water on a trail will saturate its foundations and transform a once-solid tread surface into a quagmire. Engineered trails should have slope across their cross-section which encourages water to drain off. On side-slope trails, this cross-slope is an *outslope* or one in which the outboard or downhill side of the trail tread is lower than the uphill side. Where trails are built on flat terrain, the trail tread should be *crowned* such that its center is higher than its edges. A crowned trail should have the same effective cross-slopes as a side-hill trail, though such trails will have half of their width draining to each side of the tread center-line.



Trails that are built with insufficient cross-slope will accumulate water damage over time which will lead to inconvenience and risk for trail users as well as increased maintenance cost for refuges. All new trail construction should be designed and built with cross-slope. Existing trails that do not have cross-slope should be upgraded if possible.

Accessibility on Recreational Trails

Refuge managers and visitor services staff should strive to make trails not only durable but also accessible to visitors of all ability levels. Although a cross-slope is desirable on trails, it should not exceed 5% as greater cross-slopes make walking on the trail uncomfortable and serve as an impediment to visitors with mobility impairments. To maintain drainage and ensure that trails meet the standards set by the Architectural Barriers Act, we recommend that refuge trails be designed with cross-slopes between 2-5%.

What are the requirements?



Tread surface including resting intervals and passing spaces shall be both **firm and stable**.



The clear *tread width* shall be at least **36" (915mm)**. There are exceptions which may allow tread width to be reduced to 32".



Running slope (*grade*) must **never exceed 12%**.



No more than **30%** of the total trail length may exceed **8.33%** slope.



Resting intervals shall be provided (see ABA & FSTAG) where trail grade exceeds 5%.



Cross slopes shall be no less than **2%** and **no greater than 5%**.



Review the US Forest Service *Trail Accessibility Guidelines* (FSTAG) for details.

<http://www.fs.fed.us/recreation/programs/accessibility/>

But wait! How do I take these measurements?

Measuring running slope and cross slope require a few simple tools and techniques. R8 VSC has developed #ProTips with guidance on how to take these measurements. See page 2.



Measuring Slope for ABA Trails

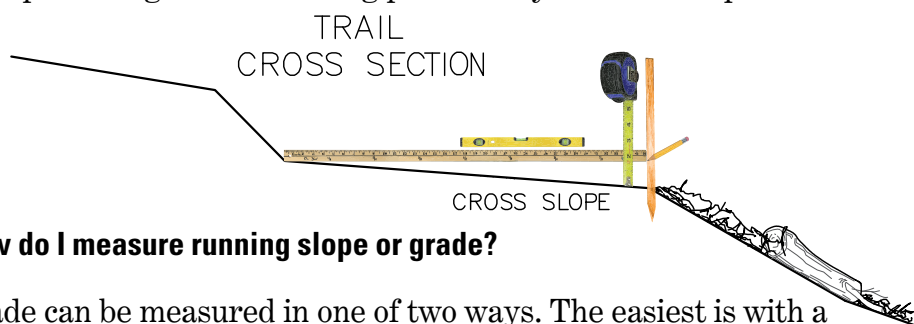
#ProTips for Visitor Services Professionals

What tools do I need? How do I measure cross-slope?

To measure cross-slope, you will need a yardstick, a level, and a tape measure. A 12" wooden stake and a rubber mallet will make the measurement more accurate. *In a pinch*, try using a half-full water bottle as a level and a straight tool handle instead of a yardstick!

Place the yardstick perpendicular to the point in the trail that you wish to sample. On the downslope end of the yardstick, pound the wooden stake into the ground. Use the level to ensure that your wooden stake is perfectly vertical. Next, with the upslope end of the yardstick on solid mineral soil at the edge of the tread, place the level on top of the yardstick perpendicular to the trail. Lift the downslope end of the yardstick until it is level. Use a pencil to mark this point on the wooden stake. Measure the distance from the ground to this mark to the nearest 1/8 inch. This exercise assumes a 36" wide trail tread.

This is the number of inches of rise in the tread's cross-section. To determine a percentage for cross-slope, divide the number of decimal inches (each 1/8" is 0.125") of rise by the number of inches of run—which is the length of the yardstick or 36 inches. Multiply this quotient by 100 for a percentage. The resulting product is your cross-slope.



How do I measure running slope or grade?

Grade can be measured in one of two ways. The easiest is with a *clinometer* such as the Suunto Tandem (about \$200). Work with a partner who is of similar height to you. Have that partner stand at one end of the trail segment to be surveyed in the middle of the trail. Standing at the other end of the segment, usually about 100' away, hold the clinometer up to your eye. Aim it at the face of your partner. Read the grade through the window on the side of the instrument.

If you do not have a clinometer, the measurement can be done similar to how cross-slope is measured. Using a 100' length of string and a string level, stand with your partner at opposite ends of the survey section. At the uphill end, hold the string to the ground. At the downhill end, hold the string level. Measure the distance between the level string and the center of the trail tread surface. This is your rise. The run is the length of the string.

$$\text{SLOPE} = \frac{\text{RISE}}{\text{RUN}}$$



The Suunto Tandem is a commonly available clinometer suitable for trail assessment.

A rise of between roughly 3/4" and 1 7/8" is acceptable for 36" wide trails. The ideal trail cross slope rise is approximately 1 3/4".

This figure is within the limits suggested by the ABA standards yet still provides adequate slope to encourage trail drainage.





AGENDA ITEM REPORT

CITY OF HOMER FACILITIES TRANSITION PLAN AMENDED AND UPDATED DRAFT V1

Item Type: ACTION
Prepared For: ADA ADVISORY BOARD
Meeting Date: JULY 13, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Background:

The City of Homer Transition Plan was adopted in April of 2019 and since that time Building Maintenance and Port Maintenance has been addressing the compliance issues that were found within City owned facilities. Some facilities were omitted as the public was not permitted to enter or had limited public areas so only those areas were addressed.

I have updated the entire document to include legislation to date, self-evaluation processes, transition plan development, acknowledgements, evaluation and ranking notes, and timelines bringing the City of Homer into compliance with ADA regulations.

This document will be combined with the additional transition plans as they are drafted and approved. Once all City facilities and programs have been through the self-evaluation process and transition plans approved these documents will be reviewed periodically for new or recurring ADA compliance to ensure that City facilities, programs and services remain in compliance with ADA regulations.

Action requested:

Please review the document and make recommendations for corrections or formatting changes.

Make a motion and second to adopt the amended City of Homer Facilities Transition Plan as amended and forward to City Council for approval.



City of Homer

ADA Transition Plan

Facilities

Self-Evaluation on ADA Compliance Issues

Adopted via Resolution 19-024

April 22, 2019

Updated June 13, 2023 Draft v1

INTRODUCTION

The City of Homer Transition Plan and Responsibilities

In accordance with the Americans with Disabilities Act (ADA, this document shall serve as the City of Homer's Transition Plan.

This is an overview of the plan that includes the self-evaluation that identifies barriers to program accessibility and municipal owned properties throughout the City and includes project checklists to track improvements. The plan consists of an Inventory Assessment, implemented requirements and annual reassessment of goals and improvements.

The City of Homer ADA Coordinator will manage all aspects of ADA Compliance. This plan is available on the City of Homer website for review by the general public. Individuals are encouraged to submit comments or issues on accessibility of City programs and facilities by contacting the City ADA Coordinator.

BACKGROUND, Purpose, & Goals of the Plan

~~City of Homer's Resolution 16-019 established the Americans with Disabilities Act (ADA) Compliance Committee. **and appointed then Deputy City Clerk Melissa Jacobsen as ADA Coordinator.** to develop a Transition Plan and establish a grievance procedure to comply with ADA requirements; it also appointed Melissa Jacobsen, then Deputy City Clerk, as the ADA Coordinator for the City of Homer.~~

Resolution 16-057 established ~~t~~The ADA grievance procedure which sets out a system for resolving complaints of disability discrimination in a prompt and fair manner.~~was adopted May 23, 2016 per Resolution 16-057.~~

Resolution 17-75(A) Committed the City to continual work towards becoming a universally accessible city.

Resolution 19-024 established the Transition Plan for City facilities. ~~and grievance forms are now available on the City of Homer's website and through the City Clerk's Office.~~

Resolution 19-055 confirmed the ADA Compliance Committee as a Standing Committee of the City Council. This resolution further outlined the need for the Committee and stated the ongoing responsibility to review any new programs, activities and services within the City of Homer; perform and develop transition plans for other areas of the City including but not limited to the city parks, trails, campgrounds and programs to comply with ADA requirements.

Resolution 20-114 Appointed Renee Krause, Deputy City Clerk to assume the duties of ADA Coordinator for the City.

Ordinance 22-53(A) Created the Americans with Disability Act Advisory Board to codify the body to reflect the City of Homer's commitment to Title II of the ADA Regulations and efforts to accessibility to all.

PURPOSE

The federal legislation known as the American with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

Title II of the ADA specifically applies to state and local governments, referred to as “public entities,” and their programs and services. Title II, Article 8, requires public entities to take several steps designed to achieve compliance.

For the Transition Plan, the outlined scope of work included:

- Preparing a self-evaluation of the City’s policies and practices and analyze whether these policies and practices adversely affect the full participation of individuals with disabilities in its programs, activities, and services
- Performing a self-evaluation of City facilities for compliance with ADA requirements for accessibility by individuals with disabilities
- Developing a Transition Plan based on the self-evaluations that lists the physical barriers of the City’s facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities; the methods to be used to remove the barriers and make the facilities accessible; and the schedule for taking necessary steps to achieve compliance.

~~City Council appropriated \$25,000 in the 2017 budget to engage professional support to the committee to develop the self-evaluation and Transition Plan, and adopted Resolution 17-75(A) committing to continual work towards becoming a city that is universally accessible to all.~~ **Recommendation: Remove this information from this section as it is not relevant for the progression of the document in the future. The reference to the legislation can be conducted in the Background Section of this plan.**

SELF-EVALUATION PROCESS

City of Homer Staff and ADA Compliance Committee members received training on performing self-evaluations and Transition Plans from ~~David Barton~~ of the Northwest ADA Center. The Northwest ADA Center is funded by the National Institute on Disability, Independent Living, and Rehabilitation Research (NIDILRR), and is part of the ADA National Network Centers which are a national platform comprised of ADA professionals and experts charged with assisting businesses, state and local governments, and people with disabilities to be user friendly to disability and the effect the variety of health conditions can have on society.

Following the training, the ADA Compliance Committee ~~reviewed Transition Plans prepared by other Alaska municipalities and discussed whether to contract the self-evaluation and Transition Plan development or self-perform the work.~~ The committee decided to self-perform **ed** the work with the support of City of Homer staff, with the option of contracting for aspects of the self-evaluation and **initial** Transition Plan that exceeded the expertise of the committee and City staff.

City facilities included in the **primary** self-evaluation:

- | | |
|---|--|
| • City Hall | • Baycrest Overlook and Restroom |
| • Homer Public Library | • Port and Harbor Office |
| • Public Works Building (public entry only) | • Load and Launch Ramp |
| • Public Restrooms located on Pioneer Avenue and Homer Spit | • Small Boat Harbor Ramps and Float System |
| • HVFD Fire Hall (public entry only) | • Harbor Facility Parking including Fee Pay Lots |
| • Airport (public spaces) | • Fish Cleaning Stations |
| | • Nick Dudiak Fishing Lagoon |

Several of the facilities were excluded from the self-evaluation due to the following reasons:

- Homer Police Station – At the time of the self-evaluation Homer City Council was evaluating a new police station building; the current Police Station has known ADA compliance issues that will be addressed in a new building. **Recommendation: This building is currently being used for storage for the Fire Department and is not open to the public.**

- Homer Education and Recreation Complex (HERC) – The HERC consists of the old Homer Middle School (HERC-1) and the old Homer High School (HERC-2); at the time of the self-evaluation the status of HERC-1 was in flux and the committee decided to not evaluate the building knowing that any improvements to the building would address known ADA compliance issues; HERC-2 is used by Public Works Maintenance Staff and is not open to the public.
- City Park Restrooms (e.g. Karen Hornaday Park) were not included in the plan because they were constructed prior to standard ADA regulations and are completely out of compliance. **Recommendation: The restroom facility at KHP has been demolished and this should be updated and relocated to a section regarding completed projects.**
- Bishop's Beach Restrooms were determined to not have ADA issues, therefore are not included. **Recommendation: These restrooms were determined to require replacement, demolished and should be updated to reflect their status change.**
- ADA compliance issues pertaining to Public Works and HVFD's public areas are limited to just their entrances; the remainder of the buildings/facilities are employee access only and therefore not subject to this Transition Plan.

Staff from the City Clerk's Office and Public Works, members of the ADA Compliance Committee, and interested members of the public visited City facilities and (using standardized evaluation sheets from the Northwest ADA Center) measured/evaluated parking areas, curbs and sidewalks, building entrances, counter spaces, seating, restrooms, and other public spaces for accessibility by individuals with disabilities.

While conducting the facility evaluations, City staff and the ADA Compliance Committee developed a list of questions related to ADA compliance requirements. Additionally, many of the harbor facilities, such as the ramps, float system, and fish cleaning stations, required specialized expertise to evaluate. To address these issues, the City established a contract with the Northwest ADA Center and David Barton to assist with answering questions and evaluating the more-specialized areas/facilities; those facilities were included in an assessment report by the Northwest ADA Center which has been incorporated into this Transition Plan.

Following all measurements/evaluations, the committee reviewed the data to determine where facilities were in compliance and where they were not. Items not in compliance were compiled into a spreadsheet as part of this Transition Plan.

TRANSITION PLAN DEVELOPMENT

The ADA Compliance Committee reviewed the spreadsheet with Public Works and Port and Harbor staff to refine the list into a more efficient, applicable plan. During the process, some issues were removed for several reasons:

- Items were corrected at the time of measurement (e.g., the effort required to open a door) and will continue to be ongoing maintenance items per Public Work's policy and/or Building Maintenance job descriptions.
- Items were easily correctable, and were resolved during or shortly after the self-evaluation was conducted (e.g., materials blocking an accessible counter).
- Items identified at the harbor by the Northwest ADA Center were incorrect and the Port and Harbor Director provided more detailed information regarding facility use that was not readily available at the time of evaluation.

These items are included in an Addendum at the end of the Transition Plan to acknowledge and document the initial findings.

PRIORITY RANKING: Once an accurate list of non-compliant items was compiled, the ADA Compliance Committee ranked each item based on the following priorities for resolution as per ADA standards for accessible design:

Priority 1: Building accessibility including parking, access routes, and main building entrances

Priority 2: Equitable access to goods and services

Priority 3: Restrooms

Priority 4: All other measures to improve accessibility

COST/IMPACT RANKING: Public Works and Port and Harbor Staff were consulted to rank each compliance issue based on the level of impact to the department's budget and staff time required to complete the project. Definitions for Cost/Impact Rankings are:

- 1 – Project can be completed by City of Homer staff at low cost and with a low amount of effort.
- 2 – Project can be completed by City of Homer staff, the cost would be moderate and/or would require a moderate level of scheduling in association with other staff duties to complete.
- 3 – Project can be completed by City of Homer staff; however, the cost for materials would be high and/or the time required to complete would be high. Use of a contractor would allow project completion sooner.
- 4C – Project requires specialized tools, skills, and/or level of warranting the use of a contractor.

TIMELINE RANKING: Public Works and Port and Harbor department staff also evaluated the items based on current department workloads and schedules for when in-house and contractor-hired projects could be completed. The timelines for projects completed in-house would be as follows:

- A – Project can be completed in between regularly schedule work as time allows, with completion within one year.
- B – Project requires additional scheduling and budgeting and may be completed within one or two years.
- C – Project requires significant scheduling and budgeting and may be completed within three to five years; could be completed sooner if done by a contractor.

If a contractor is hired to complete a project they may have a more definitive timeline because they must be budgeted in advance. For these items, the Transition Plan lists the estimated year that staff will prepare an Invitation to Bid, include it in their budget requests to City Council, and have the project completed by.

[Implementation of the Transition Plan](#)

The ADA Compliance Committee will review and update the Transition Plan annually or as needed to identify work that has been completed, add barriers that may arise in the future, and identify interim steps. If the time period for achieving compliance is longer than one year, the plan ~~should~~ **will** identify the interim steps that ~~will~~ **should** be taken during each year of the transition period to achieve compliance with Title II of the ADA.

Persons Involved in the Process **ACKNOWLEDGEMENTS**

A team consisting of City Staff, ADA Compliance Committee members, City residents, and a contractor participated in the initial self-evaluation, development, and review of the Transition Plan. The table below outlines the individuals involved and their roles in developing the Transition Plan.

INDIVIDUAL	AFFILIATION AND ROLE IN DEVELOPING THE TRANSITION PLAN
Rick Malley	ADA Compliance Committee Chair
Linda Munns	ADA Compliance Committee Chair; support in development of self-evaluation and Transition Plan

Tess Dally	ADA Compliance Committee Vice Chair; participated in measurements for self-evaluation, support in development of Transition Plan
Joyanna Geissler	ADA Compliance Committee member; participated in measurements for self-evaluation, support in development of Transition Plan
Pam VanHoozer	ADA Compliance Committee member; support in development of self-evaluation and Transition Plan
Donna Aderhold	ADA Compliance Committee, City Council Representative; participated in measurements for self-evaluation, support in development of Transition Plan
Melissa Jacobsen	City Clerk's Office, City Clerk and ADA Coordinator; staff assigned to the ADA Compliance Committee, lead in developing the self-evaluation
Rachel Tussey	City Clerk's Office, Deputy City Clerk I; Transition Plan preparer
Dan Gardner	Public Works Superintendent; participated in measurements for self-evaluation, estimates for time, cost, and level of effort for the Transition Plan
Mike Riley	Public Works Building Maintenance; participated in measurements for self-evaluation, estimates for time, cost, and level of effort for the transition plan
Bryan Hawkins	Port Director/Harbormaster; consultation on port and harbor-specific ADA compliance issues identified in the self-evaluation and Transition Plan
Aaron Glidden	Port Maintenance Supervisor; provided estimates for time, cost, and level of effort for Transition Plan items at harbor facilities
David Lewis	City Council member and Independent Living Representative; participated in measurements for self-evaluation
David Barton	Northwest ADA Center; aided with measurements and provided support/consultation for self-evaluation

EVALUATION NOTES

- City Hall, Library, Airport, Public Works, Homer Volunteer Fire Department (HVFD), and City Restrooms were evaluated by ADA Compliance Committee Members, City staff, and supporting members.
- Port and Harbor facilities were inspected by David Barton, Northwest ADA Center, with support from ADA Compliance Committee Members and City staff; his final report was merged into this transition plan.
- Cost/impact rankings, in-house/contractor determinations, and timeline estimates were made by Public Works and Port and Harbor Staff.
- City Park Restrooms (e.g. Karen Hornaday Park) were not included in the plan because they were constructed prior to standard ADA regulations and are completely out of compliance.
- The Police Station was not included due to the approval of building a new Police Station.
- The Homer Education and Recreation Complex (HERC) buildings were not included since City Council is still determining the future use or demolition of the buildings per a recent Task Force report.
- Bishop's Beach Restrooms were determined to not have ADA issues, therefore are not included.
- Public Works and HVFD's public areas are limited to just their entrances; the remainder of the buildings/facilities are employee access only.
- Public Works Staff Comments: "If the City does the in-house items, it will take a long time to accomplish, but it could be done. Another approach is to put out a contract to tackle everything."

RANKING NOTES




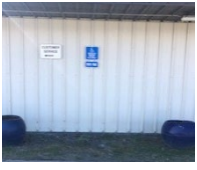



Priority Rankings based on ADA Standards for Accessible Design	Cost/Impact Rankings based on how cost will affect department's budget, and staff time required to complete project
Priority 1: Parking, Access Route, & Main Entrances	1 = In-House Low Cost/Impact
Priority 2: Equitable Access To Goods & Services	2 = In House Medium Cost/Impact
Priority 3: Restrooms	3 = In House High Cost/Impact
Priority 4: All Other Measures To Improve Accessibility	4C = Requires Hiring/Bid Process for a Contractor





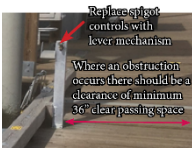
TIMELINE






Timelines for Staff-Completed Projects: If City Staff completes the in-house items, timeline for completion will vary significantly.	Timelines for Contractor Projects: Projects completed by a contractor may have a more defined timeline since they have to be budgeted in advance. Timeline lists estimated year of completion.
2019/2020 = Can be completed in between regularly scheduled work as time allows; within 1 year.	
2019/2021 = Requires additional scheduling/budgeting; may be completed within 1-2 years.	
2019/2024 = Requires significant scheduling/budgeting; may be completed within 3-5 years, could be completed sooner if done by a contractor.	




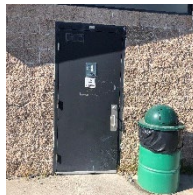
ADA COMPLIANCE ISSUES




The following list details the physical barriers of the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities, and the methods to be used to remove the barriers, make the facilities accessible, and the schedule for taking necessary steps to achieve compliance.

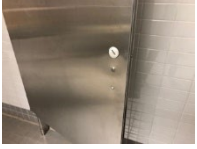

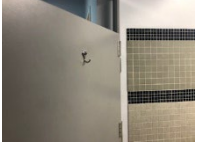
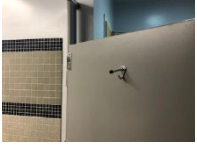


Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Baycrest Overlook		Van Accessible Space [502.2]	1	1	2019/ 2020 2021 PW Ops 2023	Repaint lines. Public Works to schedule/correct as time & budget allows. Completion of three areas remain
Harbor Ramp 4: Paved Parking		Van Accessible Space [502.2]	1	2	2019/ 2020 2021 2023	Install "Van Accessible" sign at van space.
Library: Parking		"Van Accessible" Signs [502.6]	1	2	2019/ 2020 2023	Install "Van Accessible" sign at van space. Port & Harbor to schedule/correct as time & bud
Public Works: Parking		"Van Accessible" Signs [502.6]	1	2	2019/ 2020 2023	Install "Van Accessible" sign at van space. Port & Harbor to schedule/correct as time & budget allows.
Animal Shelter: Parking		Van Accessible Space [502.2] "Van Accessible" Signs [502.6] Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 2024	Repaint lines. Install "Van Accessible" sign at van space. Regrade cross slope to 1:48 max. Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2024 budget item & issue RFP in-2024/2025 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.
City Hall: Back Entrance		Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 2025/2026	Regrade cross slope to 1:48 max. Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2025 budget item & issue RFP in 2025/2026 (incl. design & construction).
Fire Hall: Parking		Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 2025/2026	Regrade cross slope to 1:48 max Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2025 budget item &




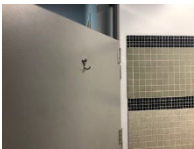



Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						<p>issue RFP FOR 2025/2026 (incl. design & construction).</p> <p>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</p>
Library: Parking		<p>Slope of Accessible Parking Spaces [502.4]</p> <p>Exterior Ramp Cross Slope [403.3]</p>	1	4C	2019/ 2021 <u>2024</u>	<p>Regrade surface to maintain max 1:48 slope. Regrade cross slope to 1:48 max.</p> <p>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2024 budget item & issue RFP in 2024/2025 (incl. design & construction).</p> <p>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</p>
Load & Launch Ramp: Gravel Parking		ADA Parking Sign Placement [502.6]	1	4C	2019/ 2021 <u>Scheduled for 2023</u>	<p>Adjust height on existing handicap signage to comply with 60" minimum from ground.</p> <p>Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).</p>
Nick Dudiak Fishing Hole Lagoon		<p>Ramp [405]</p> <p>Walking Surfaces [403]</p>	1	4C	2019 <u>2024/2025</u>	<p>The Nick Dudiak Fishing Hole Lagoon is extremely outdated and in need of significant repairs. An Invitation to Bid (ITB) will be required to bring it fully into compliance.</p> <p>City Staff/Port & Harbor to continue working with Alaska Department of Fish & Game for funding to repair ramps.</p>
Public Works: Parking		Exterior Ramp Cross Slope [403.3]	1	4C	2019/ 2021 <u>2027</u>	<p>Regrade cross slope to 1:48 max.</p> <p>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2027 budget item & issue RFP in 2027 (incl. design & construction).</p> <p>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</p>
Harbor Docks: Transient/ Reserved Moorage		<p>Door Hardware [404.2.7]</p> <p>Operable Parts [309]</p>	2	1	2019/ 2020 <u>Scheduled for 2023</u>	Round water spigot control(s).


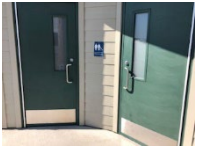

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Uplands: Fish Cleaning Station/Tables at Ramp 4, Ramp 6, & Fishing Lagoon		Reach Ranges [308]	2	1	2019/ 2020 <u>Scheduled for 2023</u>	Reach to dispose gut material into these wagons is too high and beyond the maximum reach range of 48 inches. Port & Harbor to add a fish disposal bucket under each accessible table section at all three locations; to be replaced as time & budget allows.
Library		Clear Area to Side of Front-pulling Door [404.2.4]	2	1	2019/2020 <u>2023</u>	Copy Room is tight; install sign to ask for assistance with opening door. <u>Remove Door</u> Public Works to schedule/correct as time & budget allows.
Harbor Uplands: Benches & Viewing Areas		Benches [903]	2	3	2019/ 2021 <u>Scheduled for 2024</u>	Retrofit existing benches to have back support, or provide accessible seating area -benches that meet ADA standard (i.e. seating with back support). Port & Harbor to incorporate into upcoming harbor improvement project.
Airport		Depth of Counter at Accessible Portion [904.4]	2	4C	2019/ 2024 <u>2024</u>	Alter accessible portion so it's the same depth as the standard countertop. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Research Kenai Airport. Is separate table allowed May require capital project with Counter Replacements
City Hall: Upstairs		Dimensions of Elevator's Interior [407.4.1]	2	4C	2019/ 2021 <u>Future Unk.</u>	Depth of elevator too short; replace elevator. Requires new elevator shaft/tower - Cost prohibitive in existing City Hall. ADA Access to individual floors, policy in place for staff to meet with public on floor they come in on to provide service.
Harbor Uplands: Ramp 2 Disposal Sheds		Changes in Surface Level [303] Ramps [405] Openings [302.3]	2	4C	2019/ 2024 <u>2023</u>	RAMP 2 Oil Shed has two steel grated ramps with slopes as steep as 30 degrees with no clear floor space to maneuver or reach any of the three different disposal opportunities. In addition, the ramp and floor grates are not in compliance as they allow passage of a sphere more than ½ " (13 mm) diameter through a grate opening. Provide a proper accessible route and reach ranges to at least one of the two locations designated for chemical waste dumping or provides some sort of "equivalent facilitation."

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						Port & Harbor to evaluate; could be incorporated into upcoming harbor improvement project.
Harbor Uplands: Ramp 8 Disposal Sheds		Changes in Surface Level [303]	2	4C	2019/ 2024 <u>2023</u>	<p>RAMP 8 Oil Shed has a concrete perimeter barrier with a change in level that is more than 1/4" with no clear floor space to maneuver or reach any of the different disposal opportunities. Surface level along accessible route must be free of changes in surface level. Surface level changes cannot exceed 1/4" in height.</p> <p>Port & Harbor to post signage at Ramp 8 that directs persons requiring assistance to contact staff, or to go to ADA compliant Ramp 2 facility.</p> <p>Port & Harbor to evaluate; could be incorporated into upcoming harbor improvement project.</p>
Load & Launch Ramp: Staging Area		Ground Surfaces/ Changes in Surface Level [302, 303]	2	4C	2019/ 2024 <u>2024</u>	<p>Provide ground surface that is firm, stable, and slip resistant. Maintain to ensure changes in level issues do not occur throughout a season.</p> <p>Paving Staging Area will require a contractor; at a 2 rating staff could designate a paved area for ADA loading, but during summer will require significant staff time to monitor.</p> <p>Port & Harbor to evaluate; could be incorporated into upcoming harbor improvement project.</p>
Baycrest Overlook		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 <u>2023</u>	<p>Move signs to comply w/ location requirements.</p> <p>Public Works to evaluate: Option 1— Schedule/ correct as time & budget allows; or Option 2— Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).</p> <p><u>PW to Review Contract with State for responsibility</u></p>
Harbor Ramp 4: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 2020/2021 <u>2023</u>	<p>Move signs to comply w/ location requirements.</p>

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Ramp 5: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 <u>2023</u> <u>Bldg Maint.</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor Ramp 6: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 <u>2023</u> <u>Bldg Maint.</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Load & Launch Ramp: Restroom		Toilet Room Sign Locations [703.4.2]	3	1	2019/ 2020 2020/ 2021 Bldg Maint <u>2023</u>	Move signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Airport: Women's Restroom		Threshold Entrance Height [404.2.5, 303.2]	3	2	2019/ 2021 <u>2024</u>	Replace threshold that meets bevel and height restrictions. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out grant funding.
Bartlett & Pioneer: Restroom		Toilet Room Sign Locations [703.4.2]	3	2	2019/ 2020 2020/ 2021 <u>2023</u>	Sign is missing; install signs to comply w/ location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Library: Men's Restroom		Stall Door Pulls on Both Sides [604.8.1.2]	3	2	2019/ 2020 2020/ 2021 Bldg Maint <u>2023</u>	Replace hardware. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). PW Review for Completion

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Library: Women's Restroom		Stall Door Pulls on Both Sides [604.8.1.2]	3	2	2019/ 2020 <u>2020/2021</u> Bldg Maint <u>2023</u>	Replace hardware. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). PW Review for Completion
Load & Launch Ramp: Restroom		Threshold Entrance Height [404.2.5, 303.2]	3	2	2019/ 2021 2021/ 2022 <u>2023</u>	Replace threshold that meets bevel and height restrictions. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Review for Completion
Airport: Men's Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 <u>2024</u>	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Review for Completion
Airport: Women's Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 <u>2024</u>	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Review for Completion
Airport: Women's Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024 <u>2024</u>	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows.
City Hall: Downstairs Restroom		Stall Lock Operability [309.4]	3	3	2019/ 2021 <u>2024</u>	Replace lock so it can be used with one hand and w/o tight grasping/pinching. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
City Hall: Downstairs Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 2024	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows;
Harbor Ramp 5: Restroom		Space from Partition to Toilet's Centerline [604.2]	3	3	2019/ 2021 PW will review 2024	Shorten wooden bench top to meet space requirements between bench and toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Library: Women's Restroom		Stall Door Self-closing [604.8.1.2]	3	3	2019/ 2024 2024	For stall doors inside restroom, add closer or replace door. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Airport: Men's Restroom		Privacy Wall & Door Configuration [404.2.4]	3	4C	2019/ 2024 2024	Reconfigure space to meet minimum space requirements. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Airport: Men's Restroom		Space from Partition to Toilet's Centerline [604.2]	3	4C	2019/ 2024 2024	Move or replace toilet. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Airport: Women's Restroom		Clear Turn-Around Space for Wheelchair [603.2.1]	3	4C	2019/ 2024 2024	Space limited near sink; move/remove partitions, fixtures or objects. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Bartlett & Pioneer: Restroom		Maneuvering Clearance [404.2.4]	3	4C	2019/ 2024 2024	Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
						<p>floor space is provided beyond the arc of the door.</p> <p>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020-budget item & issue RFP in 2020/21 (incl. design & construction).</p>
Deep Water Dock: Restrooms		Maneuvering Clearance [404.2.4]	3	4C	2019/ 2024 2024	<p>Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.</p> <p>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020-budget item & issue RFP in 2020/21 (incl. design & construction).</p>
WKFL Park: Restroom		Maneuvering Clearance [404.2.4]	3	4C	2019/ 2024	<p>Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.</p> <p>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020-budget item & issue RFP in 2020/21 (incl. design & construction).</p>
Airport		Drinking Fountain Spout Placement [602.5] Protrusion of Drinking Fountain [307.2]	4	1 or 4C	2019/ 2020 or 2019/ 2024 2024	<p>Replace drinking fountain with one that complies with all sizing requirements.</p> <p>Drinking fountain sticks too far out; replace or add tactile warning.</p> <p>Replacing fountain in improvement project with water bottle type.</p>

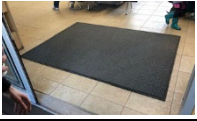
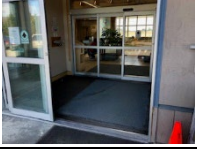



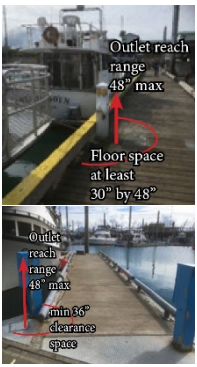
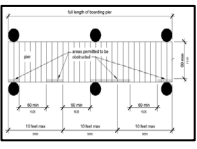
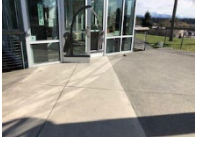
ADDENDUM






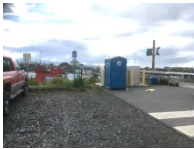
Throughout the evaluation process, some of the issues that were noted in staff's self-evaluations and the Northwest ADA Center's Port and Harbor report were either:


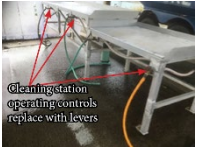

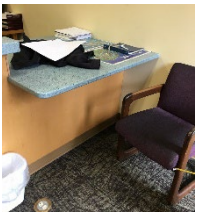




1. Addressed immediately;
2. Were determined by staff to no longer be an issue; or

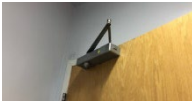



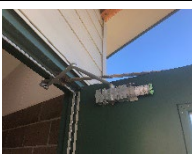






3. An ongoing compliance issue that staff addresses regularly through routine building maintenance.


To ensure this Transition Report documents all ADA compliance issues/resolutions, those items determined as “N/A”, “Completed”, or “Recurring” have been listed separately in this section.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport		Secured Edges of Carpets/Mats [302.2]	1	Recurring	Secure carpeting or mats at edges. Mats get replaced regularly through routine building maintenance.
Airport: Main Entrance		Main Door Closer Timing [404.2.8]	1	Recurring	Adjust door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
City Hall: Back Entrance		Door Closer Timing [404.2.8]	1	Recurring	Adjust door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
City Hall: Back Entrance		Secured Edges of Carpets/Mats [302.2]	1	Recurring	Secure carpeting or mats at edges. Mats get replaced regularly through routine building maintenance.
City Hall: Front Entrance		Secured Edges of Carpets/Mats [302.2]	1	Recurring	Secure carpeting or mats at edges. Mats get replaced regularly through routine building maintenance.
Harbor Docks: Amenities & Program Services		Clear Floor or Ground Space [305] Reach Ranges [308] Operable Parts [309]	1	Recurring	Ensure all the surrounding amenities and services that serve these specific accessible slips are made accessible. Examples such as water supply facets and hoses, outlets for electricity and cable TV, etc. will require: •Proper clear floor space of at least 30” by 48”, •Reach ranges from floor surface of minimally 15” to 48” maximum, •Operating controls shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 lbs. maximum. All utility pedestals on the docks are ADA compliant; harbor staff patrolling regularly monitors that items aren’t blocking dock pathways/ pedestals.
Harbor Docks: Transient/ Reserved Moorage		Boat Slip Clearance [1003.3.1]	1	N/A	Formally commit to designating the required eleven (11) accessible stalls by slip locations. Designate at least one accessible slip location for each of the available classes, then locate the remaining four slips in the most widely utilized and popular boat sizes used and moored in the harbor. Place them on the shortest accessible route to the RAMP 3 arrival point. Staff already designated stalls; separately listed issue addresses staff’s efforts to show designations on port and harbor maps.
Library: Main Entrance		Grates in Exterior Wheelchair Route [302.3]	1	N/A	Replace grate to meet opening requirement of 1/2" or less. Staff confirmed that no grate exists at the Library Entrance.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
Load & Launch Ramp: Parking		Ground/Walking Surfaces [302, 403]	1	N/A	Relocate ADA parking spaces to open asphalt surfacing already adjacent to and around the restroom building. Existing pavement area is for Load & Launch Ramp staging; cannot be relocated.
Port & Harbor Office		Protruding Object Over 4" at Entrance [307.2, 305]	1	N/A	Move entrance shelf to provide clear floor space of 30"x48" min for door approach. Not applicable since the shelf does not protrude 4" into the door space.
Harbor Ramp 3: Gravel Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3] Ground Floor Surfaces [302.1, 302.3]	1	Completed N/A	Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance. Clear asphalt-to-gravel issues & regrade to have cross slope less than 2%. Staff inspected Ramp 3 Parking Lot; the paved portion has been cleared of any gravel/debris, lines repainted, and a drainage issue fixed at the head of the parking lot. The unpaved parking area near the top of Ramp 3 is the parking lot for Harbor Grill, not for Ramp 3 access; the two parking areas are delineated by a physical barrier.
Harbor Ramp 3: Paved Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3]	1	Completed	The clear floor space to use the automated parking meter that serves Ramp 3 parking lot can become uneven with foot-traffic use and ongoing weathering due to the asphalt-to-gravel transition. This change-in-level barrier could be easily remedied and likely permanently maintained with a little additional asphalt around the base of the meter. Area around meter was paved when meter was replaced with a different model.
Harbor Ramp 4: Paved Parking		Van Accessible Space [502.2]	1	Completed	Repaint lines to meet measurement requirements. Lines were repainted Spring 2019.
Nick Dudiak Fishing Hole Lagoon		Pedestrian Ramp [405] Walking Surfaces [403]	1	2019/ 2024	The Nick Dudiak fishing Hole Lagoon is extremely outdate and in need of significant repairs. An Invitation to Bid (ITB) will be required to bring fully into compliance. Design recommendations have been completed in 2022 Staff to continue working with ADF&G and other options for funding sources for new accessible fishing pier and boardwalk
Harbor Ramp 8: Gravel Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3]	1	Completed	Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance.



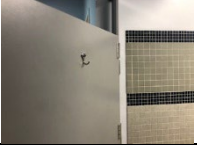


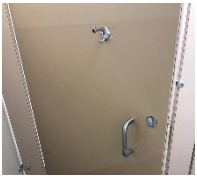
Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
					ADA Parking was moved onto paved area; existing signage was moved and new lines were painted Spring 2019.
City Hall: Downstairs		Interior Door Closer Timing [404.2.8]	2	Recurring	Adjust door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Harbor Uplands: Fish Cleaning Station/ Tables at Ramp 6		Operation [309.4] Faucets [606.4]	2	Scheduled 2021 Completed	At the Ramp 6 Fish Cleaning Station, the operating controls for the water hoses at the accessible table sections are round. Staff is replacing controls with lever mechanisms as they wear out and need replacing.
City Hall: Downstairs		Accessible Service Counter [904.4.1]	2	N/A	Rebuild a portion of City Clerk's counter for accessibility. Not necessary since a present workaround exists; table that meets ADA compliance is available.
City Hall: Upstairs		Depth of Counter at Accessible Portion [904.4]	2	N/A	Rebuild Finance's counter for accessibility. Staff re-measured, meets requirements.
Harbor Docks: Transient/ Reserved Moorage		Clear Floor Space [606.2]	2	N/A	Provide a clear floor space of at least 30" by 48" for either forward or parallel to access other available amenities like electricity. Dock in photo is not the ADA designated stalls; the designated stalls are compliant with pathway requirements.
Harbor Uplands: Ice Bait & Automated Machines		Reach Range [308]	2	N/A	The Bait Box machine operating controls are too high (52 ½ inches) for proper high reach range clearance of 48 inches above the floor. Recommend replacing this automated machine with one that does comply with the 2010 ADA Standards in the design and operation of the control mechanisms. This machine is privately owned, not maintained by the City.
Harbor Uplands: Fish Cleaning Station/ Tables at Fishing Lagoon		Changes in Level [303]	2	Completed	There is a step or change in level barrier at the entrance to the Nick Dudiak Fishing Hole Lagoon Fish Cleaning Station. Recommend adding compacted inter-locking gravel or asphalt at the station entrance connecting to the accessible parking space and harbor pedestrian sidewalk arrival points. Area was paved spring 2018.
Library		Wheelchair Space Under Work Surface [305.3]	2	Completed	Table with correct wheelchair dimensions is available; library staff installed computer at table.





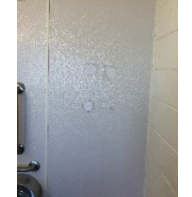

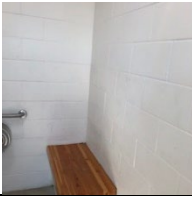

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport: Men's Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Baycrest Overlook		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
City Hall: Downstairs Restroom		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Corner of Bartlett & Pioneer: Restroom		Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
End of the Road Park		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Harbor Ramp 4: Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Harbor Ramp 6: Restroom		Door Closer Timing [404.2.8.1]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Library: Men's Restroom		Door Closer Timing [404.2.8.1] Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
WKFL Park		Force to Open Door [404.2.9]	3	Recurring	Adjust main door so it takes at least 5 seconds to close. Door closers adjusted regularly through routine building maintenance.
Library: Kid's Room Restroom		Minimum 48" Vestibule Door Spacing [404.2.6] Privacy Wall & Door Configuration [404.2.4]	3	N/A	Remove inner door or change door swing for one or both doors. Reconfigure space to meet minimum space requirements. Restroom is a Single Unit, does not have an inner door.
Library: Kid's Room Restroom		Toilet Paper Dispenser Location [604.7]	3	N/A	Relocate toilet paper dispenser to meet all location requirements. Staff re-measured, meets requirements.








Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Accessibility Issue, Solution/Remedy & City Staff Direction
Load & Launch Ramp		Boarding Piers at Boat Launch Ramps [1003.2.2]	4	N/A	Not required or prioritized; but recommend due to the steeper slope consider enhancing and improving the ramp safety features and texture of the surface to improve safety, ambulation, and traction during inclement weather. Staff ensures the launch ramp is slip resistant/safe.









COMPLETED PROJECTS





The deficiencies that were identified in the compilation of this Transition Plan have been completed and brought to up to ADA Standards. This listing will be updated on an annual basis as the City schedules the projects and funds the necessary changes and improvements.





Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
City Hall: Front Entrance		Minimum 48" Vestibule Door Spacing [404.2.6]	1	1	2019/ 2020	Remove inner door or change door swing for one or both doors. Public Works to schedule/correct as time & budget allows. Completed 2020
Deep Water Dock: Shelter		Reach Range [308]	2	1	2019/ 2020	Dog waste bag dispenser's operable part is measured at 54" above the floor and located above a seating area. Lower dispenser operable part to 48" above the floor; relocate away from the circular stone bench as not to protrude into a sitting person's headspace. Port & Harbor to schedule/correct as time & budget allows. Completed 2020
Airport: Men's Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
Bartlett & Pioneer: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
Bartlett & Pioneer: Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020	Relocate grab bar to meet all location requirements, specifically re: objects above bar. Completed 2020
City Hall: Downstairs Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020


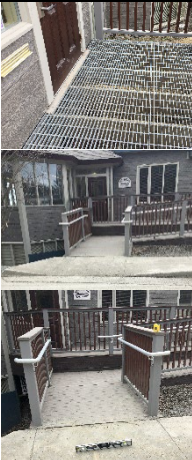

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
End of the Road Park: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Relocate coat hook to meet location requirements. Completed 2020
End of the Road Park: Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020	Relocate grab bar to meet all location requirements, specifically re: objects above bar. Completed 2020
Library: Kid's Room Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Coat Hook was removed; install coat hook that meets location requirements. Completed 2020
Airport		Objects on Public Area Circulation Paths [307.2]	2	1	2019/ 2020	Hand sanitizer protrudes; needs to either be replaced or have a tactile warning. Completed 2020.
Harbor Ramp 5: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Re-install coat hook that meet location requirements. Completed 2020
Load & Launch Ramp: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Re-install coat hook that meet location requirements. Completed 2020.
WKFL Park: Restroom		Coat Hook Location [603.4]	3	1	2019/ 2020	Install coat hook to meet location requirements. Completed 2020.
WKFL Park: Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/ 2020	Relocate grab bar to meet all location requirements, specifically re: objects above bar. Completed 2020.






Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport: Men's Restroom		Threshold Entrance Height [404.2.5, 303.2] Force to Open Door [404.2.9]	3	2	2019/ 2021	Adjust or replace closer; Install lighter door. Replace threshold that meets bevel and height restrictions. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed 2020
Airport: Men's Restroom		Toilet Seat Height [604.4] Location of Grab Bar on Rear & Side Wall [604.5.1, 604.5.2, 609.4]	3	2	2019/ 2021	Toilet seat too high; replace toilet. Relocate grab bar to meet all location and length requirements. Completed 2021
Airport: Women's Restroom		Toilet Seat Height [604.4] Location of Grab Bar on Rear & Side Wall [604.5.1, 604.5.2, 609.4]	3	2	2019/ 2021	Toilet seat too high; replace toilet. Relocate grab bar to meet all location and length requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; Completed 2020
Deep Water Dock: Restrooms		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
End of the Road Park: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Harbor Ramp 4: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Bartlett & Pioneer: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020

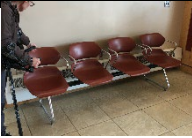




Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Ramp 5: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Harbor Ramp 6: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020 Completed 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
WKFL Park: Restroom		Pipes Below Lavatory Protected/ Insulated [606.5]	3	2	2019/ 2020	Install insulation or cover panel to protect pipes under sink. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Library: Men's Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/ 2024	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows Completed 2020
Airport: Men's Restroom		Toe Clearance Under Sink [306.3.3]	3	4C	2019/ 2024	Move or replace sink to meet under-sink clearance. City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding. Completed 2020
Harbor Docks: Transient/ Reserved Moorage		Clear Floor or Ground Space [305]	1	2	2019/ 2020	Ensure an accessible path of travel and clear floor space for boarding at each accessible slip. Provide a clear floor space of at least 30" by 48" for either forward or parallel. Modify any pier barriers or edge protection that may hinder access. Completed 2020.
Port & Harbor Office: Entrance		Notification Board Location too High [703.4.1]	1	1	2019/ 2020	Lower access to bottom edge of board to 48" to 60" max. Bottom edge of board at 50.5". Completed 2020
Port & Harbor Office		Accessible Service Counter [904.4]	1	1	Completed	Clear ADA Counter space so it is usable; provide a chair for patrons. Staff completed at time of inspection.







Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport: Parking		Van Accessible Space [502.2]	1	1	2019/ 2020 PW Ops 2021	Repaint lines to meet measurement requirements. Public Works to schedule/correct as time & budget allows. Completed in 2021.
Airport: Parking		ADA Parking Sign Placement [502.6]	1	1	2019/ 2020 PW Ops 2021	Adjust height on existing handicap signage to comply with 60" minimum from ground. Public Works to schedule/correct as time & budget allows. Completed in 2021.
City Hall: Back Entrance		Van Accessible Space[502.2]	1	1	2019/ 2020 PW Ops 2021	Repaint lines. PW will schedule/correct as time and budget allows. Completed 2022.
City Hall: Front Entrance		Van Accessible Space [502.2]	1	1	2019/ 2020 2021 PW Ops	Repaint Lines. Public Works will schedule/correct as time and budget allows. Completed 2021.
Fire Hall: Parking		Van Accessible Space [502.2]	1	1	2019/ 2020 2021 PW Ops	Repaint Lines. Public Works to Evaluate: Option 1 – Schedule/correct as time & budget allows or Option 2 – Prepare cost estimate to resolve all parking/pavement entrance issues include as 2020 budget item and issue RFP in 2020/21 Completed in 2022.
Library: Parking		ADA Parking Sign Placement	1	1	2019/ 2020 2021 PW Ops	Adjust height on existing signage to comply with 60" minimum distance from ground. Public Works to schedule/correct as time and budget allows. Completed 2021.
Public Works Parking		Van Accessible Space [502.2]	1	1	2019/ 2020 PW Ops 2021	Repaint Lines. Public Works to schedule/correct as time and budget allows. Completed 2021.
Airport: Parking		Van Accessible Space [502.6]	1	1	2019/ 2020 2021 PW Ops	Replace & Install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows. Completed 2021
City Hall: Front Entrance		Van Accessible Space [502.6]	1	1	2019/ 2020 2021 PW Ops	Replace & Install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows Completed 2021



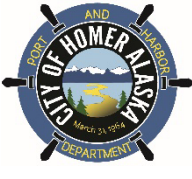
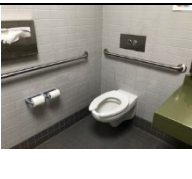
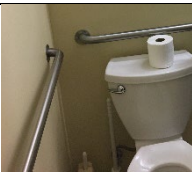

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Fire Hall: Parking		Van Accessible Space [502.6]	1	1	2019/2020 2021 PW Ops	Replace & install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows. Completed 2021
Harbor Docks Transient/ Reserved Moorage		Boat Slip Clearance[1003.3.1] Informational Sign & Marking Accessible Zones/Areas	1	2	2019/2020 2020/2021	For every 120 inches (10 feet) of lineal pier edge serving these accessible slips there is a clear opening at least 60" wide. Provide clear markings on all designated loading zone area(s). Ex: painting blue lines inside of existing yellow lines, red lines for easier detection and recognition of these accessible areas/features. Stall modifications completed in 2020. Marking and painting completed 2021
Library Parking		Van Accessible Signage [502.6]	1	2	2019/2020 2021 PW Ops	Replace and Install Van Accessible Signage at van space. Public Works to schedule and correct as time/budget allows. Completed 2022
Public Works Parking		Van Accessible Signage [502.6]	1	2	2019/2020 2021 PW ops	Replace & install Van Accessible signage at van space. Completed 2021
Harbor Ramp 5: Gravel Parking		Van Accessible Space 502.2	1	4C	2019/2020 2021/2022	Create van accessible parking spaces with proper signage, lines and paved slope. Public Works and or Port & Harbor to prepare cost estimate to resolve all parking pavement entrance issues, include as budget item and issue ITB Completed 2022.
City Hall: Upstairs Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/2024	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Completed 2021 installed automatic flush system.
City Hall: Downstairs Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/2024	Move control or replace toilet in Men's Restroom. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).

Location	Image	ADA Code Reference	Priority Level	Cost/Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Baycrest Overlook		Van Accessible Space [502.2]	1	2	2019/2020 2021 PW Ops	Install "Van Accessible" sign at van space. Public Works to schedule/correct as time & budget allows.
Harbor Docks: Transient/Reserved Moorage		Boat Slip Clearance [1003.3.1] Informational sign & marking accessible zones/areas [703.4.1]	1	2	2019/2020 2020 Stall Mods Completed Marking & painting 2021 COMPLETED 2022	For every 120 inches (10 ft.) of linear pier edge serving these accessible slips there is a clear opening at least 60 inches wide. Provide clear markings on all designated loading zone area(s). For example, painting a thin blue line inside the yellow transient moorage area lines or red loading zone lines for easier detection and recognition of these accessible areas/features.
City Hall: Front Entrance		Grates in Wheelchair Route [302.3] Level Landing at Top of Curb Ramp [406.4] Level Landing Where Ramp Changes Direction [405.7.4] Ramp Handrail Extension & Return [505.10.1] Minimum 32" Door Opening [404.2.3]	1	4C	2019/2021 COMPLETED	Replace grate to meet opening requirement of 1/2" or less. Reconfigure curb ramp so there's a level landing at least 36" long. Alter landing ramp to meet minimum measurements. Alter/replace handrails. Alter main door, possibly with offset hinges. Public Works to prepare cost estimate to resolve all City Hall Front Entrance ADA compliance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Could be included in RFP for other construction items. Possibly evaluate for ADA grant funding. Add to Capital Improvement Plan.
End of the Road Park: Parking		Van Accessible Space [502.2] "Van Accessible" Signs [502.6] Exterior Ramp Cross Slope [403.3]	1	4C	2019/2021 2021/2022 COMPLETED	Create van accessible parking spaces with proper signage, lines, and paved slope. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction). Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Harbor Ramp 3: Gravel Parking		Accessible Parking Dimensions [502.2, 502.3, 502.6]	1	4C	2019/2021 COMPLETED	For greater access to Ramp 3, provide additional accessible paved parking spaces located nearest to this specific dock access point. Consider providing at least 5% or greater accessible parking stalls. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor Ramp 4: Gravel Parking		Accessible Parking Dimensions [502.2, 502.3, 502.6]	1	4C	2019/2021 COMPLETED	Designate more accessible parking spaces that serve the Ramp 4/Ramp 3 Areas (which are primary-function locations) that is connected with an even, stable, firm, and slip resistant surface. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor Ramp 4: Gravel Parking		Clear Widths and Slopes for Walking Surfaces [403.5.3]	1	4C	2019/2021 Scheduled for 2021 COMPLETED	Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor Ramp 5: Gravel Parking		Van Accessible Space [502.2]	1	4C	2019/2021 Scheduled for 2021 COMPLETED	Create van accessible parking spaces with proper signage, lines, and paved slope. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Load & Launch Ramp: Parking		Accessible Parking Dimensions [502.2, 502.3, 502.6]	1	4C	2019/2021 Scheduled for 2021 COMPLETED	Replace surface material with compact gravel or asphalt in all ADA parking areas. Public Works and/or Port & Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Airport		Wheelchair Space in Waiting Rooms [802.1.2, 802.1.3]	2	1	2019/2020 2020/2021 Bldg Maint. COMPLETED	Space is there but it needs signage designation so it remains clear. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.
Library		Tactile Interior Signs [703.5, 703.2, 703.3]	2	1	2019/2020 2020/2021 Bldg Maint. COMPLETED	Install tactile signs Public Works to schedule/correct as time & budget allows.
City Hall: Upstairs		Tactile Interior Signs [703.5, 703.2, 703.3]	2	2	2019/2020 2020/2021 Bldg. Maint. COMPLETED	In permanent rooms, replace all room/space placards with tactile signs in proper locations. Public Works to schedule/correct as time & budget allows.
City Hall: Downstairs		Tactile Interior Signs [703.5, 703.2, 703.3]	2	2	2019/2020 COMPLETED	Replace all room/space placards with tactile signs in proper locations. Public Works to schedule/correct as time & budget allows.
Harbor Uplands: Fish Cleaning Station/Tables at Ramp 4, Ramp 6, & Fishing Lagoon		Floor or Ground Surfaces [302]	2	4C	2019/2021 COMPLETED	There is at least one accessible vehicular parking space designated near each of the three independent stations; however, as reported in the parking section the path-of-travel surface material is loose gravel and may not be firm, stable, and slip resistant unless it is inter-locking compacted gravel. Ground and surface level in any directions of parking spaces must be firm, level, and slip resistance. Scheduled for 2021.
Airport: Men's Restroom		Toilet Paper Dispenser Location [604.7]	3	1	2019/2020 2020/2021 Bldg. Maint.	Relocate toilet paper dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
					COMPLETED	
Baycrest Overlook		Toilet Paper Dispenser Location [604.7]	3	1	2019/2020 COMPLETED	Relocate toilet paper dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
City Hall: Downstairs Restroom		Toilet Room Sign Locations [703.4.2, 703.4.1]	3	1	2019/2020 2020/2021 PW Ops COMPLETED	Move signs to comply w/ height requirements so they're not blocked by other doors. Public Works to schedule/correct as time & budget allows.
City Hall: Upstairs Restroom		Location of Grab Bar on Side Wall [604.5.1]	3	1	2019/2020 2020/2021 COMPLETED	Relocate grab bar to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Library: Men's Restroom		Soap Dispenser Location [308.2.2]	3	1	2019/2020 2020/2021 Bldg Maint COMPLETED	Relocate soap dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Library: Men's Restroom		Location of Grab Bar on Side Wall [609.4]	3	1	2019/2020 2020/2021 Bldg Maint COMPLETED	Relocate grab bar to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Airport: Women's Restroom		Toilet Paper Dispenser Location [604.7]	3	2	2019/2020 COMPLETED	Relocate toilet paper dispenser to meet all location requirements. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – City Staff & Public Works to work with DOT&PF ADA Coordinator to discuss resolving all airport issues in one project & seek out potential grant funding.

Location	Image	ADA Code Reference	Priority Level	Cost/ Impact	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Baycrest Overlook		Location of Grab Bar on Side & Rear Wall [609.4]	3	2	2019/2021 COMPLETED	Relocate grab bar to meet all location requirements, specifically re: objects below bar. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor Ramp 4: Restroom		Force to Activate Flush Control [605.4]	3	2	2019/2021 COMPLETED	Change/adjust toilet flush control so it takes less than 5lbs of force to activate. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
Harbor: Policies & Procedures For All Facilities		Policy and procedures. Schedules for accessible feature(s) maintenance	3	2	2019/2020 COMPLETED	Review and modernize current/associated policies and operational procedures to reflect how these accessible slips are requested, utilized, and maintained for short-term or long-term moorage harboring opportunities. Port & Harbor to review/revise policies & procedures for ADA compliance; include Port & Harbor Advisory Commission where appropriate.
Library: Kid's Room Restroom		Location of Grab Bar on Side Wall [609.4]	3	2	2019/2020 2020/2021 Bldg Maint COMPLETED	Relocate grab bar to meet all location requirements re: surrounding objects. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).
City Hall: Upstairs Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/2024 COMPLETED	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows
Harbor Ramp 6: Restroom		Toilet's Flush Control on Open Side of Closet [604.6]	3	3	2019/2024 COMPLETED	Move control or replace toilet. Public Works to evaluate: Option 1 – Schedule/ correct as time & budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item & issue RFP in 2020/21 (incl. design & construction).



AGENDA ITEM REPORT

CITY OF HOMER PARKS, PLAYS AREAS & CAMPGROUNDS TRANSITION PLAN UPDATED DRAFT V2

Item Type: ACTION
Prepared For: ADA ADVISORY BOARD
Meeting Date: JULY 13, 2023
Staff Contact: RENEE KRAUSE, ADA COORDINATOR

Background:

Following is the next to final draft of the City of Homer Parks, Play Areas and Campground Transition Plan. I have amended the format, made the recommended changes in the introductory language from several months ago inputted all the required ADA regulations, locations and compliance issues. Several pictures were combined to address one area instead of listing each item/area especially in the play area for Karen Hornaday Park. Bayview Park did not include any pictures as none were provided and the play equipment was removed due to the danger of the disrepair and replacement needed.

The next step in the process will be staff meeting with Public Works Superintendent, Building Maintenance and Port Maintenance Supervisors to review the non-compliance issues and input the timeline and estimated costs. Once this is done I will bring the final draft before the Board for adoption and a motion to forward to City Council for approval.

I am expecting to have this for your August meeting.

Action requested:

Please review the document and make recommendations for corrections or formatting changes.



City of Homer ADA Transition Plan Parks, Play Areas & Campgrounds

Self-Evaluation on ADA Compliance Issues
Draft July 13, 2023 v2

Acknowledgements

Mayor & City Council

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1.0 Introduction

The American Community Survey (ACS) estimates the overall rate of people with disabilities in the US population is around 25.6 percent. The data shows that disability increases with age, for people 65 and over. In Alaska, the numbers reported having a disability overall were 12.6 percent. It was reported that 28.9% of Alaska residents had some form of disability. In Homer 19.5 percent of residents are over the age of 65 (www.census.gov). In short, hundreds of people in our community face disabilities and many of those use Homer's parks, play areas and campgrounds on a regular basis. Homer's mission is to be a dynamic community where all can live, play, work and invest. To make that mission a reality, it needs to be accessible. The City of Homer owns and manages 17 parks, comprised of over 520 acres of land, along with 5.41 miles of maintained trails. These range from small pocket parks and multi-use trails to forested natural areas, larger established parks with play areas, campgrounds, and sports fields. To ensure our parks and trail systems are accessible to all, the City has commenced the development of an Americans with Disabilities Act (ADA) Parks, Play areas & Campgrounds Transition Plan in 2021. This document will become incorporated with the ADA Facilities Transition Plan adopted by City Council in 2019.

1.1 ADA Background

The ADA is a civil rights law that requires all state and local governments to provide equal access to programs and services for all community members. It was signed into law by President George H.W. Bush on July 26, 1990 and went into effect in 1992. The ADA is a landmark civil rights law that prohibits discrimination against individuals with disabilities in access to jobs, public accommodations, government services and programs, public transportation, and telecommunications. The ADA treats access as a civil right.

Title I of the ADA prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The City of Homer is an Equal Employment Opportunity (EU) employer and adheres to the requirements of Title I.

Title II of the ADA adopts the general prohibitions against discrimination contained in Section 504 of the Rehabilitation Act of 1973, but applies to all state and local governments, regardless of whether or not they receive federal funding. It prohibits the City from denying persons with disabilities the equal opportunity to participate in its services, programs or activities, either directly or indirectly through contractual arrangements. It is the policy of the City of Homer to make every reasonable effort to provide equal access to all City facilities, services, programs, and activities for citizens with disabilities in accordance with the ADA and Section 504 of the Rehabilitation Act of 1973.

Title III applies to public accommodations, which include businesses open to the public and requires them to make reasonable modifications to accommodate individuals with disabilities.

1.2 Community Involvement

Community involvement is a priority of Homer and an essential part of the ADA requirements. The City is required to involve the public in the evaluation and prioritization process. To ensure the community had various ways to engage the public, meetings were held via electronic means as well as in person. The public was invited to attend and participate in the facilities review and site accessibility audits.

2.0 Regulatory Standards and Guidance

2.1 Audit Standards

Multiple federal guidelines were applied to the parks, trails and campgrounds accessibility audits. The first is the Americans with Disabilities Act Accessibility Guidelines (ADAAG), also known as the 1991 standards, which addresses entries, doors, service counters, showers, curb cuts on sidewalks, pathways and trails within parks, and other typical building elements when applicable. The second is 2010 Standards for Accessible Design, effective March 15, 2012 that includes requirements for play areas, fishing areas, boating areas, and more.

The Access Board issued accessibility guidelines for newly constructed and altered recreation facilities in 2002, these supplement the ADAAG. All newly designed, constructed, and altered recreation facilities covered by ADA were required to comply.

Certain parks elements do not yet have a final standard, these include trails, picnic areas and campgrounds. On these elements, the Outdoor Developed Areas Guidelines (ODAG) were used. The site accessibility reports cite both the ADAAG 2010 Standards and the Outdoor Developed Areas Guidelines.

This report identifies the barriers and performance-based solutions in the form of project recommendations. Some of these projects will require further design prior to implementation. All improvements will require maintenance to ensure continued compliance with these guidelines.

2.2 Transition Plan Requirements

The ADA Parks, Play areas & Campgrounds Transition Plan (Parks Transition Plan) development includes the following features:

- A list of physical barriers that limit accessibility of programs or activities to individuals with disabilities, also known as a self-evaluation.
- A detailed description of the methods that will be used to make is accessible.
- The official responsible for implementation of the plan.
- A timeline for corrections.

The Parks Transition Plan timeline is designed to provide flexibility to the City around specific parks, play areas, and campgrounds, ensuring that continuous access and improvements are being made. In 2019, the City Council adopted the City of Homer ADA Transition Plan (Transition Plan), which identified the ADA coordinator, evaluated communications and other city facilities, developed a dispute process and modifications request. This information is available on the City of Homer

website or at the City Clerk's Office. This Transition Plan began the audit process with the evaluation of entrances, restrooms, sidewalks, parking areas and curb ramps at all city facilities.

The Parks Transition Plan describes those barriers to and within Homer's parks, campgrounds, and play areas, and provides recommendations to remove barriers found. This document will supplement the earlier Transition Plan created for City buildings and facilities to fulfill the requirements in Title II of the ADA.

The Parks Transition Plan and the previously approved Facilities Transition Plan will be integrated into a single overall Plan after completion.

2.3 Program Access Recommendations

The US Department of Justice test for existing facilities is known as the program access test. A program is an opportunity made available by the individual department, in this case Parks. A program is not just an activity for which a person registers and pays a fee. It can be the program of picnicking, parking or fishing. It is a program if it is an activity made available by the Parks or Recreation department. The program access test does not apply to new construction or alterations and additions. New construction, alterations or additions must be designed and constructed to comply with the 2010 Standards for Accessible Design.

There are multiple ways in which a program can be made accessible. In Title II regulations, Section 35.150(b) describes the methods an entity can use to make programs accessible. They include:

- Redesign or acquisition of equipment;
- Move program to accessible buildings;
- Assignment of aides to program beneficiaries;
- Delivery of services at alternate accessible sites;
- Alteration of existing facilities and construction of new facilities;
- Use of accessible rolling stock or other conveyances; and
- Any other methods that result in making its services, programs and activities readily accessible to and usable by individuals with disabilities.

The program access recommendations are based on a minimum of ***one out of three assets should be accessible***. All unique assets should be accessible. Some barriers, identified in the site accessibility reports will not need to be changed until a renovation or rebuild based on the technical infeasibility, historical preservation, construction tolerance or that no current guidance is available.

3.0 Methodology

The methodology of this portion of the transition plan included the following elements:

3.1 Access Audits

Members of the ADA Advisory Board, Public Works Staff, and members of the Parks, Arts, Recreation & Culture Advisory Commission (PARC), and interested community members conducted accessibility audits for six parks, including campgrounds, one separate campground and one memorial park. These audits were conducted July through September 2021 and 2022.

The site visit accessibility audits consisted of an overall site report and individual checklists that covered parking, accessible routes and means of access, play areas, shelters/picnic areas, outdoor recreation amenities such as fire rings or bar-b-que grills and park site.

- The overall site report for each park facility includes the following:
 - a description of the specific barriers at each location
 - reference to the regulation or guideline citation
 - digital images of the barrier
 - location within the site
 - methods to meet accessibility requirements
 - recommendations for addressing the barrier
 - priority ranking in accordance with federal guidelines

3.2 Findings

The accessibility audits identified multiple access deficits across the system. This represents a better than average number of access deficits, meaning City of Homer parks, play areas and campgrounds are less accessible than many larger communities, but comparable to similar communities across Alaska. Projects were prioritized using Department of Justice (DOJ) guidance which considers the following priorities.

1. Accessible approach and entry (parking, accessible routes)
2. Access to programs and services
3. Access to Restrooms
4. Access to other items (drinking fountains, trash receptacles, grills, benches, etc.)

Each location was prioritized based on community usage, survey responses, public comment or participation, access to park amenities such as playground, trails, and campgrounds and was given a higher priority.

4.0 Transition Plan

The accessibility audits identified multiple access deficits across the system. To effectively and efficiently improve accessibility they were prioritized over a ten (10) year timeline to ensure program access. The prioritized list includes barriers to access all features at each location.

This prioritization of the projects within the Parks Transition Plan was accomplished through meetings and site visits open to members of the community, in collaboration with the ADA Advisory Board members, Public Works Staff, and Parks, Arts, Recreation & Culture Advisory Commissioners. This work sought to identify the most efficient and effective way to make the City's parks, play areas and campgrounds more accessible. The prioritization focused on all of the deficiencies that could be addressed in the recommended timeframe while working on program access.

These priorities focused on which parks, play areas, and campgrounds were most used by the community and visitors to improve accessibility, evaluating which deficiencies to correct first for the most benefit. Lastly, that all program types are accessible somewhere within the system.

The transition plan works toward this goal with the expectation that any new construction will be fully compliant and help the department move over time to a completely accessible parks system within the City of Homer.

See Exhibit A for Accessibility Audits on the following:

1. Karen Hornaday Park including playground, campground and ballfields
2. Mariner Park including Day Use Area and campground
3. Beluga Slough Trail
4. Bishop's Beach Park
5. Bayview Park
6. Jack Gist Park including ballfields
7. Seafarer's Memorial

5.0 Cost Estimating and Financing

5.1 Cost Estimating

The timeline for this work outlined in the Parks Transition Plan is ten years which takes advantage of the biennial budgeting process the City follows. Initial work has been focused on cost estimates for the projects undertaken in the biennium budget period and a five-year proposed project list. Maintenance and smaller capital projects would occur in the annual budget established and as needed. Detailed development of budget offers would be written and submitted over the next three biennia. More detailed cost estimates for future projects would be developed for those budget offers. Any new construction undertaken is required to be fully accessible.

Upon completion of the prioritization, the City of Homer Public Works performed cost estimating with park maintenance operations, administration and planning to further understand the project groupings and how we might contract for certain work such as paving parking lots vs. a discrete set of access projects at a single park. Original cost estimates were based on past experience with similar projects and assumptions regarding future economic conditions and related to construction only (no design or project costs).

These numbers were reviewed and revised with a multiplier to bring to 2024 cost estimates. Additional work on costs will occur leading up to development. Potential cost savings may be realized from strategic scaling of contracts. Analysis of the project list identified 6 major types of work that include the following six trades or project types:

- Parking/Paving/Concrete
- Labor
- Plumbing
- Electrical
- Signage
- Potential CIP Project

Further costing will evaluate opportunities to do multiple projects across the park, play area or campground system, such as all sign upgrades.

5.2 Funding

There is no dedicated source of federal funds for accessibility renovations to existing sites. The work will be done through three main funding channels as follows:

- Maintenance and repair
- Small capital projects
- Capital Improvement Plan (CIP) projects.
 - Current CIP projects will be reviewed to see if they may be amended to capture additional access improvements. An example of this might be the Bayview Park. This will increase the available number of accessible play areas.
- Available Grant funding and other sources that could help implement some of this work
 - ADA modifications are common, and grants will be competitive. Some opportunities may be available through the following:
 - Community Development Block Grant Funds: Many agencies receive federal Community Development Block Grant (CDBG) funds for accessibility renovations at existing sites. CDBG funds often have a scale of priority. It is important to establish accessibility as a priority for CDBG applications.
 - State/Federal Grant Programs such as the Land & Water Conservation Fund, The Great American Outdoors Act; Community Facilities Direct Loan & Grant Program in Alaska, or Recreational Trails Program
 - State Appropriations: The City has successfully competed for appropriations for larger projects and if offered by the State, would be an avenue for funding.
 - Local organizations such as Rotary, Homer Foundation, Rasmussen, etc.

6.0 Recommendations

In addition to the audit findings, opportunities to improve accessibility via policies and procedures were identified through the self-evaluation. The following recommendations are not an exhaustive policy review, but highlighting best practices based on discussions with staff, ADA Advisory Board members, PARC Commissioners and interested members of the community.





1. Implement modifications according to the approach proposed in Section 4.0 and the Parks, Play Areas and Campground Transition Plan to accommodate all users.
2. Develop maintenance staff training and checklists to improve accessibility during routine maintenance. Items such as accessible routes, gaps, changes in level, door closing force and common obstructions can be scheduled as part of ongoing routine maintenance work.
3. Update website with more details regarding ADA access at each park, play area or campground. This would include parking and restroom accessibility along with what is accessible so patrons can make informed decisions before traveling to the specific park, play area or campground.



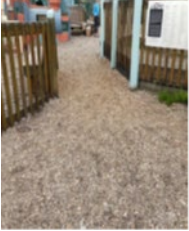


4. Ensure all contracts have language regarding ADA compliance and or modifications that a contractor will make to provide equal access to services, programs and activities.
5. Improve wayfinding signage so people with disabilities can more easily and conveniently navigate the park system and the city as a whole.
6. If portable toilets are provided make sure at least one is accessible.






DRAFT




331 **ADA COMPLIANCE ISSUES**

332 The following details the physical barriers of the City parks, play areas and campgrounds that limit
 333 the accessibility of its programs, activities or services to individuals with disabilities and the
 334 methods suggested to remove those barriers, make the area accessible and the schedule for
 335 achieving compliance.





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
FACILITY NAME: Karen Hornaday Hillside Park			TIME OF ASSESSMENT: JULY – SEPTEMBER 2021			
STRUCTURES/FACILITY/AREA(S): Karen Hornaday Hillside Park has only portable toilets at the time of accessibility surveys. Project is in the planning stages for redesign of entrance road, parking lot, pedestrian trail and new restroom facilities. A new updated master plan is in funding process for FY24/FY25 Capital Budget.						
Karen Hornaday Park		206.2.1; 206.2.2	1			No Accessible route from Parking lot to Pavilion or ballfields. Accessible route is required to all sports fields and to the pavilions from parking area
Karen Hornaday Park		208.2; 502.2; 502.3; 502.6	1			Designated accessible parking stall not identified; no signage Recommend paving parking stalls and striping, installation of signage
Karen Hornaday Park		1011.2.1	4			Pavilion has one ADA Compliant Picnic Table recommend to place at minimum one additional due to high use of pavilion
Karen Hornaday Park		302.1; 402.2; 403.2	1			Activity is surrounded by rocks with no accessible entry. Remove rocks to allow for accessible access. Suggest installation of materials to have firm stable ground.




Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		208.1 208.2; 208.2.4; 502.6	1			Parking for play area has no designated accessible parking. Construct and Install Accessible parking stall for appropriate signage.
Karen Hornaday Park Play Area		240.1; 240.2.1; 1008.1; 1008.2.1	4			Entrance to play area is not compliant. Entry needs to be widened. Ground area should be better maintained to afford accessibility.
Karen Hornaday Park Play Area		302.1; 302.3; 303.1; 304.1; 403.1; 402; 403.5.1; 1008.1- 108.2.1; 1008.2.4; 1008.2.6	1			Play area has wood chip base which is not accessible material. Furnish & Install accessible ground material throughout the play area to ensure accessibility by providing stable, non-slip material.
Karen Hornaday Park Play Area		1008.2.4; 1008.2.6; 1008.4.3	4			No accessible entrance to this feature. Recommend relocating or provide ADA Compliant Access
Karen Hornaday Park Play Area		1008.4.2; 308; 1008.2.6; 1008.2.4	4			Recommend modification to ensure reach is compliant to green wheel




Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		308; 1008.4.2; 1008.2.6; 1008.2.4	4			Climbing Wall – ensure approach is compliant for access from a wheelchair
Karen Hornaday Park Play Area		302.1; 303.1 305.2; 1008.2.4	1			Play area is surrounded by a wall or fence and is not accessible by those with mobility or vision impairments without assistance. Modify to provide accessible route to this area and install ground materials to make firm stable and non slip
Karen Hornaday Park Play Area		303.1; 1008.3.1; 1008.3.2	2			Play component is not accessible from a wheelchair or without assistance. Install chair level transfer
Karen Hornaday Park Play Area		1008.2.1	2			Provide accessible entry to sand box.
Karen Hornaday Park Play Area		240.2.1.2	4			No accessible transfer point. Open portion of side for accessible entry/transfer.





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		240; 403	4			Recommend adding additional accessible swing option. Currently there is only one
Karen Hornaday Park Play Area		240; 302; 304; 305; 404.2.3	1			Entrance is non-compliant. Widen entry in order to bring the gateway into ADA compliance.
Karen Hornaday Park Play Area		1008.2.1	1			Remove. Safety hazard as logs are rotten.
Karen Hornaday Park Play Area		206 404; 1008	4			Remove and replace ground materials with level, firm non-slip materials
Karen Hornaday Park Play Area		1008.2.6; 206; 404	1			Replace materials so ground stays level and firm. Remove and replace materials with suitable ground materials that are level, firm and non-slip.



Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Play Area		1008.2.1; 1008.2; 1008.2.4.1; 1008.2.6; 1008.2.6.1	4			Various play components in the Play area that have limited or no access without assistance. Recommend installation of transfer system from wheelchair; modification to approaches or sidewall barriers on the play component.
Karen Hornaday Park Play Area		1008.4	4			Only component of its kind. Not required but recommend remove and replace with similar component that has adaptable reach
Karen Hornaday Ballfields		221.2; 221.2.1.4; 221.2.3; 221.3 1016	1 & 4			Bleachers at upper field – no accessibility, too close to the fence, no handrails or safety railing to prevent falls; no designated wheelchair spaces Furnish & Install or modify existing to provide better safety provide accessible seating as well as wheelchair seating






Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park – New Pavilion		1011.2; 1011.3 1011.5	4			Grills swivel and requirement is 40" x 48" clear ground space on all sides; 2-5% slope & 15"-34" height required Remove and reinstall in regulation height and clearance and slope.
Karen Hornaday Park – Old Pavilion		206	1			Pavilion approach is not ADA Compliant; attached tables are non-compliant; Regrade slope and install accessible routes
Karen Hornaday Park – Old Pavilion		1011.2.1	4			Available Picnic Tables are not ADA compliant. Provide a minimum of one ADA Compliant Table more would be preferable.
Karen Hornaday Park Ballfields		1008.2.6; 206.7.9; 404.2.3; 404.2.4.4	4			Entrances to dugouts are not compliant; grade has high step up; opening is too narrow to dugout. Ground surface must be maintained and inspected on a regular basis; remove and replace gate and fencing to provide required clearances





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Karen Hornaday Park Ballfields		206.2.1; 221.4; 221.2.1.4; 221.2.3; 221.3	1			No accessible Route from or to the parking spaces, Bleachers do not provide accessible seating or companion seating. Furnish & Install accessible route from parking lot (when complete) provide designated wheelchair seating with companion seating Provide regular maintenance to grounds.
FACILITY NAME: Bayview Park				TIME OF ASSESSMENT: July –September 2021		
STRUCTURE/FACILITY/AREA(S): Is a lovely neighborhood park located at the top of Main Street. This Park is traditionally known for being used as a toddler and young children’s park since it was fenced, small and located within the neighborhood. Currently there are plans in motion to improve the park. Installation of new play equipment with ADA compliant access routes to each piece of equipment and placement of picnic tables as well as installation of paved accessible parking making it Homer’s first fully accessible park. It will be done at a future date when completed. At the time that Site Audits were conducted this location was non-compliant for access, play areas and parking.						
FACILITY NAME: Bishop’s Beach Park & Beluga Slough Trail				TIME OF ASSESSMENT: July – September 2021		
STRUCTURE/FACILITY/AREA(S): Bishop’s Beach Park provides access to miles of public beaches, a picnic pavilion with fire ring and bar-b-que grill and picnic tables. There is a large grassy lawn area that is maintained. Currently restroom facilities are portable toilets and new plumbed restrooms are in the planning/design phase with expectation for construction 2024/2025. The Park provides vehicle access to the west for the public and to Beluga Slough Trail which runs along city and state owned land. No camping is allowed on the beaches or in the park.						
Bishop’s Beach Park – Parking Lot		208; 208.2; 208.2.4; 302; 502.4	1			Accessible parking has more than 2% slope. Recommend regrade and repave parking lot to include pavement marking for minimum number of accessible parking spaces and the required number to be van accessible.
Bishop’s Beach Accessible Routes		206; 206.2.1; 502.1- 502.3.4	1			No accessible approach to portable toilets or pavilion Furnish & Install accessible walkway to pavilion and restroom from parking spaces





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Bishop's Beach Park Access to Beluga Slough Trail		402; 404	1			<p>Transitions from ground to elevated walkway is too high in some areas; too steep in other areas within slope; vegetation impairs visibility of edge and clear safe path</p> <p>Recommend regular maintenance to remove vegetation, correct slope and transition from ground to elevated walkway by maintaining gravel</p>
Bishop's Beach Park Beluga Slough Trail Access		402; 404	1			<p>Nominal Transition issues on this segment. Good example of what access should appear and resemble.</p> <p>Recommendation: Regular maintenance to keep gravel supply appropriate.</p>
FACILITY NAME: Mariner Park and Campground				TIME OF ASSESSMENT: July – September 2021		
STRUCTURE/FACILITY/AREA(S): Located on the base of the Homer Spit, Mariner Park and Campground is a 111 acre multi-use area that is one of the most popular beach access points for dog walking, coal collecting, and horseback riding in Homer. There are 34 camp sites available April 1 st through October 30 th , a Day Use Area along the northern border of the park with fire rings, picnic tables and a small gazebo, which is available for reservation for private events. Seasonal restroom facilities are provided May through September/October (weather dependent).						
Mariner Park Day Use Area		206.2.1; 502	1			<p>No Accessible parking designated. No accessible route to gazebo. Construct and furnish accessible route and parking space install signage per regulations</p>




Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Mariner Park – Day Use Area		210; 504; 505.10.2	2			Gazebo, has no hand rails, no ramp, stairs are steep, narrow steps and tall rise. All steps on flight of stairs shall have uniform riser heights and uniform tread depths. Recommend rebuilding stairs to include handrails and placement of a ramp.
Mariner Park Day Use Area		903	3			Bench needs to have the required transfer back support and seat width. Wheelchair space is limited within structure dependent on number of people. Bench shall provide back support or be affixed to a wall. Grab Bars should be installed to provide assistance for transfer, seat width should be 42 in long by 20 in. deep
Mariner Park Day Use Area		ORAR 244.2.3.1; 244.3 245.2.5.1 244.5.3	3			Fire Ring is not compliant. No accessible route. Review Height and reach in accordance with regulations.
Mariner Park Camp Host Cabin		ORAR 1016.2; 1016.3; 1016.4 1016.7.1;	3			No ADA parking designated. No accessible route from parking space to Host cabin. No Ramp Access or alternate method of notification to get camp host attention if not outside. Install and designate accessible parking space, place signage with alternate method of contacting Camp Host.





Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Mariner Park Campground		1011.2; 1011.4; F244.2.3.1; F244.3, F245.2.5.1; & F244. 5.3	3			No ADA Compliant Camp Site Per Regulations Total of Camping Sites required is 2-3 based on overall # of sites. No ADA Compliant picnic tables. No accessible route from parking. No designated accessible parking. Create and designate 1-2 sites as ADA Compliant with appropriate signage. Designate and mark accessible parking spaces Campsite 21'3" w x 22' L Fire Ring 17" H
Mariner Park Entrance Area with Kiosk and Bathrooms		ORAR 1016.2; 1016.3; 1016.4 1016.7.1; F244.2.3.1; F244.3; F245.2.5.1; F244.5.3 703.4.1; 703.5.5; 703.5.6; 703.7	3			Fee Kiosk Area Bulletin Board Height is 50"; Doggie Bag Dispenser is 38.5" No accessible route defined for portable toilets; dumpster is not accessible; Picnic tables are unsafe and rotten Furnish & install clear access to kiosk, R & R Doggie Bag Dispenser to correct height; F & I Accessible route to portable toilets, Remove & Replace with Accessible Dumpster; Remove and Replace Picnic Tables
FACILITY NAME: Fishing Hole Campground				TIME OF ASSESSMENT: July – September 2021		
STRUCTURE/FACILITY/AREA(S): Located next to the Nick Dudiak Fishing Lagoon, this campground on the Homer Spit features 80 campsites, 9 sites are located on the edge of the fishing lagoon and is a popular destination for campers. Amenities at this location include Fishing Hole camp sites, beach campsites, fish cleaning tables, picnic pavilion, grill, accessible restroom facilities, potable water and easy access to one of the city's RV dump stations. The Fishing Hole Campground has 16 camp sites that are available during the winter months, October 31 st through March 31 st annually.						

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Fishing Hole Campground		703.4.1; 703.5.5; 703.5.6; 703.7	1			Accessible Camping Spaces Signage Placement. Paved connection to pavilion and walkway to restroom signage placement requires correction
Fishing Hole Pavilion		1011.2; 1011.3; 902.3 ABA	3			ADA Compliant Picnic Table provided, recommend adding additional table. Requirement is based on 24LF of usable space around table top, there should be a minimum of one wheelchair space.
Fishing Hole Pavilion		1011.2; 1011.3; 1011.5	3			Grill does not have required access all the way around it. Relocation to maintain the required distance on all sides. Grill does swivel, but must be accessible with clear ground 48" x 48" clear ground space on all sides 2-5% slope 15"-34" max height
Fishing Hole Pavilion		402; 403	1			Paved area next to Pavilion provides accessible feature.
Fishing Hole Campground		307.3; 308.1; 308.2; 308.3	3			Kiosk is 48" height Reach should be no more than 24" from side approach. Recommend filling in the area with additional concrete pad to make fully accessible from all approaches

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Fishing Hole Restroom		402; 403; 502	2			Accessible Route is required to access potable water; recommend installing a suitable material preferably asphalt and ADA Parking Space; Accessible route connecting to Restrooms from parking
Fishing Hole Restroom		309.4	4			Spigot handle is non-compliant install level handle
Fishing Hole Notice Board		206; 308; 302	4			Accessible route; reach. Remove rocks and install asphalt or concrete pad around information kiosk
FACILITY NAME: Seafarer's Memorial Park				TIME OF ASSESSMENT: July-September 2021		
STRUCTURE/FACILITY/AREA(S): Seafarer's Memorial is a 2.52 acre lot located off of the Sterling Highway near the end of the Homer Spit. A memorial gazebo honoring those who were lost at sea, 45 parking spaces and open green space providing unobstructed views of the surrounding mountains and Kachemak Bay and access to the Spit Beach.						
Seafarer's Memorial Park - Parking lot		206.3; 206.4; 216.5; 302.1; 403.1, 403.2; 405.3; 502.1, 502.2, 502.3, 502.3.1, 502.3.2, 502.3.3, 502.3.4	1			Parking is adjacent to entrance to the Memorial and not accessible Pave and mark accessible parking spaces with paved accessible route to memorial pavers

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Seafarer's Memorial Park		305; 903	4	\$1500.00	2024/2025	Bench is not ADA Compliant. Location on accessible route compliant with 404. Preference for Bench to not have arms for ease in transfer however having arms allows aid in person rising from seated position. Replace with compliant bench 17" - 19" seat height; able to withstand horizontal force minimum of 250 pounds at any point of the seat, Back support shall be 42"L minimum & 20"-24" deep
FACILITY NAME: Jack Gist Park				TIME OF ASSESSMENT: July - September 2021		
STRUCTURE/FACILITY/AREA(s): Donated by Jack Gist's estate for new softball fields, this 10 acre park offers stunning views of Beluga Lake and Kachemak Bay. Three fields are utilized by the Homer Adult Softball Association and the Homer High Mariner Softball team. There is also a disc golf course located in the park. Portable Toilet Facilities are available during the summer season. Plans are in process to draft a Master Plan for the park to include proposed field updates, plumbed restrooms, road access from new subdivision to the west, parking configuration, and a new play area.						
Jack Gist Park Path to Disc Golf Course		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	1			Walkway not ADA compliant. Remove and replace with accessible route using materials that would provide a stable and firm ground, width to be 36" wide with passing lane or widen areas to allow passing
Jack Gist Park – Lower Fields		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	1			Lower Left and Right Ball Fields do not have ADA Accessible Routes. Furnish & Install accessible route from parking to playing fields spectator areas, dugouts, etc.
Jack Gist Park		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	1			Ground access is not firm and stable - ADA Accessible Route. Furnish & Install accessible travel route from parking to amenities

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Jack Gist Park – Ball Field Spectator Seating and Access		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	Access Route Priority 1 Seating Priority 4			Spectator bleachers are not ADA compliant, no accessible seating, no accessible route from parking area. Where provided, fixed team or player seating areas must contain the number of wheelchair spaces and companion seats required by ADAAG, but not less than one space.
Jack Gist Park – Field Access		404.2	1			Gate Access is not compliant. Provide clear pathway and level ground, remove overgrown vegetation to ensure proper width requirement is met
Jack Gist Park – Dugouts		903	2			Player dugout does not have accessible seating, too high or too low and seating is too narrow, no hand rails or access to allow for transfer from a wheelchair to the bench. Benches must have seats that are a min. of 20" to a max. of 24" in depth and 42" min. in length. The seat height should be a min. of 17" to a max. of 19" above floor. If the bench is not located next to a wall, the bench must have back support that is 42" min. in length and extends from a point 2" max. above the seat to a point 18" min. above the bench.

Location	Image	ADA Code Reference	Priority Level	Cost Impact Level	Timeline	Accessibility Issue, Solution/Remedy & City Staff Direction
Jack Gist Park – Fence		307; 403.5	4			Fence has protrusion. Remove and relocate or furnish and install barriers to direct pathway around the protrusion.
Jack Gist Park – Dugouts		221.2.1.4; 206.7.9; 802.1	4			Entrances to dugouts are not compliant; grade has step up; Dugout entrance is not ADA compliant - opening is too narrow. Maintain areas of access by keeping gravel/fill materials level and compacted to maintain even surface levels with concrete pad; remove and replace existing gate with ADA compliant gate; maintain vegetation to keep sight lines and changes in elevation minimal
Jack Gist Park – Upper Field Approach		1016.2; 1016.3; 1016.4; 1016.7	1			Access Route is steep; Furnish and install accessible route to upper field from parking area; correct slope percentage
Jack Gist Park – Spectator Seating		206.2.1; 403; 403.5.3; 1016.2; 1016.3; 1016.4	4			No ADA Compliant seating available; no accessible route to seating from parking area. Install ADA seating along with accessible route from parking to seating area.

ADA ADVISORY BOARD 2023 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	No Meeting Scheduled			
FEBRUARY	Wednesday 2/1 5:00 p.m.	Thursday 2/09 5:00 p.m.	Monday 2/13 6:00 p.m.	ADA Budget Review *may not be applicable during non-budget years Development of Annual Strategic Plans & Goals
MARCH	No Meeting Scheduled			
APRIL	Wednesday 4/5 5:00 p.m.	Thursday 4/13 5:00 p.m.	Monday 4/24 6:00 p.m.	<ul style="list-style-type: none"> Review first draft Parks, Play Areas & Campgrounds Transition Plan ADA Budget Review FY23-FY25
MAY	Wednesday 5/3 5:00 p.m.	Thursday 5/11 5:00 p.m.	Monday 5/22 6:00 p.m. [Sorter]	<ul style="list-style-type: none"> Engage in Education and outreach activities for ADA Compliance in Local businesses to promote Accessible Homer Draft Strategic Plan for 2024
JUNE	Wednesday 6/7 5:00 p.m.	Thursday 6/8 5:00 p.m.	Monday 6/12 6:00 p.m. [Sorter]	<ul style="list-style-type: none"> Schedule Site Audits for Trails Finalize Strategic Plan
JULY	Wednesday 7/5 5:00 p.m.	Thursday 7/13 5:00 p.m.	Monday 7/24 6:00 p.m. [Sorter] Tentative	<ul style="list-style-type: none"> Term Expiration Notices/Reapplications Sent Out 2nd Draft Parks, Play Areas & Campgrounds Transition Plan Amended COH Facilities Transition Plan Site Visit Scheduling for Trails Transition Planning
AUGUST	Wednesday 8/2 5:00 p.m.	Thursday 8/10 5:00 p.m.	Monday 8/14 6:00 p.m. []	<ul style="list-style-type: none"> Reapplications Due Site Visits for City Trail Transition Plan Review Draft Transition Plan Parks
SEPTEMBER	No Meeting Scheduled			
OCTOBER	Wednesday 10/4 5:00 p.m.	Thursday 10/12 5:00 p.m.	Monday 10/23 6:00 p.m.	<ul style="list-style-type: none"> Approve Meeting Schedule for Upcoming Year Board Training by City Clerk
NOVEMBER	Wednesday 11/1 5:00 p.m.	Thursday 11/9 5:00 p.m.	Monday 11/13 6:00 p.m.	<ul style="list-style-type: none"> Review Strategic Plan & Goals for 2024
DECEMBER	No Meeting Scheduled			

*The Board's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Board's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.



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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Melissa Jacobsen, Acting City Manager
DATE: June 8, 2023
SUBJECT: City Manager's Report for June 12, 2023 Council Meeting

Kenai Peninsula Regional Assistants Visit Homer

On Tuesday, June 7 Jill Shaefer, the Director of Governor Mike Dunleavy's Kenai Peninsula Regional Office, Elaina Spraker, the Kenai Peninsula/Kodiak Regional Director for U.S. Senator Dan Sullivan, and Tanya Lautaret, the Regional Special Assistant for Senator Lisa Murkowski paid a visit to Homer. Mayor Castner, Acting City Manager Jacobsen and Special Projects Coordinator Carroll welcomed them at City Hall and answered questions related to the USACE Homer Harbor Expansion study and the recent Design Charrette. The rest of their itinerary took them to locations in Homer where they learned about some of the City's Federal and State priority capital projects, including:

1. The Homer Spit to discuss Spit Road Erosion Mitigation;
2. Homer Port and Harbor for a meeting with Port Director Hawkins, Port & Harbor Advisory Commission Chair Matthews, and to see conditions and talk to large vessel owners and Port & Harbor Commissioners Pitzman and Velsko on System 5 in the Harbor;
3. Homer Airport, where the State will be initiating a project to improve safety of the runways, aprons and lighting systems;
4. Beluga Wetlands Overlook to meet with Kachemak Bay National Estuarine Research Reserve staff Syverine Bentz, Ben Peters and Lauren Sutton to discuss groundwater research supporting Bridge Creek Reservoir watershed, conservation land acquisition through the Bipartisan Infrastructure Law and providing support information on Homer Harbor water quality and science to inform the Homer Harbor Expansion study; and
5. Kachemak Drive road condition and the need for a pedestrian pathway



East Bunnell Ave/Charles Way Water and Sewer Infrastructure Improvements Underway

Southcentral Construction began construction on a sewer and water infrastructure improvement project on East Bunnell Avenue, Charles Way, and Allen Way on May 23. The primary purpose of this project is to connect properties in Old Town to water and sewer system services and extend services to Bishop's Beach Park. These improvements are part of a Special Assessment District initiated by property owners in partnership with the City. Construction is expected to be completed by mid-July and during the construction phase, Southcentral Construction will implement a traffic control plan. Drivers are urged to comply with the posted signs and directions provided by the flaggers to ensure a smooth and safe flow of traffic throughout the project area.



East Bunnell Ave/Charles Way improvement area

Homer Serve the City Day

On May 21st, 2023, our community embarked on one of the largest coordinated volunteer efforts in Homer in recent time, Serve the City Day. Five area churches, and a large number of additional volunteers took on over 30 projects with 300+ volunteers providing 1,300 volunteer hours, trucks, equipment, tools, and wise cracks. An enormous amount of work was accomplished at Karen Hornaday Park, Jack Gist Park, the Library, Woodside Park, Fishing lagoon ramp, Fishing Hole Campground, and Spit clean-up, as well as many private residences and Little Fireweed. Parks Planner Matt Steffy worked closely with Serve the City organizers to outline City projects, acquire materials, assign leads, and oversee projects.

Projects at Karen Hornaday Park included: Park-wide trash pick-up, painting the playground, removing playground hazards, pulling weeds, rebuilding and painting bleachers, extensive brush removal in the Upper Park, redistribution of picnic tables and fire rings, and the construction of a temporary 9-hole Disc Golf Course.

These kinds of volunteer efforts bring our community together and instill a strong stewardship for all ages when in caring for our shared public spaces. *(Photo Credit Matt Steffy)*



Tuyanitun Tuggeht Dedication June 21st

In September 2020 Council adopted Resolution 20-079 accepting a donation from Bunnell Street Art Center of a sculpture entitled Tuyanitum by artist Argent Kvasnikoff to be placed at Bishop's Beach Park. The sculpture is composed of graduated naturalistic shapes to mimic the ch'wala (boreal spruce) and the tinitun qatnigi (stone trail markers) used to mark trails between settlements, campsites, and important spiritual places, along with their respective place names. Argent Kvasnikoff is a local artist, a member of the Lower Peninsula's Ninilchik Tribe and has ancestry that includes indigenous Dena'ina lineage of the peninsula and Kachemak Bay. The sculpture dedication is on June 21st starting at 5:30 at the Bishop's Beach Park and Pavilion.



Things I never thought I'd hear at work

"OH MY GOSH! THERE'S A BABY POSSUM AT MY WINDOW!" On a quiet Friday morning, those words rang out as the little fellow in the photo was walking along the window sill downstairs outside the Clerk's office. Clerk's office staff was directed to contact Alaska Department of Fish and Game (ADF&G) who quickly responded and captured the possum in a live trap. Reports from ADF&G are that three young possums, called joeys, have been caught and indications are that at least one, and maybe more are still at large. Anyone who sees a possum should contact ADF&G immediately at 907-235-8191 during business hours, outside of business hours contact Homer Police at 907-235-3150.

(Photo Credit Renee Krause)

Attachments:

June Employee Anniversaries

Homer Harbor Expansion Study Monthly Written Update

City Council Work Session Schedule

Tuyanitun : Tuggeht Sculpture Dedication Invitation



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Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: June 12, 2023
SUBJECT: June Employee Anniversaries

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

Melissa Jacobsen	Clerks	19	Years
Mike Illg	Admin	17	Years
Rachel Tussey	Clerks	12	Years
Mike Szocinski	Public Works	11	Years
Jessica Poling	Police	6	Years
Bethany Christman	Public Works	4	Years
Russell Anderson	Public Works	4	Years
James Tingley	Public Works	3	Years
Winifred Shigley	Police	3	Years



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Memorandum

TO: Mayor and City Council
FROM: Jenny Carroll, Special Projects and Communications Coordinator
THROUGH: Rob Dumouchel, City Manager and Bryan Hawkins, Port & Harbor Director
DATE: June 6, 2023
SUBJECT: Homer Harbor Expansion Study Monthly Written Update

Purpose: This memorandum provides the second Homer Harbor Expansion Study written update to Homer City Council per Resolution 23-037.

Study Activities Update

Currently the USACE is in the first phase of the General Investigation study: Scoping. Two objectives for this phase have been completed: conducting the design charrette (described below) and developing an initial array of conceptual design alternatives based on public input from the charrette for consideration.



The next USACE steps include screening the designs to narrow the array for further consideration and modeling. The goal is to get an initial array of potential designs presented by June 30, 2023 and complete the evaluation of those selected alternative design solutions to arrive at a tentatively selected plan (TSP) by the end of the first year of the study.

Alternatives Screening: The USACE Project Development Team will meet on 6/7/2023 to screen the alternatives from the Design Charrette (listed below with the number of votes the design attracted from charrette participants in parentheses) plus any other designs the USACE may have created.

- 0 – No Action (2)
- 1 – L-shaped w/ breakwater (6)
- 2 – L-shaped w/ extended uplands and sheetpile dock face (15)
- 3 – T-shaped basin (15)
- 4 – Large clamshell basin (8)
- 5 – Combined breakwater and floating breakwater (7)
- 6 – Modify ramp 8 with piers (2)
- 7 – Remove material inside spit, inside harbor modification (2)
- 8 – Diamond Creek (1)
- 9 – Alternative harbor location, east (3)
- 10 – Seldovia (0)
- 11– Entrance relocation (4)
- 12– Detached breakwater (10)
- 13- Tranquil environment (Breakwater) (8)

During screening, the USACE will go through the process of looking at each alternative and qualitatively rank them based on six categories (see below) to evaluate which alternatives drop off and do not warrant additional consideration.

Ronald McPherson and Bryan Hawkins will be present for the screening. Staff has requested that City Council and/or the Port & Harbor get an opportunity to weigh in on any alternative that are dropped during the screening process in the event either body feels there needs to be additional USACE consideration.

The criteria USACE uses to screen alternatives is the following:

Criteria	Definition	Metric
Completeness	Will the plan work? Is it implementable, does it depend on outside action?	H/M/L
Effectiveness	Does the alternative measurably meet the planning objectives? An effective plan contributes significantly to planning objectives, and it will solve problems and achieve opportunities. A plan that fails to address the more important planning objectives is not effective. An effective plan does not violate any immutable constraints.	H/M/L
Efficiency	How cost-effective is the alternative at solving the problem and achieving the objectives? An efficient plan meets a given level of objectives in the least costly fashion	H/M/L

	or that maximizes contributions to objectives for a given level of resources expended is an efficient plan.	
Acceptability	The extent to which the alternative is feasible from a technical, financial, and legal perspectives. An acceptable plan is one that can be implemented legally, regardless of its popularity.	Y/N
Implementability	How feasible is it from a technical, financial, and legal perspective	Y/N
Satisfaction	The extent to which the plan is welcome from a political or preferential perspective.	H/M/L

Modeling: On 6/7/2023, the USACE Project Development Team will also meet with representatives from HDR to coordinate the modeling component, which will be done by HDR as part of the work-in-kind agreement. Coastal models developed will be used as tools to formulate potential alternatives to address the problems, take advantage of the opportunities, evaluate potential effects of alternatives, and support decision-making. Modeling will be done on some, but not all alternatives presented above.

Charrette Synopsis

The U.S. Army Corps of Engineers (USACE) recently concluded the first scoping milestone, a three-day, in-person design charrette May 17 through May 19, 2023. The charrette included a site visit to the harbor and brought the USACE's 13-member project delivery team together with the public, stakeholders and City of Homer representatives to:

- Identify problems to be solved by a harbor design, confirm data and obtain new data
- Reach consensus on the study's problems, opportunities, objectives and constraints
- Create an array of conceptual design alternatives to meet objectives
- Discuss proposed alternatives and the criteria and metrics by which alternative design plans are evaluated, compared, and selected for further development by the USACE.

Day 1: The opening day of the charrette focused on establishing a shared understanding of the purpose, stages and milestones of the USACE's three-year General Investigation study process.

The USACE provided an overview of the Cost-Sharing requirements for construction of the breakwater, basin and navigation channel. The Non-Federal Sponsor provides 10% of construction costs of the portion of the project with channel depths up to 20 feet and 25% for portions where channel depth is in excess of 20 feet.

The USACE also gave an overview of previous Homer Harbor expansion feasibility studies, noting that while the current GI study will benefit from those studies and from the wealth of knowledge about Kachemak Bay, the USACE had no preconceived notions about solutions. They began the charrette with a blank slate

and engaged stakeholders so that the designs respond to community needs and input as well as necessary technical, environmental, and regulatory standards.

After lunch, the USACE engaged the public in a comprehensive discussion about existing harbor conditions and compiled lists of problems and opportunities to be addressed by a design, as well as the constraints on and objectives for the designs.

The first day ended with the USACE meeting with environmental stakeholders at Cook Inletkeeper.



Day 2: Brainstorming and Collaboration

On the second day, the USACE made a harbor site visit and met with large vessel owner stakeholders to further understand harbor concerns from a user perspective and solicit ideal solutions. In the afternoon, they held a second charrette public work session where the public reviewed and discussed important features and objectives to be considered in the harbor design and then set to work developing conceptual design alternatives to meet identified project objectives, one of which was a no-build option.

Day 3: Refining the Design Alternatives and Next Steps

On the final day, charrette participants reconvened to review 13 design alternatives collected from public input. Each design was presented to the group in a collaborative, creative-thinking environment for feedback on the design's constraints and benefits and additional measures to be considered. Participants then had the opportunity to individually rate the designs by preference.

The USACE discussed the Corps' next steps during the wrap up on the third and final day, which was described earlier in this memo. A robust environmental review process is mandated by the National Environmental Policy Act of 1969 (NEPA). A NEPA document will be developed concurrently during the study to provide the analysis of each considered alternatives' impacts to the current environmental baseline during the study.



This synopsis, and the USACE May 17-19, 2023 Design Charrette PowerPoint Presentation is posted on the City's website <https://www.cityofhomer-ak.gov/port/homer-harbor-expansion>. Staff is working to provide the recorded audio of the presentations as well. A story about the Design Charrette also ran in the Homer News <https://www.homernews.com/news/army-corps-hosts-workshops-on-harbor-expansion/>.

Project Delivery Team Meetings

City staff attended four USACE project meetings in the past month. While the meetings typically occur once per week, one more was added for final coordination of logistics for the Design Charrette.

The May 11 and May 12th meetings covered logistics and technical needs for the Design Charrette, including supply lists, testing the online participation link, confirming lunch orders, etc.

The May 24 meeting shared the list of alternative designs developed to date and the USACE evaluation criteria matrix.

The May 31 meeting confirmed the date USACE would conduct the alternatives screening and work with HDR on developing modeling.

Interactive Project Website

The Homer Harbor Expansion website www.homerharborexansion.com is live, but still under construction by HDR's communications team. At a 6/2/2023 meeting with HDR, City staff reviewed the expanded website draft and provided feedback. We hope the full website will be launched within a week or two. Even though the full features have not been launched, the HHE website's *Contact Us* feature (info@homerharborexansion.com) is the formalized mechanism for City Council and Commissioners to provide significant questions to the project development team. In the meantime, utilize www.cityofhomer-ak.gov/port/homer-harbor-expansion to access study information.

WORK SESSION

AGENDA CALENDAR 2023

Council Meeting Dates	4:00 p.m. Worksession Topic
<i>Monday, May 8</i>	
<i>Tuesday, May 22</i>	<i>Coast Guard ws 2 5 COW @ 4</i>
<i>Monday, June 12</i>	2023 City of Homer Salary and Benefits Survey
<i>Monday, June 26</i>	
<i>Monday, July 24</i>	
<i>Monday, August 14</i>	HERC – Economic Development Manager & Recreation Manager
<i>Monday, August 28</i>	2024-2029 Capital Improvement Plan & FY25 Legislative Priorities - Special Projects & Communications Coordinator
<i>Monday, September 11</i>	HERC Construction Budget – Economic Development Manager & Recreation Manager
<i>Monday, September 25</i>	
<i>Monday, October 9</i>	
<i>Monday, October 23</i>	
<i>Monday, November 27</i>	<i>Recreation</i>
<i>Monday, December 11</i>	
<i>Monday, December 18 If needed</i>	

Tuyanitun : Tuggeht Sculpture Dedication and Reception at Bishop's Beach Park

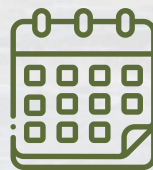
The City of Homer, in collaboration with the Bunnell Street Arts Center and the Ninilchik Traditional Council, is pleased to announce the addition of a new sculpture to the City of Homer Municipal Public Art Collection. The dedication ceremony will take place on Wednesday, June 21 at 5:30 p.m. at the Bishop's Beach Park and Pavilion.

The sculpture, titled "*Tuyanitun : Tuggeht*" (pronounced too-yan-eee-toon : to-get), was installed in October of 2022 and is a significant addition to the public art landscape. Designed by Argent Kvasnikoff, a member of the Ninilchik Village Tribe and a talented artist, the sculpture aims to honor the Indigenous stewardship of the lands, both in the past and for the future.

The name "*Tuyanitun*" references an ancient Dena'ina wayfinding system, while "*Tuggeht*" represents the Dena'ina name for the location, also known as Bishop's Beach, a place beloved by all, and evokes boreal spruce, rock cairns, and beach glass.

This noteworthy public art project has garnered support from various organizations and individuals. Funding contributions have been provided by the Alaska Community Foundation Social Justice Fund, Alaska State Council on the Arts, Cook Inlet Tribal Council, National Endowment for the Arts, National Performance Network, Rasmuson Foundation, the Ninilchik Village Tribe, as well as individual donors.

For more information please visit the [Bunnell Street Gallery website](https://www.bunnellarts.org) or contact info@bunnellarts.org.



Wednesday, June 21
Refreshments at 5:30 p.m.
Dedication at 6 p.m.



Bishop's Beach Park
and Pavilion



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: June 22, 2023
SUBJECT: City Manager's Report for June 26, 2023 Council Meeting

Boat Fire Contained by HVFD

Homer Volunteer Fire Department has been very busy this summer. On June 20th, the crew responded to a boat fire at 10:15pm. Homer provided an engine and tanker and a total of eight personnel (including two volunteers). An additional three personnel responded from KESA and one from Anchor Point (WES). The fire was kept to the vessel and there were no injuries to the crew or the public.



2023 Property Tax Figures from KPB

I received notice from the Kenai Peninsula Borough Assessor regarding the 2023 certified main roll taxable values for the City of Homer as of June 1, 2023. They are as follows:

	Assessed	Taxable
Real Property	\$1,547,404,200	\$940,906,000
Oil & Gas Property	\$0	\$0
Personal Property	\$42,715,533	\$38,465,196
Total 2023 Certified Main Roll Value	\$1,590,119,733	\$979,371,196

The \$979M in taxable property for 2023 is an increase of \$108M (12.4%) over 2022's taxable property values. Based on the numbers provided by the Borough, we should see upwards of \$285,000 above what we budgeted for in FY24 for property taxes.

First Quarter Sales Tax

First quarter sales tax from the Borough for calendar year 2023 saw a very small dip in all jurisdictions within the Kenai Peninsula. Homer had \$35,142,391 in taxable sales which translates into approximately \$1.7M in revenue to the City. The sales tax revenue for 2023 is roughly \$57,543 behind last year's performance for the quarter. For reference, the first quarter is by far the smallest quarter for the City. The taxable sales in the second and third quarters are generally double and triple that which we see in the first quarter.

First quarter sales tax from the Alaska Remote Sellers Sales Tax Commission is up quite a bit from 2022. In the first quarter of calendar year 2023, we have an estimated \$212,086 in revenue which is a \$51,324 (31%) increase over the year prior.

City Planner Update

Upon the departure of former City Planner Rick Abboud, Special Project Coordinator Ryan Foster stepped in as acting City Planner and has been doing a great job of keeping the Planning Division on track through the busy season. I've asked Ryan to make the switch permanent and he has agreed to become our full-time City Planner. Ryan will official make that transition in July.

Potential AML Grant Partnerships

There are two grant programs open right now for which the Alaska Municipal League (AML) is assembling select coastal communities for potential partnership. One is related to public electric vehicle charging infrastructure which is titled the "Connecting Alaska's Coastal Communities with Charging Infrastructure Project." This is connected to a federal grant that had been evaluated by staff but not pursued because the cost to the City in local match would be very high (\$200,000+) at a time when we're trying to build up funds for future harbor float replacements and harbor expansion projects. Under the proposal being written by AML for the State, the local grant match would be carried by the State of Alaska making this a much more attractive program for the City. The concept and application are still under development by AML and I can share more as things progress. A second grant underway at AML is focused on coastal resilience funding for Alaska Communities that would come from the NOAA Inflation Reduction Act Climate Resilience Regional Challenge. AML is still waiting for the official release of the notice of funding opportunity, but they have proactively reached out to communities like ours to gauge interest and possible support in the future. More to come as that opportunity develops.

Special Events and Food Trucks Code Update Follow Up

In March of 2022, Council adopted Ordinances 22-15(S)(A) and 22-14 which updated regulations related to mobile food service (i.e., food trucks) and special events. A little more than a year has elapsed and I took a look back with staff at how the changes have been working out for the City and those seeking permits.

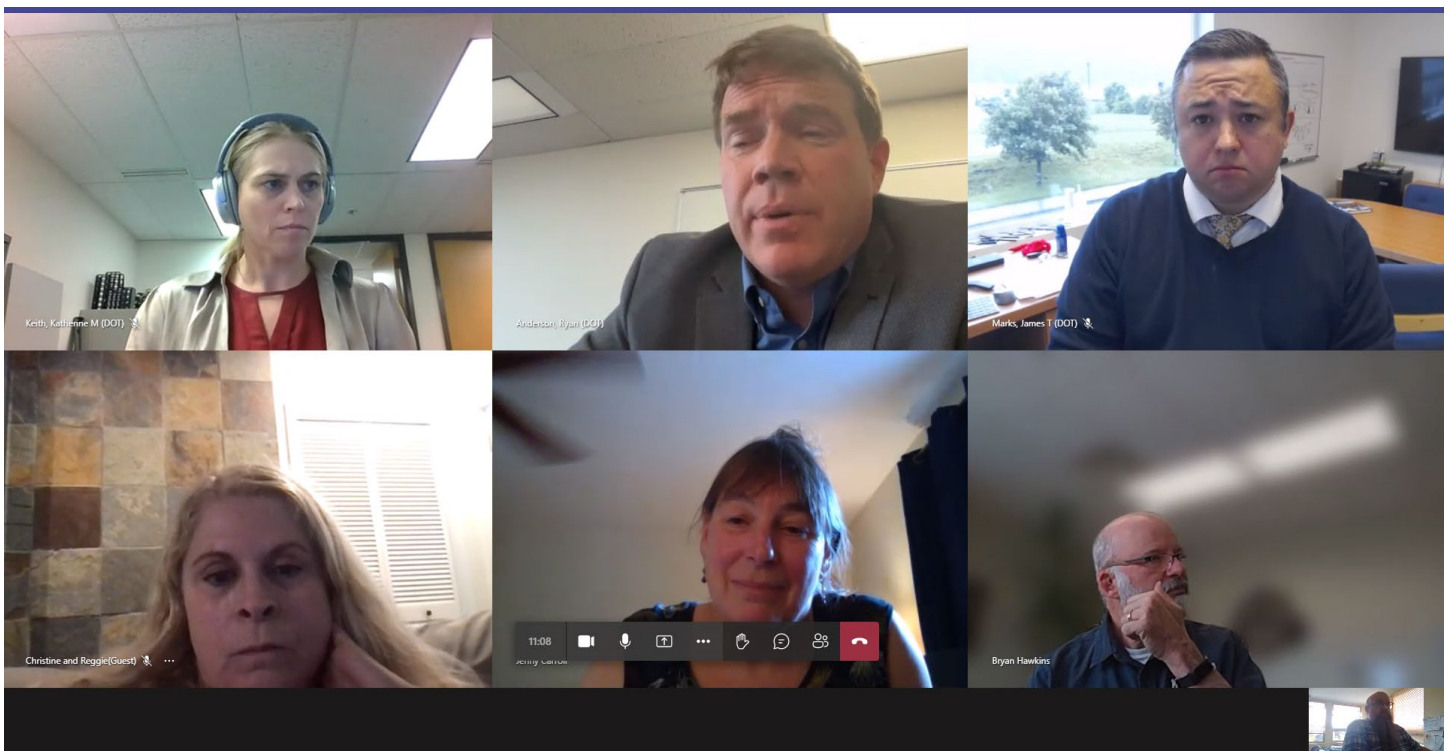
Mobile Food Service: The move from the Police Department to Planning for mobile food service permitting was very smooth and Planning has proved to be a much more user-friendly place to get permitted. At this time, most permitting is being handled online. The streamlining of our permitting process has been very appreciated by food truck operators and we've received positive comments from the Chamber of Commerce who has hosted food truck events within the City since the passage

of the update. The change that allows food trucks in parks as part of a permitted special event has been particularly popular and appreciated by the public.

Special Events: We have been quite busy with special event permitting and the updated program has been going very well. It is administered in the City Manager's office at this time. We have also instituted pre-event meetings for particularly complicated events (i.e., annual fireworks), or first time events, in an effort to make event implementation as smooth as possible with minimal surprises for the City and the event permit holders. In the code update we created some fines for egregious violations of code. So far, we have not had to use any punitive fees to maintain public health and safety related to special events. We hope to keep that streak alive. Staff is preparing to host an internal meeting to discuss areas in which we may benefit from some small changes or improvements at a level below amending City Code.

Meeting with Alaska Department of Transportation

Special Projects Coordinator Jenny Carroll, Port Director Bryan Hawkins, Christine Hess from J&H Consulting, and I met with Commissioner Ryan Anderson, Deputy Commissioner Katherine Keith, and Director of Planning & Program Development James Marks to discuss potential partnerships for federally funded grant programs. We focused this meeting on spit erosion mitigation. We had a very positive meeting and have planned a follow up to see if we can successfully collaborate on a grant application this summer. We have met frequently with Commissioner Anderson since he was appointed by the Governor in 2021, and we are very appreciative of his willingness to meet with us directly on topics important to Homer and the Southern Kenai Peninsula.



AML Summer Conference Coming Soon!

The AML Summer Legislative Conference is scheduled for August 9-11th here in the City of Homer. We will be hosting local government officials from all over the state. The first day of the conference involves meetings of the Alaska Conference of Mayors and the Alaska Municipal Management Association. The rest of the conference is focused on State legislation and generally well attended by Mayors, Councilmembers, and City

Managers. City staff continues to coordinate with AML to ensure they're getting the local support they require to make the event a success.

Professional Development Update

This spring I graduated from the Master of Business Administration program at the University of Alaska Fairbanks (UAF), my diploma was delivered while I was out on leave. Throughout the program I completed courses like Organizational Theory for Managers, Financial Markets & Strategy, Quantitative Methods for Managers, Project Management, Public Policy and Accountability, Strategic Leadership, Strategic Collaboration, and Administration & Management of Criminal Justice Organizations. Across the last year I have also been enrolled in the Master of Security and Disaster Management at UAF, and I expect to finish that degree program at the end of the year.

CITY OF HOMER NEWSLETTER

VOL. II - ISSUE X | JULY 2023



WHAT'S INSIDE?

MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

SEASIDE SERENADES

Celebrate our city as the summer sun illuminates (we hope!!) our coastal haven, and stay informed by reading our latest articles, including the harbor's cathodic protection system, updates on the Homer Harbor expansion study, water system flushing, the Borough's siren project, a swift response to a boat fire, an introduction of new city staff, and more!

PIONEER AVENUE BANNERS

The City's Economic Development Commission collaborated with Homer artist Lucas Elliot and Corvus Design to create new street banners for Pioneer Avenue. After careful attention to detail, the final design was refined, and the banners are now proudly adorning Pioneer Avenue. They showcase characters and natural beauty found in and around Homer.



- Library Events
- Community Corner
- 2024 City Budget Adopted
- Special Event Permits
- Port and Harbor
- Homer Harbor Expansion Study Update
- Public Works
- Hazard Mitigation Plan
- Public Safety Corner
- Fire Department
- Economic Development
- Meet the Staff
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

Subscribe to the Monthly Newsletter:

www.cityofhomer-

ak.gov/citymanager/monthly-email-newsletter

Page 177 of 185
"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

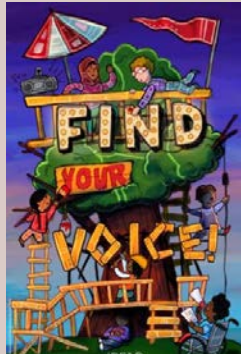
Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to <https://libraryc.org/homerlibrary/upcoming>

- July 15** *Daredevil and She-Hulk* by Charles Soule 10 - 11 a.m.
July 20 *Chatter* by Ethan Kross 9 - 10 a.m.
July 25 *Crying in the Bathroom* by Erika Sánchez 12 - 1 p.m.

END OF SUMMER READING PARTY

End of summer reading party includes music, games, ice cream and hot dogs, with prizes for reading-challenge participants and LEGO contest winners.

Saturday, July 29
5 to 7 p.m.



STORIES AND S'MORES AT BISHOPS BEACH



Join us for an evening story time at Bishop's Beach, featuring talking and singing games, stories and s'mores! We'll meet at the pavilion near the beach. S'mores provided.

Tuesday, July 18
7 to 8 p.m.

LIBRARY EVENTS CONTINUED

- | | | |
|----------------|--|--------------------|
| July 3 | Pre-parade meet-up | 3 - 5 p.m. |
| July 4 | Bookmobile in the 4th of July Parade | 3 p.m. |
| July 7 | Intermediate Readers book club | 4 - 5 p.m. |
| July 11 | Family Storytime in the Boat House Pavilion | 10:30 - 11:15 a.m. |
| July 12 | Leap Into Science | 10:30 - 11:30 a.m. |
| July 18 | Evening Storytime at Bishop's Beach Pavilion | 7 - 8 p.m. |
| July 19 | LEGO contest | 10 - 11 a.m. |
| July 19 | Movie showing at Library | 6 - 7:30 p.m. |
| July 24 | Teens and Tweens Get Crafty! | 4 - 5:30 p.m. |
| July 27 | Science in the Summer | 3:30 - 4:30 p.m. |
| July 28 | Science in the Summer | 3:30 - 5:30 p.m. |

Check out the complete line-up
of library programs



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer-ak.gov/library



COMMUNITY CORNER



4TH OF JULY PARADE

July 4 at 3 p.m., Pioneer Avenue
www.homerak.org/events/annual-events



4TH ANNUAL HOMER PEONY CELEBRATION

July 7-30
www.homerak.org/events/annual-events



FARMERS MARKET

Saturdays 10 a.m. - 3 p.m.
Wednesdays 2 p.m. - 5 p.m.
www.homerfarmersmarket.org



PICKLEBALL CLINICS

July 22-23, HERC Gym
www.worldteampickleball.com/shop/homer

CITY MANAGER'S OFFICE

CITY COUNCIL ADOPTS 2024/25 CITY BUDGET

The City Council adopted the FY24/25 Operating Budget on May 22 and the Capital Budget on June 26. The Operating and Capital budgets create the City's financial foundation for the next two years.

The Operating Budget includes approximately \$26.2 million in operational spending for FY24 and \$26.8 million for FY25. While the City has benefitted from strong revenue growth the last few years, some of those gains have been eroded by the difficult inflationary conditions which have characterized markets around the world. Additionally, the Capital Budget allocates \$6.1 million for new projects during the FY24/25 biennium. One of the most popular capital projects on deck in this budget is the extension of a sidewalk along Ben Walters Lane, plus others that are highlighted at the right. Learn more about the budget on the City's website: www.cityofhomer-ak.gov/finance/operating-capital-budgets

Capital Budget Highlights

1. Ben Walters Lane Sidewalk
2. Homer Volunteer Fire Department replacement of outdated fire hose and fleet upgrades including a ladder truck and an off-road firefighting apparatus
3. ADA family restroom at the airport terminal
4. Improvements to Bayview Park, a Karen Hornaday Park Master Plan update and an extension of water and sewer to support future public restroom facilities
5. Comprehensive Plan update to capture the vision of where the community wants to be going forward and a subsequent zoning code update. The plan will provide guidance for Homer's physical development, with an emphasis on future land use, transportation network and infrastructure capacity.

REFLECTING ON POSITIVE CHANGES: MOBILE FOOD SERVICE AND SPECIAL EVENTS PERMITS

Since the adoption of [Ordinances 22-15\(S\)\(A\)](#) and [22-14](#) in March 2022, the City's processes for mobile food service and special events have improved. Mobile food service permitting has shifted smoothly to the Planning department, making it more accessible and user-friendly. Most permits are now conveniently handled online. Food truck operators and the Chamber of Commerce have praised the changes, including the allowance of food trucks in parks for special events. Special event permitting is running smoothly under the City Manager's office. Pre-event meetings have been introduced to ensure seamless implementation and minimize surprises. Though fines for code violations were added, we haven't had to impose any punitive fees for public health and safety. We're preparing to discuss further improvements internally. These updates have had a positive impact, fostering growth and enjoyable experiences for our community. We're committed to continuous refinement and improvement.

Hosting a special event?

CHECK TO SEE IF A PERMIT IS REQUIRED

www.cityofhomer-ak.gov

Special Event Permits: www.cityofhomer-ak.gov/citymanager/special-event-permit-information

Mobile Food Service Vendor Permit: www.cityofhomer-ak.gov/economicdevelopment/mobile-food-service-permits

HOMER HARBOR COMPLETES CATHODIC PROTECTION SYSTEM PROJECT

The City is pleased to announce the successful completion of a project in Homer Harbor that was made possible through the collaborative efforts of the City, R&M Consulting, Global Diving, and Coffman Engineering. The project installed a passive cathodic protection system to protect the float system steel pile from corrosion due to electrolysis.

The Harbor's float system, comprised of 161,000 square feet of concrete and wood floats is supported by 511 pile, of which 475 are made of steel. Over time, electrolysis had depleted the original protective coating on the steel pile. The City has been restoring cathodic protection to the pile through a multi-year endeavor that began in 2018. The initial phase placed protective anodes on sections of the B, C, D, E, and F floats, and a portion of System 5 large vessel moorage.

A FY23 Alaska Municipal Harbor Tier II grant of \$366,000, matched by Port and Harbor maintenance reserves, provided the necessary funding to furnish and install anodes on the remaining steel piling to provide electrical continuity to all pile and extend the benefits of the cathodic protection system harbor-wide.

It was no small task. Global Diving welded two 150-pound anodes onto 471 steel pilings for a total of 943 anodes and 141,450 pounds of sacrificial anode material. Coffman Engineering conducted pre and post-installation tests, confirming the system's optimal functionality and sufficient cathodic protection for the submerged dock pilings.



Photos by Global Diving

POWER-GENERATING DEVICE EMBARKS ON ANOTHER SEASON OF TESTING

Port Director Bryan Hawkins recently sent us an email starting with, "Walking around the port, sometimes you'll see something that'll make you ask, 'Wow, *what's that thing*.'" He attached this photo and noted that this is an experimental power-generating device that is being developed and tested in the Kvichak River for the Village of Igiugig. It's the third year that he's seen this device move through the port, and was told that they pull it in the fall because of the ice and because this experimental unit goes back to the shop for more tinkering over the winter.

The device's roundtrip route from Homer to Igiugig demonstrates the Homer Port and Harbor's vital role in statewide transportation:

1. Load onto landing craft Helenka B at the commercial barge ramp
2. Cross the Inlet into Iliamna Bay (Kamishak Bay)
3. Offload at Williams Port
4. Transport overland (16 miles) to Pile Bay Dock in Lake Iliamna
5. Load onto a small tug/barge for transport to Igiugig
6. Offload at Igiugig's barge landing

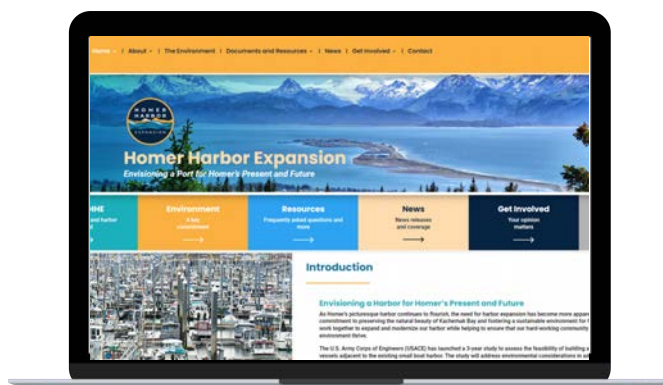


Remarkably, a total of 47 non-road-connected villages and work sites in southcentral and western Alaska rely on essential freight services provided by vessels moored in Homer Harbor. These shipments are a lifeline for these remote communities, ensuring the delivery of crucial supplies and sustaining their daily lives and economic activities. This exemplifies the effectiveness of the Port of Homer as a regional transportation hub.

HOMER HARBOR EXPANSION STUDY UPDATE

Over the past couple of months, the Homer Harbor Expansion study has made significant progress toward its first milestone, identifying a small array of design alternatives to advance to more in-depth study. Here are some of the recent key events and an outline of upcoming steps:

- The [Homer Harbor Expansion Charter](#), encompassing the vision, mission, goals, and factors for success, was drafted in a collaborative involving City Council and the Port and Harbor Advisory Commission and staff. It was adopted via [Resolution 23-058](#).
- The study's website, www.homerharborexansion.com, is fully built out and provides updates as the study progresses. Visit the website for the latest information.
- The U.S. Army Corps of Engineers (USACE) Design Charrette from May 17-19 involved community and industry input, along with environmental stakeholder meetings and produced 14 potential alternative designs.
- USACE is undergoing an internal review of each alternative according to a set of criteria to recommend the most feasible designs for further in-depth study. The "future without a project" alternative will be included in all comparisons.
- At the end of June, USACE will complete a Vertical Team Review where they present a study progress report and their initial alternatives screening to USACE leadership from the Pacific Ocean District and Headquarters for feedback. The USACE will share the selected designs once they have alignment with the USACE Vertical Team.



In July 2023, the study will reach the Alternatives Designs Milestone with the identification of design plans to carry forward. This will launch the alternatives evaluation and analysis phase, which is expected to last about nine months and will culminate in a Tentatively Selected Plan.

As part of the alternatives analysis phase, the study team will host another community scoping meeting, likely in September to collect additional public feedback.

Check back each month here for the latest progress reports on the Homer Harbor Expansion Study, or visit the study website.



WATER SYSTEM FLUSHING

Dates and Schedule

Water system flushing started on June 21 and will continue through August 2023. The Public Works Department will be working between 7 a.m. and 5:30 p.m., Mondays through Thursdays.

Areas Affected

Flushing will be systematically conducted throughout the city, including residential and commercial areas. During this period, please note that your water supply may experience temporary discoloration or a slight drop in pressure.

Impact on Water Supply

While we carry out the flushing process, you may experience brief interruptions in your water supply. However, these disruptions should be minimal and temporary, typically lasting for just a few minutes. We appreciate your understanding during this necessary maintenance activity.

Water Quality

The flushing process plays a vital role in removing sediment and mineral deposits that naturally accumulate in water mains over time. It is possible that the water may appear discolored or contain small particles during flushing. If you notice any unusual or persistent issues with your water quality, please contact the Public Works Department at 907-235-3170 or via email at publicworks@ci.homer.ak.us to report the matter.

Stay Informed

For updates on the progress of the flushing activities, visit the City of Homer's website at www.cityofhomer.ak.gov/publicworks/water-system-flushing-public-notice. If you have any questions or concerns related to the flushing activities, please feel free to reach out to the Public Works Department at 907-235-3170 or via email at publicworks@ci.homer.ak.us.



— HAZARD MITIGATION PLAN —

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

② Create a healthy and safe community

The City of Homer's Local Hazard Mitigation Plan (LHMP) prioritizes the creation of a healthy and safe community. This goal focuses on safeguarding public health and safety by implementing proactive measures. Strategies include raising awareness about hazards, establishing emergency response plans, and promoting resilient infrastructure. The LHMP emphasizes inclusivity and equity, ensuring equal access to resources for all community members. By prioritizing a healthy and safe community, Homer aims to enhance resilience and protect the well-being of its residents.



Find the Local Hazard Mitigation Plan on the City's website:
<https://bit.ly/3pdCjKh>



In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

KPB SIREN PROJECT UPDATE

The Kenai Peninsula Borough (KPB) provided an update on the Siren Upgrade Project, part of the Mass Notification System, which will enhance safety and emergency communication in Homer. The upgrades address deficiencies identified in the Borough's All-Hazards Alert and Broadcast System (AHABS) assessment.

The project will:

- Boost current coverage
- Provide clearer warning messages
- Expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point)

Construction is set to begin in July, with completion expected by mid-August. Updates will be posted on the Facebook page [@KPBalerts](#). Thanks to the KPB Office of Emergency Management for working with the cities in the Borough on this important project.



FIRE DEPARTMENT

SWIFT RESPONSE TO BOAT FIRE

On June 20 at 10:15 p.m., the Homer Volunteer Fire Department swiftly responded to a distress call regarding a boat fire on Ocean Drive. With the support of volunteers and neighboring agencies, the fire was contained to the boat, preserving the surrounding structure with only minor damage to the eave. Thankfully, there were no injuries to the public or the crew, and all equipment performed flawlessly. An investigation is underway to determine the cause of the fire. We commend our dedicated firefighters and extend our gratitude to the Kachemak Emergency Service Area and the Anchor Point emergency response team for their invaluable assistance.



Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Zach and Matthew. We are thrilled to have them join the team!

- **Zach Pettit**, Deputy City Clerk I
- **Matthew Swerdzewski**, Firefighter/ EMT I

JUNE ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

Melissa Jacobson	Clerks	19 Years
Mike Illg	Admin	17 Years
Mike Szocinski	Public Works	11 Years
Jessica Poling	Police	6 Years
Bethany Christman	Public Works	4 Years
Russell Anderson	Public Works	4 Years
James Tingley	Public Works	3 Years
Winifred Shigley	Police	3 Years

MEET CITY STAFF

INTRODUCING NEW CITY PLANNER: RYAN FOSTER TAKES THE HELM

Ryan Foster, previously a Special Project Coordinator in the City Manager's Office, has been appointed as our new City Planner, following the departure of Rick Abboud. Ryan's performance during the busy season led to his permanent appointment, effective July. He brings a deep understanding of planning and dedication to responsible community growth to the organization. Join us in congratulating Ryan on his well-deserved role as our City Planner.



ECONOMIC DEVELOPMENT

2023 LAND ALLOCATION PLAN

The 2023 Land Allocation Plan is now available for public review. In accordance with Homer City Code Title 18, which governs municipal property management, the Council annually adopts a comprehensive plan that outlines the allocation of lands within the city.

This plan serves as a valuable resource, identifying which properties are available for lease, providing details on lease rates and terms, and outlining any specific requirements or preferences. As per HCC 18.08.020, once the plan is adopted by resolution, the City ensures public notice is given regarding the availability of real estate.

For more information and to access the Land Allocation Plan, please visit the City's website at

www.cityofhomer-ak.gov/citymanager/land-allocation-plan.

NEW DEPUTY CITY CLERK



Zach Pettit is a dedicated professional serving as the newly appointed Deputy City Clerk. Originally hailing from the state of Virginia, Zach brings a unique blend of experiences and skills to his new role. Having resided in Alaska for a little over a year now, he has already embraced the breathtaking beauty and vibrant community spirit that the Last Frontier has to offer.

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

- Donna Aderhold (2024)
- Jason Davis (2025)
- Shelley Erickson (2024)
- Storm P. Hansen-Cavasos (2025)
- Rachel Lord (2023)
- Caroline Venuti (2023)

City Staff Leadership

- Rob Dumouchel, City Manager
- Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
- Mark Robl, Chief of Police
- Bill Jirsa, Chief Technology Officer
- Mike Illg, Community Recreation Manager
- Julie Engebretsen, Economic Development Manager
- Elizabeth Walton, Finance Director
- Mark Kirko, Fire Chief
- Dave Berry, Library Director
- Andrea Browning, Personnel Director
- Bryan Hawkins, Port Director
- Jan Keiser, Public Works Director/City Engineer
- Ryan Foster, City Planner

Commissions and Boards

- ADA Advisory Board
- Economic Development Advisory Commission
- Library Advisory Board
- Parks, Art, Recreation and Culture Advisory Commission
- Planning Commission
- Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:
www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



Teshio, Japan Artwork Collection, 2002
City Clerk's Office, City Hall



Teshio, Japan Artwork Collection, 2002
City Clerk's Office, City Hall

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

July		
13	5 p.m.	ADA Advisory Board Regular Meeting
19	6 p.m.	Planning Commission and Economic Development Advisory Commission Joint Worksession
24	5 p.m.	City Council Committee of the Whole

JOIN OUR TEAM

The City of Homer has current Job Openings.
Sign up for Job Alerts or Apply Online at:
cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- [Firefighter/EMT-Basic \(EMT-1\) or Firefighter/EMT-Advanced \(EMT II or III\), Full Time](#)
- [Ice Plant Operator I, Full Time](#)
- [Police Officer, Full Time](#)
- [Port Property Manager, Full Time](#)
- [Temporary Building Custodian, Seasonal](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact Bella Vaz at bvaz@ci.homer.ak.us.

4th of July

**CITY OFFICES CLOSED ON
TUESDAY, JULY 4**