

## REGULAR MEETING AGENDA

**1. Call to Order**

**2. Approval of Agenda**

**3. Public Comment**

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

**4. Reconsiderations**

**5. Adoption of Consent Agenda**

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

**A.** Approval of minutes of July 18, 2018 **p. 1**

**6. Presentations**

**A.** Jenny Carroll, Special Projects and Communications Coordinator, 2019-2024 Capital Improvement Plan (CIP)  
**p. 9**

**7. Reports**

**A.** Staff Report 18-45, City Planner's Report **p. 77**

**8. Public Hearings**

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

**A.** Staff Report 18-46, Conditional Use Permit (CUP) 2018-08 for more than one building containing a permitted principle use on a lot at 1344 & 1358 Lakeshore Drive. **p. 79**

**9. Plat Consideration**

**A.** Staff Report 18-47, Bay View Subdivision 2018 Preliminary Plat **p. 133**

**10. Pending Business**

**11. New Business**

**A.** Jenny Carroll, Special Projects and Communications Coordinator, 2019-2024 Capital Improvement Plan (CIP)  
**p. 9**

**12. Informational Materials**

**A.** City Manager Report for the July 23, 2018 Homer City Council meeting **p. 147**

**13. Comments of the Audience**

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

**14. Comments of Staff**

**15. Comments of the Commission**

**16. Adjournment**

The next regular meeting is scheduled for Wednesday August 15, 2018. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.



Session 18-11, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Don Stead at 6:30 p.m. on June 6, 2018 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BANKS, BENTZ, BERNARD, STEAD, VENUTI AND BOS

ABSENT: COMMISSIONER HIGHLAND (EXCUSED)

STAFF: DEPUTY CITY PLANNER ENGBRETSSEN  
DEPUTY CITY CLERK KRAUSE

### **Approval of the Agenda**

Chair Stead called for a motion to approve the agenda.

BOS/VENUTI SO MOVED.

Chair Stead noted the receipt of a laydown notice that the applicant for the CUP 2018-07 under Public Hearing has requested to pull the application, he inquired if the public present was here to testify on the matter under Public Hearing, Staff Report 18-40, CUP 2018-07.

Hearing no response from the audience present he requested a motion to amend the agenda.

BENTZ/BOS MOVED TO AMEND THE AGENDA TO REMOVE THE PUBLIC HEARING ITEM 8. A. STAFF REPORT 18-40, CUP 2018-07 BASED ON THE RECOMMENDATIONS OUTLINED IN STAFF REPORT 18-44, CUP 2018-07 SUPPLEMENTAL REPORT.

There was no discussion.

VOTE. (Amendment). NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VOTE. (Main). NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **Public Comment**

### **Reconsideration**

### **Adoption of Consent Agenda**

A. Approval of minutes of June 20, 2018

- B.** Decision and Findings for Staff Report 18-39, CUP 18-06 for more than one building containing a permitted principal use on a lot and for a multiple-family dwelling at 1170 Lakeshore Drive

Chair Stead requested a motion to approve the consent agenda.

BENTZ/BOS SO MOVED

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PRESENTATIONS**

A. Paul Janke, PhD, PE, Regional Hydrologist for the Alaska Department of Transportation & Public Facilities, will discuss water issues related to DOT facilities and answer questions of the commission.

Mr. Janke introduced himself to the commission providing his credentials and areas of expertise. He noted the projects that he is involved with in and around Homer, and stated he has worked in the region for the past 20 years and his ability to answer questions will be limited to issues regarding state roads and the airport.

Jake Ciufo, Engineer/Architect assists Mr. Janke was also present to answer questions stated he has been working with Mr. Janke for approximately 4 years.

The commission asked questions regarding the following:

Q. Use of geotextiles especially geo-grids in the road beds and if Kachemak Drive and Lake Street have multiple sections of textiles within them.

A. They are used for stability and it allows water to flow but does not allow the soils to move. If a road embankment does not allow the water to flow this can cause a hydrostatic pressure buildup similar to a dam and will cause the embankment to fail. The geotextiles allow the water to flow through the soil.

Q. How do you use revegetation practices or green infrastructure versus geotextiles for causing water to flow through rather than the earth?

A. Vegetation can be used for stabilization caution has to be used since the roots does not grow very deep on some types of vegetation and water can then pull those plants out. In some circumstances depending on the circumstances they will employ the use of rock, or plant vegetation within the rock to assist in stabilization.



Q. Do you employ green infrastructure practices for infiltration instead of water bypass such as holding ponds?

A. Municipality of Anchorage is under a permit which requires a certain amount of water to be treated before it is discharged into waters of the United States and they employ the use of bio-swales to slow and treat water.

Q. Is this something that will be used on the Lake Street project?

A. Lake Street is quite steep, there are some ditches and culverts and they are changing some of the drainage patterns to alleviate historical drainage problems on some of the property near that intersection by using storm drainage.

Q. The city is looking at ways to incorporate storm water management during high rainfall events or rain on top of snowfall events. From the perspective of the DOT how could the City handle that and bypassing that water into critical habitat?

A. Some of the critical limiting factor is the width of the right of way which most times does not go beyond the actual road embankment.

Q. When it comes to Lake Street, there will be more urban development as Homer grows slowly over time. How does the DOT determine the size of pipes and planning for future water events?

A. DOT tries to anticipate future planned development but for the most part it is an educated guess. Mr. Janke opined that the existing system along Lake Street are very generous and believed it would be adequate for the near future.

There was a brief discussion on the development going in above the High School and Mr. Janke was unaware of the construction. Ms. Engebretsen explained that the development has been planned for the past 10 years and they are finally constructing it. Mr. Janke will double check his information all the same.

Chair Stead asked for questions from the audience. He invited them to come forward sign in and state their name for the record.

Mike McCarthy, city resident, commented on the standing water issues along Kachemak Drive since they completed the Water and Sewer projects noting that they did not have standing water prior to putting in the water and sewer. He then asked about the Mt. Augustine Drive water issues.

Mr. Janke was unaware of an issues along Kachemak Drive and will look into that while he is here. As far as the Mt. Augustine issue he does not believe that DOT will be changing their position on that issue since the water amounts exiting the DOT water pipe is moderately small, the amount reported in a 24 hour period is a pretty small.

Mr. McCarthy did not think 97,000 gals was a small amount, but he was with the niece of a Homesteader here, there is a large discharge of water that over the years has silted in a major culvert that comes down approximately 300 yards downslope, it is below the fence.

Shelly Erickson, displayed on her phone a map of the location where they were speaking of in regards to the location. They scheduled to meet on Thursday, June 19, 2018 at 8:00 a.m.

Mr. Janke will review the situation again prior to meeting.

Scott Adams, city resident, own property off of Mr. Augustine stated that he has spoken to the city and Paul Seaton's office regarding the Storm drainage. He reported that there is three storm drains that leap frog down and under the highway and then drain out on private property. There are five properties affected and during the winter there was glaciation. He is requesting the State to direct it to a ravine where the drainage would not affect people's property. He stated that the State is breaking the law. He cited the ordinance in Homer City Code regarding diverting water onto someone else's property. He believed that it is irresponsible. People are losing their property. He has taken it upon himself to sandbag bottom of the culvert with a pipe system to divert it from the properties. He is hoping that once they see the damage being done the state will take some action.

Mr. Janke will review the location tomorrow. In the State's defense the culvert was installed prior to the subdivision being constructed in the 1950's. The culvert is collecting and meeting the natural drainage patterns and if the State does anything to change the natural pattern of the drainage they would then be liable for damages.

Mr. Adams responded that the state is causing damage to property right now.

Commissioner Bentz referred potential Landslide Hazard Resiliency project that will commence this fall by Division of Geological & Geophysical Surveys (DGGS) if they receive funding this will result in new topographical data that will be used to help identify landslide hazards in Homer. This will include areas such as Baycrest and hospital areas and mitigation strategies.

Q. What is the composition of the chemical use in the winter for the deicing, the volume used and the effect to groundwater?

A. That is not something that Mr. Janke deals with and suggested contacting DOT Maintenance.

Q. DOT is looking at the longevity of culverts, it is assumed that metal culverts last the least and plastic culverts last the longest. Is this true?

A. DOT is going to transition to a high density polyethylene culvert, they last longer, do not corrode, and abrasion is minimal compared to the metal culverts. The culverts generally will be the smaller culverts such as the storm drainage and are commonly referred to as HDPE. The DOT does not generally use concrete culverts as they are much more costly.

Q. What is considered smaller in referencing the size ranges for typical applications?

A. Culverts that cross main roads are a minimum of 24"; smallest culverts are 18"; smaller would be under 4 feet and larger considered over 4 feet and also that sizing would be dependent on location.

## **REPORTS**

### **A. Staff Report 18-34, City Planner's Report**

Deputy City Planner Engebretsen stated that the staff report is included and would gladly answer any questions the commission may have or get back to them with any information.

Commissioner Bentz requested an update on the status of the application for the FEMA grant.

Commissioner Banks inquired about the pending appeal and the options available to the Hearing Officer.

Deputy City Planner Engebretsen stated that the Hearing officer can uphold the decision of the Planning Commission or can remand it back to the Planning Commission. She advised commissioners not to speak to the public on the decision since it could still come back before them.

## **PUBLIC HEARINGS**

### **A. Staff Report 18-40, CUP 18-07 for a reduction of the right-of-way setback at 3781 Heath Street**

This item was pulled from the agenda at the request of the applicant and recommendation of Staff.

## **PLAT CONSIDERATION**

## **PENDING BUSINESS**

### **A. Staff Report 18-43, Comprehensive Plan Appendix**

Chair Stead read the title into the record.

Deputy City Planner Engebretsen reviewed the changes from the Worksession on June 20, 2018 incorporated and went through the format for the Appendices. She noted that no action was required unless the Commission would like to see additional changes.

The Commission did not have any further changes.

Commissioners Bentz and Banks commented on appreciating the clarification provided by Deputy City Planner Engebretsen and the new format of the document presented.

## **NEW BUSINESS**

## **INFORMATIONAL MATERIALS**

### **A. City Manager Report for the June 25 Homer City Council meeting**

**B. KPB Notice of Decision for Barnett's South Slope Subdivision Quiet Creek Park Final Plat**

Commissioner Bos referencing the issue in Old Town, inquired if anyone has discussed junk removal in the rest of the city similar to what is happening in Old Town indicating there were several properties that needed attention. He further advocated that the piles that have been there for a while need to be taken care of and he realizes that the Police are taking the brunt of it but hopes that the Home Owners Association in Old Town will assist in the removal also.

Deputy City Planner Engebretsen responded that in some situations it could be an extenuating circumstance such as settling an estate.

**COMMENTS OF THE AUDIENCE**

**COMMENTS OF THE STAFF**

Deputy City Planner Engebretsen commented it will be a pleasure to print the final document referring to the Comprehensive Plan.

**COMMENTS OF THE COMMISSION**

Commissioner Banks noted that he has been here for 36 minutes guess it is time to go home.

Commissioner Venuti commented that it was a brief meeting and proceeded to give a report from the Borough Planning Commission as follows:

- Plat Committee approved five preliminary plats
- Held 4 Public Hearings
- Approved and forwarded to the Assembly:
  - A Retail Marijuana License in the KBeach Rd area of Soldotna
  - Two Material Extraction Permits (Gravel Pits) for Kasilof and Anchor Point
  - Denied A Permit for a Material Extraction Permit in Anchor Point due to the lack of buffering as the neighboring properties would be looking down upon the gravel pit

Commissioner Bentz commented that the Borough meeting was very long, it was interesting in the amount of public comments received, the level of engagement of community when there are conditions that adversely affect neighboring properties like that and appreciates that the Borough is looking closer into their Material Site Code and hopefully improving those regulations to reduce those impacts to neighboring properties. She commented that she is pleased to see the progress moving forward on landslide mapping and hazard analysis with options to funding projects to better what is going on in the Mt Augustine area and glad to have DOT here to speak to them today.

Commissioner Bernard echoed Commissioner Bentz sentiments on having DOT here tonight to entertain dialogue with the commission and public regarding concerns, information, and responding to questions. She is excited about the landslide work which the commission has discussed several times since she has been on the commission, which hasn't been too long.

Commissioner Bos commented that he was surprised on a couple of things, the City has been speaking about the Mt. Augustine issue for the last year to 18 months and he expressed surprise at Mr. Janke just finding out? There must be other engineers that could have gone up there to look into the issue because if this is the response that they are getting after what those property owners have been going through, it was unacceptable; he was glad that Julie mentioned the other subdivision going in uphill from Lake Street because for Mr. Janke to put numbers together on what's going on without that information Lake Street would have been the most ridiculous piece of work imaginable, he does not understand why those guys are not getting the information or asking for the information but that is a travesty in a big way.

Chair Stead agreed with Commissioner Bos comments.

#### **ADJOURN**

There being no further business to come before the Commission, the meeting adjourned at 7:23 p.m. The next regular meeting is scheduled for Wednesday, August 1, 2018 at 6:30 p.m. in the City Hall Cowles Council Chambers. There is a worksession scheduled at 5:30 p.m. prior to the meeting.

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RENEE KRAUSE, CMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_





## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Administration

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## Memorandum

TO: City of Homer Advisory Planning Commission  
FROM: Jenny Carroll, Special Projects & Communications Coordinator  
THROUGH: Katie Koester, City Manager  
DATE: July 26, 2018  
SUBJECT: City of Homer 2019-2024 Capital Improvement Plan (CIP)

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The CIP is a six-year planning document that forecasts and describes community priorities for capital improvements. It is updated annually with input from City advisory commissions, department staff and the public. Ultimately, after considering public input, City Council passes the final version of the plan.

I will be attending the August 1<sup>st</sup> Advisory Planning Commission meeting to get your recommendations to share with City Council. Please review the draft 2019-2024 CIP I have provided in your packet. (Substantive updates and/or changes from last year's CIP to date are indicated in red font. Yellow highlights indicate areas where department staff/commissions are still providing updated information.)

The CIP consists of three sections: Legislative Priority projects, mid-range projects and long-range projects. You'll notice your packet also contains descriptions of new projects proposed for inclusion in the updated CIP. Proposed new projects are kept separate until they are approved for inclusion by Council.

Two new City of Homer projects have been proposed – both by Port & Harbor staff: a Large Vessel Sling Lift and Old Main Dock Removal and Disposal. Another, the Poopdeck Platt Trail has been proposed by the Kachemak Heritage Land Trust.

After reviewing the draft, the Commission may make a motion to:

- Recommend to Council that one or more projects to be dropped from the CIP.
- Suggest that a project scope of work be expanded, reduced, or otherwise changed.
- Formally support inclusion of proposed new City of Homer projects into the new CIP.
- Recommend new capital project(s) be added to the CIP.

The Commission is asked to recommend to City Council two projects to that you feel should be considered for the Legislative Request. Legislative priority projects (selected by City Council) will be the focus of efforts to obtain state and/or federal funding in the coming year.

- **Please take the time to pass a motion indicating the Commission's top two prioritized projects for inclusion in the Legislative Request.** Eligible projects include City of Homer projects in the draft CIP, including from the Legislative Request from last year.

I will incorporate your project updates into the draft CIP and forward your Legislative Request recommendations to City Council when they hold their CIP worksession August 27, 2018. The CIP will remain a draft document until public hearings are held on the CIP in September and it is formally adopted via City Council Resolution. Proposed new projects are kept separate until they are approved by Council.

For Commissioners new to the CIP review process, I have also included *Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan*. In an attempt to assist your discussion at the Commission meeting, I provide a guide below for you to notate projects you'd like to discuss at the Commission meeting.

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

***Project(s) I would like to discuss at the Advisory Planning Commission Meeting:***

***Project(s) to drop from CIP:*** \_\_\_\_\_

***Reasons to discuss:*** \_\_\_\_\_  
\_\_\_\_\_

***Project(s) scope of work be expanded, reduced, or otherwise changed:*** \_\_\_\_\_

***Reasons to discuss:*** \_\_\_\_\_  
\_\_\_\_\_

***Projects I would recommend for inclusion in the Legislative Request:*** \_\_\_\_\_

***Reasons:*** \_\_\_\_\_  
\_\_\_\_\_





**2019-2024 CIP DRAFT**

# **City of Homer Capital Improvement Plan 2019-2024**



First built in 1977, then added on to after only five years because of space constraints, Homer's police and community jail facility has not changed since, yet everything else about policing has. A new police station is needed to address a number of high risk design inadequacies and operational deficiencies.

**Cover image will be updated.**



## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

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September 25, 2017

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2018 through 2023 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 2108-2023 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Katie Koester  
City Manager



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## **Funded Projects from the 2018-2023 Capital Improvement Plan**

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**The City of Homer is pleased to report that funding for the following projects has been procured:**

- New Homer Police Station
- Harbor Ramp 2 Public Restroom Upgrade
- Emergency Radio Communication System

The Police Department secured FY2017 AK Division of Homeland Security and Emergency Management funds (and a reallocation of FY15 funds) to continue the City's systematic upgrade of its Emergency Radio Communication System. Funds will replace two City of Homer repeaters, two emergency backup dispatch radios and several Police Department mobile radio units. Other components of the project remain to be upgraded.



## **Introduction: The Capital Improvement Program**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## State Legislative Request FY2019

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**City of Homer FY2019 State Legislative Priorities  
approved by the Homer City Council  
via Resolution **18-XXX****

- 1. ~~New Homer Police Station - \$5,000,000~~**
- 2. Homer Large Vessel Harbor - \$10,258,000**
- 3. Barge Mooring & Large Vessel Haul Out Repair Facility - \$4,010,850**
- 4. Storm Water Master Plan - \$306,000**
- 5. Fire Department Fleet Management - \$1,219,500**





## 1. New Homer Police Station

**With passage of Prop 1, this project will move to the funded project list in the CIP's Introductory section.**

**Project Description & Benefit:** Police services are vital to the safety and health of our community. Homer's police station, while adequate when it was built thirty years ago, no longer provides a safe, efficient work environment for our public safety officers, victims or the public. A new police station is needed to address a series of high risk design inadequacies and operational deficiencies:

- no separation or protection between staff work areas and prisoner through traffic - prisoners have to pass by dispatch staff coming and going; the public service counter window is not secure either;
- a common air handling system which exposes personnel to airborne pathogen risks;
- lack of crisis cell for special needs prisoners, or a proper juvenile holding area;
- escape attempt issues due to building layout;
- lack of evidence processing and storage space to meet required for the integrity of our justice system;
- lack of space for expanding and poor conditions for supporting multiple new data and communication technologies that are vital to public safety;
- flooding and water damage during heavy rains.

Renovating the current station is unfeasible due to site size that limits the ability to expand to accommodate current police duties and storage needs, much less allowing for growth as the community grows.

**Plans & Progress:** Planning for a new Public Safety Building began in 2013 with the formation of a Public Safety Building Review Committee to oversee design and possible construction of a facility which would have served both the Homer Police Department and the Fire Department. From 2014 to 2016, the City invested \$575,000 in planning, design and public involvement. Final cost projections from a design/construction management team and a narrowly defeated bond ordinance to finance construction of Phase 1 of the project (a police station) led to reconfiguring the project.

In 2017, a newly formed Police Station Building Task Force reviewed and recommended options for a scaled-down police station-only concept that balances the requirements of modern public safety standards with valid cost concerns. Homer City Council set aside \$2.5 million (from various sources) for the project and subsequently approved moving ahead to 10% concept design. After thoroughly considering site options and 10% concept designs for the facility in early 2018, Homer City Council authorized design development for a facility costing no more than 7.5 million on a centrally located, 1.5 acre parcel of land already owned by the City.

2018: Pre-development/Public Involvement  
2019: Construction  
2020: Occupancy

**Total Project Cost:**  
\$7,500,000

**FY2019 State Request:** \$5,000,000

**City of Homer Match Funds:**  
\$2,500,000 (secured)



First built in 1977, then added on to after only five years because of space constraints, Homer's 5,714 ft<sup>2</sup> police station with five jail cells has not changed since. Yet everything else about policing has. A new station is needed to address a number of high-risk design inadequacies and operational deficiencies.



## 2. Homer Large Vessel Harbor Port Expansion

**Project Description & Benefit:** This project will expand Homer's port by constructing a new large vessel port to the north of the existing small boat harbor. It would enhance port capabilities by:

- Accommodating large commercial vessels (fishing vessels, work boats, landing craft, tugs, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space at the floats, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats;
- Enabling Homer to moor an additional 40 to 60 large commercial vessels that potentially would use Homer Port & Harbor as a home port, but have been turned away due to lack of space;
- Positioning Homer's Port to meet the demands of emerging regional and national economic opportunities such as the Cook Inlet Oil & Gas industry, a possible LNG export plant in Nikiski, the opening of the Arctic for research, transportation and resource development and the US Coast Guard's long-term mooring needs. Currently, the USCGC *Hickory* moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate USCG assets that call Homer's port home.

Centrally located in the Gulf of Alaska, Homer Port & Harbor is an ice-free gateway port to Cook Inlet, and the port of refuge for large vessels transiting Cook Inlet. Homer's expanded large vessel port will benefit the marine industrial and transportation systems in central and western Alaska. It will be a regional facility that serves and supports marine industry needs and provides a place of refuge for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or vessel malfunctions.

**Plans & Progress:** The City, State of Alaska ADOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2004. At that time, preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding so the study was put on hold. Since then, conditions have changed to make the project more viable (such as availability of local and more competitively priced building materials and increased moorage demand). As a result, the City and ACOE agreed in 2018 to conduct a joint Section 22 Planning Assistance to States Program Study (PAS). The PAS will assist the City prepare a comprehensive plan for developing and utilizing the Port and its proposed expansion, and conserve water resources already in place. Positive findings from the PAS will give confidence that re-starting the 2004 General Investigation Study will produce a Benefit to Cost ratio that justifies the investment of federal dollars in Homer. ACOE estimates that the PAS study will take between 4 to 6 months to complete, once their federal funding is approved.

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

**Design and Permitting:** \$10,258,000

**Breakwater Construction**

**and Dredging:** \$90,275,000

**Inner Harbor Improvements:** \$23,700,000

**FY2019 State Request:** \$10,258,000

(City of Homer 10% Match: \$1,025,800)



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



### 3. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

**Project Description & Benefit:** This project provides safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Large vessels are currently turned away from the harbor's basin due to lack of moorage space; because of the lack of facilities, vessels currently have to travel to perform annually required maintenance and repairs which could otherwise be completed here in Homer. The facility benefits the local fleet of larger vessels and local marine trades businesses, and can accommodate the growing freight needs of existing Homer businesses.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will securely moor up to six barges in the tidal zone with the bow end pulled tight to the beach.

The mooring facility will give access to a ramp for hauling vessels out onto dry ground above the high tide line for maintenance and minor repairs. A dead-man anchoring system will be provided for winching vessels up and down the ramp. Upland improvements will include a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over. The facility will also benefit the region's large fleet of commercial fishing vessels.

**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.



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

Phase 2 completed the design and permitting for the barge mooring facility and haul out ramp. Phases 3 and 4 are construction starting with the Barge Mooring Facility and Haul Out Ramp progressing to Phase 4, the upland improvements. The project earned top ranking among four Kenai Peninsula projects that were ultimately submitted to the Alaska Office of the Economic Development Administration for inclusion on a list for potential federal infrastructure funding.

**Total Project Cost:** \$4,768,500

**2017:** Phase 2 - Design/Engineering/Permitting: \$312,000 (Completed)

**2018:** Phase 3 - Barge Mooring Construction: \$1,255,000

**2019:** Phase 4 - Haul Out Repair Facility Construction: \$3,201,500

**FY2019 State Request: \$4,010,850**

(City of Homer 10% Match: \$445,650)





## 4. Storm Water Master Plan

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**Project Description & Benefit:** The City of Homer has an outdated storm water master plan. The current plan was prepared in the 1980's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

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

**Total Project Cost:** \$340,000

**FY2019 State Request: \$306,000**

(City of Homer 10% Match: \$34,000)



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



## 5. Fire Department Fleet Management

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

**Quint (Ladder Truck):** Adding an aerial truck to HVFD's fleet will greatly enhance the City of Homer's firefighting capability. Over time, as Homer's population has grown, so has the size and complexity of its buildings. West Homer Elementary School, the Islands and Ocean Visitor Center, Kevin Bell Ice Arena, and South Peninsula Hospital Expansion are examples of large footprint, two story plus buildings where fighting fire from the ground or from ground ladders (the tallest of HVFD's is only 35') is no longer safe or practical. These locations require the use of elevated hose streams to fight fire effectively. Currently, HVFD is only able to provide elevated hose streams from ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of people trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. In addition to increasing firefighting capability to protect large public buildings, an aerial truck will potentially lower insurance rates for the community.

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

**Harbor Fire Cart Replacement:** The Homer Port & Harbor is outfitted with seven motorized fire carts uniquely capable of responding to vessel fires located on the harbor's float system. These full-response fire apparatus are custom-made mini mobile fire engines capable of delivering AFFF foam to two attack lines at the same time. Because of Alaska's special conditions (harsh weather, extreme tides and the size of vessels) there are no pre-made, off-the-shelf fire apparatus that fully meets Homer's Port & Harbor response needs. On multiple occasions they have saved vessels and prevented the costly spread of fire in the small boat harbor. Unfortunately, the fire carts are over 20 years old. Many are failing due to the harsh marine environment and age, despite regular monthly and annual maintenance. This project would purchase the components necessary to refurbish and upgrade the seven fire carts, extending their functional life another twenty years.

**Plans and Progress:** Port & Harbor maintenance personnel constructed a prototype for a refurbished model two years ago. It passed operational tests conducted by the Homer Volunteer Fire Department and is currently in use at the Port & Harbor. Port and Harbor maintenance personnel will refurbish seven motorized fire cart apparatus utilizing both newly acquired components and old components that can be salvaged from the existing fire carts.

**Total Project Cost:** \$1,355,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$205,000

**FY2019 State Request:** \$1,219,500

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



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



## Mid-Range Projects

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### Part 2: Mid-Range Projects

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## Local Roads

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- **Main Street Sidewalk Facility: Pioneer Avenue North .10**



## Main Street Sidewalk Facility: Pioneer Avenue North

**Project Description and Benefit:** This project will provide ADA-compliant sidewalks, curb and gutter on Main Street from Pioneer Avenue north to Bayview Park.

Main Street is Homer's primary north-south corridor extending from Bayveiw Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach); it crosses Homer's primary east-west thoroughfares, Pioneer Avenue and the Sterling Highway. It provides access to residential neighborhoods, South Peninsula Hospital and Bayview Park, yet has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will provide pedestrian safety, accessibility and enhance the quality of life for residents and visitors alike.

**Plans and Progress:** The need for Main Street sidewalks was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan. Main Street sidewalk improvements for the State-owned portion of Main Street (from Pioneer Avenue south) have long been a project in the CIP. Completing a sidewalk facility on the City-owned portion from Pioneer Avenue northward would provide a continuous, safe pedestrian route through the heart of Homer.

The overall project is conceived as sidewalks on both sides of Main Street from Pioneer Avenue to Bayview Park. A phased approach is suggested, beginning with sidewalk on the west side of Main Street only, first to Fairview Avenue, then to Bayview Park.

**Plans & Progress:** A engineer's conceptual cost estimate for both phases of the project has been developed.

**Total Project Cost:** \$943,055

Phase I: \$422,604

Phase II: \$520,451

**Schedule:** 2022

**Priority Level:** 3



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

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## **Parks, Art, Recreation & Culture**

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- **Karen Hornaday Park Improvements, Phase 2.....17**
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## Baycrest Overlook Gateway Project

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

Baycrest Overlook is one of the major sites in Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. The other gateways are the Homer Airport and the Homer Port. Goals for improving the overlook include welcoming residents and visitors in a comfortable setting without detracting from the view, instilling stewardship and inspiring visitors to learn about the diversity of Kachemak Bay and other potential experiences awaiting those just arriving in Homer or returning home.

Gateway improvements include overlook parking lot paving, landscaping, benches and picnic tables to enhance the visitor experience and comfort. Updated interpretive signs will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will welcome everyone, orient visitors to the natural landscape and community, help encourage commerce and allow travelers a comfortable place to linger, rest and enjoy the spectacular setting.

**Plans & Progress:** The first 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.

This group plus the Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club have worked on the Baycrest Overlook Gateway Project. The State and the City of Homer spent \$6,000 in 2013 to produce the Baycrest Overlook Interpretive Plan. The Plan included public comment meetings, design, development and locations for welcome and interpretive signage; it was officially adopted by Homer City Council in 2013. In 2016, Homer's Chamber of Commerce placed a welcome informational kiosk featuring brochures of Chamber-member businesses.

The project will consist of three phases:

Interpretive signage, benches and picnic areas

Enhanced landscaping

New restrooms and paving upgrades.

**Total Project Cost:** \$262,000

2020 (Preliminary Design): \$6,000

2021 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000

**Priority Level:** 3



Baycrest Overlook is very often the first stop and introduction to Homer for many visitors. Interpretive signs need revamping to address the local area. The most prominent interpretive feature informs visitors about an obscure historic gold exploration expedition gone wrong on the Kenai Peninsula.



## Bayview Park Restoration

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

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

- Summer 2019: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2020: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

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

**Total Project Cost:** \$189,974

**Schedule:** 2019-2020

**Priority Level:** 2



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



## Ben Walters Park Improvements, Phase 2

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

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

**Total Project Cost:** \$250,000

**Schedule:** 2020

**Priority Level:** 2



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

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## Homer Spit Trailhead Restroom

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**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. A restroom would be used by recreationalists and commuters using both trails.

**Total Project Cost:** \$295,000

**Schedule:** 2021

**Priority Level:** 3



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



## Jack Gist Park Improvements, Phase 2

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

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

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

**Total Project Cost:** \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

**Schedule:** 2020-2021

**Priority Level:** 2



One of the softball fields at Jack Gist Park.

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## Karen Hornaday Park Improvements

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

Phase 2 improvements, the current focus, involves safe and inclusive access to the park and its essential facilities. Thanks to volunteer efforts and HART Program funding, significant trail access improvements have been recently completed: (1) an access trail along Fairview Avenue on the southern border of the park that extends up into the park along the park access road, and (2) the Woodard Creek Nature Trail provides pedestrian access from Danview and allows people to enjoy and appreciate the City's only creek.

While these have improved access and pedestrian safety, patrons arriving by vehicle still face safety issues. The park access road runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park's attractions. Phase 2 proposes to address this safety issue by relocating the park access road towards the easterly border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

**Plans & Progress:** In 2012, the City spent \$25,000 on preliminary engineering for moving the park access road and developed a projected cost of \$726,000. The Parks, Art, Recreation & Culture Advisory Commission recently evaluated other methods for safeguarding pedestrian crossings, such as traffic calming features and landscape enhancements. The preferred option is?.....short term fix proposed while work on long term goal of relocating the road?.....Specific traffic calming features proposed and estimated cost?

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

A future Phase 3 will address handicap accessibility and ADA improvements within the playground and replace the aging bathroom facility.

**Total Phase 2 & 3 Project Cost:** \$1,970,750

**Schedule:** 2019 - 2022



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



The road into Karen Hornaday Park is between the park and the parking lot, requiring children to have to cross traffic to get to the park's attractions.





## Multi-Use Community Center, Phase 1

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

The community center is currently broadly envisioned as a comprehensive multi-generational facility that offers something for people of all ages. Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community events and dedicated space for youth as priority features. In addition to social, health and quality of life benefits, a multi-use center provides considerable opportunity for positive economic impact to the community. Direct impacts include new revenues from admission and rental fees generated by hosting regional or statewide conferences, weddings and/or other private rentals. Participants and spectators visiting Homer for these events will also indirectly benefit the community through their use of restaurants, retail shops, lodging, transportation and other hospitality industry services. This facility would draw additional year round programs and events to Homer, contribute to the local economy by attracting additional visitors and businesses, and would be an incentive for families to relocate to Homer.

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

**Plans & Progress:** The first step is to complete a reconnaissance or a preliminary feasibility study of the size and type of facility, develop conceptual floor plans and site plans, estimate total construction cost and identify ongoing operational funding mechanisms.

**Total Project Cost:** \$500,000

**Schedule:** 2021

**Priority Level:** 3



The City of Unalaska's Community Center is the hub of community activities. Centrally located, the Community Center is widely used by both residents and visitors. It has everything from a cardio and weight room to music and art areas.

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## Port and Harbor

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- **Deep Water/Cruise Ship Dock Expansion, Phase 1 .....19**
- **Harbor Ramp 8 Public Restroom .....20**
- **Ice Plant Upgrades .....21**
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- **System 4 Vessel Mooring Float System.....23**
- **Truck Loading Facility Upgrades at Fish Dock .....24**
- **Wood Grid Replacement .....25**



## Deep Water/Cruise Ship Dock Expansion, Phase 1

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

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

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

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

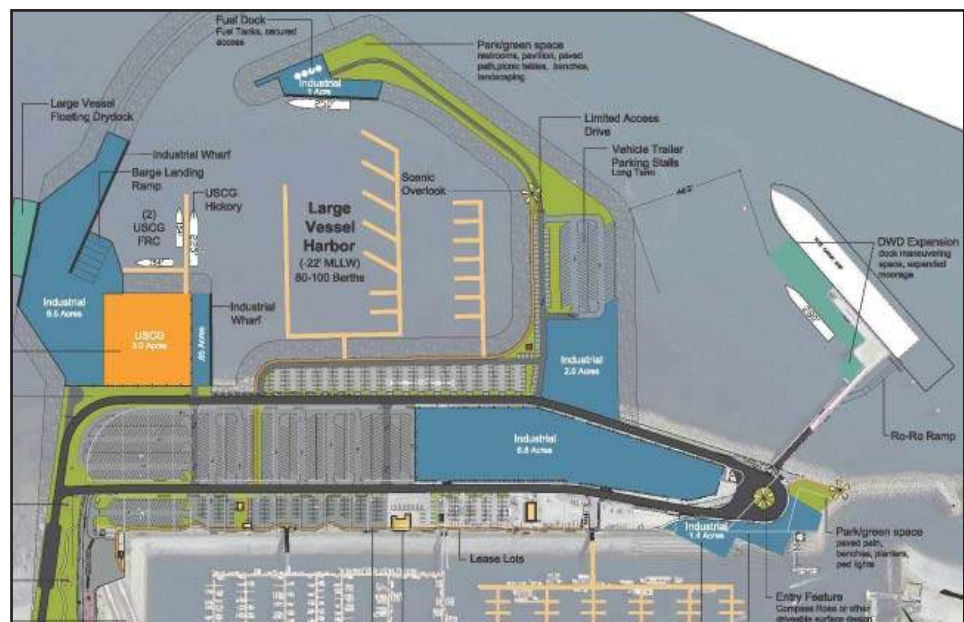
**Total Project Cost:** \$35,000,000

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

**Design:** \$1,750,000

**Construction:** \$32,000,000

**Priority:** 2



Deep Water Dock Expansion (white dock on right of diagram) proposed design.



## Harbor Ramp 8 Public Restroom

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

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

**Total Project Cost:** \$295,000

**Schedule:** 2023

**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.



## Ice Plant Upgrade

FY 2020 - DRAFT Document

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

Although the Ice Plant has been maintained very well since being built in 1983, staff believes that efficiencies may be gained by upgrading certain key components of the plant with current technologies. This 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.

Staff recommends a two phase approach to the project, with Phase 1 seeking bids from qualified firms for the purpose of performing a site visit to Homer's Ice Plant to create a list of recommendations/options for upgrading the facility. Goals for this evaluation would be to address energy savings solutions to help lower operational costs, plant maintenance, longevity and return on investment. We would specifically ask if and how natural gas could be used to lower costs and we would also want to address the need of creating a year-round cold storage refrigeration system as an upgrade to the original plan.

### Total Project Cost:

Phase 1: \$25,000

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

### Schedule:

- 2019: Phase 1 completion and upgrade plan finalized;
- 2020: Design and engineering for upgade;
- 2021: Upgrade ice plant.

**Priority:** 1



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





## Seafarers Memorial Parking Expansion

FY 2020 - DRAFT Document

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

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

**Total Project Cost:** \$635,000

**Schedule:**

2017: Design and Permitting at 95% complete: \$8,000

2019: Dredged Material Placement by Corps: In kind

2020: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

**Priority Level:** 1



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



## System 4 Vessel Mooring Float System

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

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

**Total Project Cost:** \$5,600,000

### Schedule:

2020 Design: \$600,000

2021-2024 Construction: \$5,000,000



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.



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## Truck Loading Facility Upgrades at Fish Dock

FY 2020 - DRAFT Document

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

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

**Total Project Cost:** \$300,000

**Schedule:** 2019

**Priority:** 1



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





## Wood Grid Repaclement

FY 2020 - DRAFT Document

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

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

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

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

**Plans & Progress:** This project would consist of two phases. The first phase is preliminary engineering and design to ascertain the scope and cost of the improvement. 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: 2020

**Priority Level:** 3



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





## Public Safety

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- **City of Homer  
Radio Communications System Upgrade.....27**
- **Fire Department Rescue 1 Remount .....28**



## City of Homer Radio Communication System Upgrades

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

The Public Safety Radio System consists of central dispatch consoles, five repeaters (two each for fire and police and one for joint use, strategically located at two different sites and elevations), and several Motorola subscription handheld and mobile communication units. The system provides (1) full radio coverage across Homer and outlying communities despite geographically diverse terrain, (2) redundancy in the event a natural or man-made disaster renders one site inoperable, (3) interoperability with all local, borough and state agencies utilizing the ALMR system allowing easy communication with almost any Alaska-based unit during both everyday incidents and large multi-agency events and (4) Moto-Bridge to electronically connect disparate radios to ensure quality communications with agencies who do not share a common channel with Homer.

However, Motorola will be ending anti-virus protection and software update support for the repeaters and dispatch consoles in 2018. As a result, ALMR will be replacing all of their repeaters and dispatch consoles in 2018. Homer's repeaters and dispatch consoles are identical equipment. If we do not upgrade when ALMR does, Homer will slowly begin to lose communication features before completely losing functionality within three to five years. Additionally, Motorola will cease part replacement support for these components and all the subscription communication devices starting in 2018. A critical parts failure in dispatch or in the repeaters could possibly shut Homer's public safety communication system down. Finally, Public Safety subscription units operate within a specifically licensed bandwidth. FCC is in the process of implementing another round of narrowing bandwidth requirements. The entire system will have to be upgraded to comply with new FCC regulations that will phase in starting in 2020, with full compliance required by 2022.

Port & Harbor and Public Works Radio Systems are of a simpler design -- they need only a basic level of interoperability to communicate with dispatch, police and fire and do not transmit data or need encryption. They will, however, have to meet the new FCC bandwidth requirements in 2022, so all of these radios will have to be replaced. Port & Harbor has one base radio, 7 mobile and 7 portable radios and may need to add a repeater to their system to improve system coverage. Public Works has one base unit, one repeater, 11 portable and 22 mobile radios and a Trimble UHF data radio system for infrastructure locates. Their need for portables is likely to increase as high as 18 to meet new safety requirements with confined space policy changes. It is unknown if the Trimble UHF system will be impacted by FCC's new narrow banding requirements.

**Plans and Progress:** The Police Department secured FY2017 and FY2015 Reallocation funds from the AK Division of Homeland Security and Emergency Management to continue the systematic upgrade: to replace two City of Homer repeaters, two emergency backup dispatch radios and several Police Department mobile radio units.

**Total Project Cost:** \$1,220,018 - \$1,300,018

(\$435,915 funded through State Homeland Security and Emergency Management grant awards.)

Public safety repeater relocation on Homer Spit:	\$ 47,363 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 127,668 (\$44,777 funded)
Public Safety radios:	\$ 558,987 (\$104,144 funded)
Port & Harbor radios and possible repeater:	\$ 40,000 - \$ 70,000
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

**Schedule:** 2019-2022

**Priority:** 1



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



## Fire Department Rescue 1 Remount

**Project Description & Benefit:** Homer Volunteer Fire Department's Rescue 1 vehicle is a 1999 Saulsbury Rescue Truck made up of a 20' stainless steel rescue body mounted on a commercial Freightliner chassis. This apparatus carries a wide assortment of light and heavy equipment necessary for specialized rescue operations such as hydraulic cutters and spreaders (like the Jaws of Life), high and low pressure air lift bags, confined space rescue equipment and an assortment of hand tools to aid in the extrication of entrapped victims. Additionally, the apparatus is equipped with a dual-agent firefighting package that can extinguish small fires in vehicles or prevent them from occurring during rescue operations.

Rescue 1 also carries two additional support systems critical to personnel safety and operations: a breathing air cascade system for on-scene filling of firefighters air bottles and operating air powered equipment and tools, and a 9,000 watt telescoping light tower used to provide scene lighting.

This project will replace Rescue 1's aging and underpowered chassis with a new chassis with a larger motor, making it more capable of navigating the 7-9% road grades within our jurisdiction.

**Total Project Cost:** \$200,000

**Schedule:** 2019

**Priority Level:** 1



Rescue 1, a workhorse in the Homer Volunteer Fire Department fleet, is in need of a new chassis with a larger motor, making it more capable of navigating the area's 7-9% road grades with a load.



## Public Works Projects

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- **Water Storage/Distribution Improvements .....30**

**FY 2020 - DRAFT Document**





## Water Storage/Distribution Improvements, Phase 2<sup>3</sup>

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

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

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

Phase 2 construction work will be completed in the fall of 2018 and the summer of 2019 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

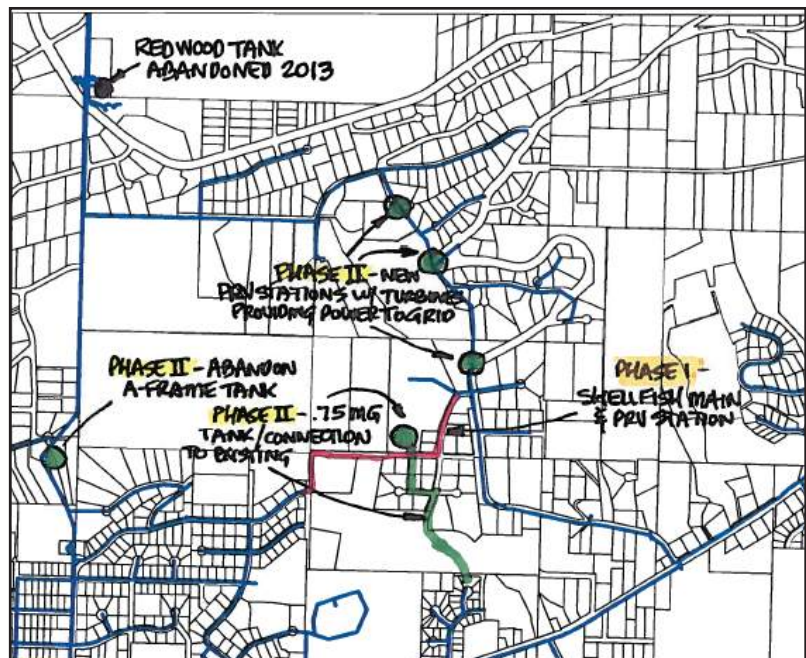
**Total Project Cost:** \$10,438,214

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

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

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

**Priority Level:** 1



Phase 1, Shellfish Subdivision Main and PRV Station (indicated by red line) was completed in 2016. Phase 2 (green line) consists of installing an underground water storage tank and 2,000 linear feet of water main to increase water storage and distribution capabilities.



## State Projects

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

### Transportation projects within City limits:

- **Homer Intersection Improvements.....32**
- **Kachemak Drive Rehabilitation/Pathway.....33**
- **Main Street Reconstruction/Intersection .....34**

### Transportation projects outside City limits:

- **Sterling Highway Reconstruction,  
Anchor Point to Baycrest Hill .....35**

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## Homer Intersection Improvements

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

The study noted that a few Homer intersections need traffic signals to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians in the center of town where traffic volumes are increasing and worsening in the summer months. Problem intersections and recommended improvements are as follows:

Sterling Highway and Pioneer Ave. - Roundabout or traffic signal;

Main Street and Sterling Highway and Main Street and Pioneer Avenue - DOT&PF selected a traffic signal as the preferred alternative (over roundabouts) for the two Main Street intersection improvements.

Sterling Highway and Heath Street - Roundabout or traffic signal;

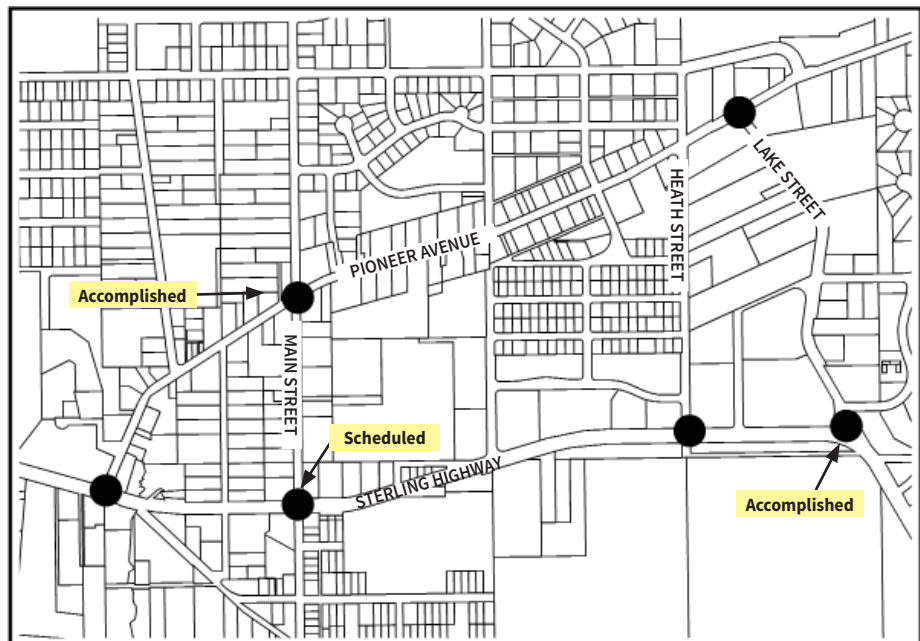
Pioneer Avenue and Lake Street/East End Road - Roundabout or traffic signal.

The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. While the City and DOT&PF have improved pedestrian mobility and safety through some crosswalk projects, accessible standards have not been met by the State when they make intersection improvements. In 2018, City of Homer Resolution 18-034 formally asked DOT&PF install a pedestrian crosswalk across Lake Street at Grubstake when DOT&PF installs sidewalks and repaves Lake Street.

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

**Plans & Progress:** State of Alaska DOT/PF obtained \$2.8 million to make safety improvements to Main Street Intersections. Traffic control at the Pioneer Avenue and Main Street intersection was accomplished in 2016 by installing a four-way stop and flashing overhead beacon. State of Alaska DOT/PF will be moving forward in 2019 to complete improvements at the Main Street intersection by installing a traffic signal at the Main Street and Sterling Highway intersection.

Lake Street will see improvements in 2020.



Alaska DOT/PF has recommended roundabouts or traffic signals at four additional central Homer intersections, to be accomplished as soon as possible.

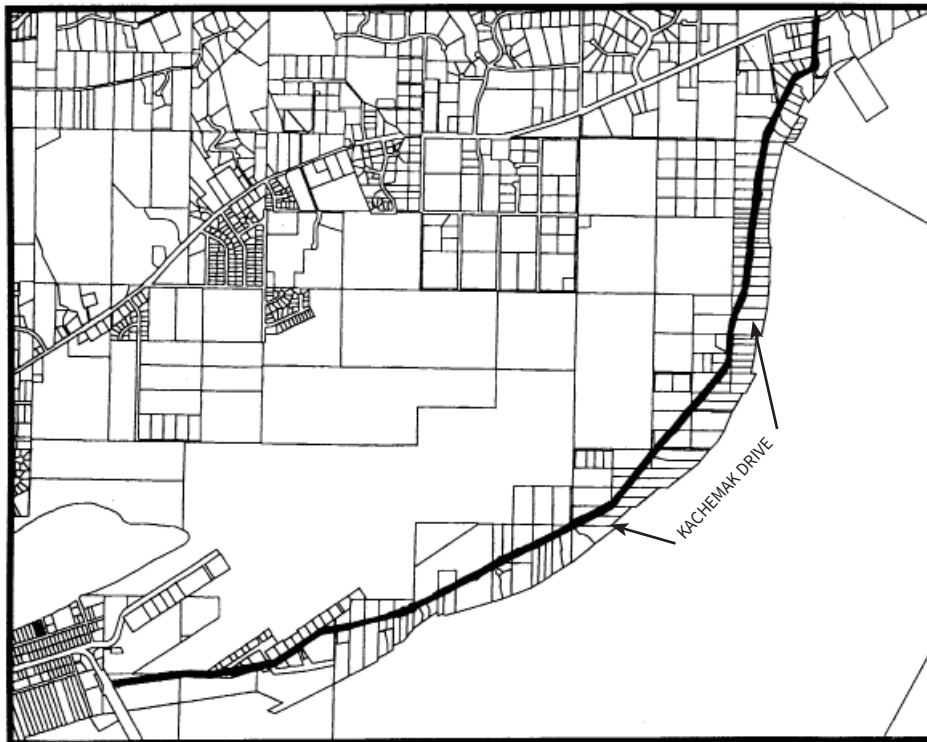


## Kachemak Drive Rehabilitation/Pathway

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

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

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



Project location for Kachemak Drive pathway.

FY 2020 - DRAFT Document





## Main Street Reconstruction

FY 2020 - DRAFT Document

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

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

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

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

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They will be moving ahead with the preferred alternative of installing a traffic signal at the Sterling Highway and Main Street intersection (2019). However, much work remains to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



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



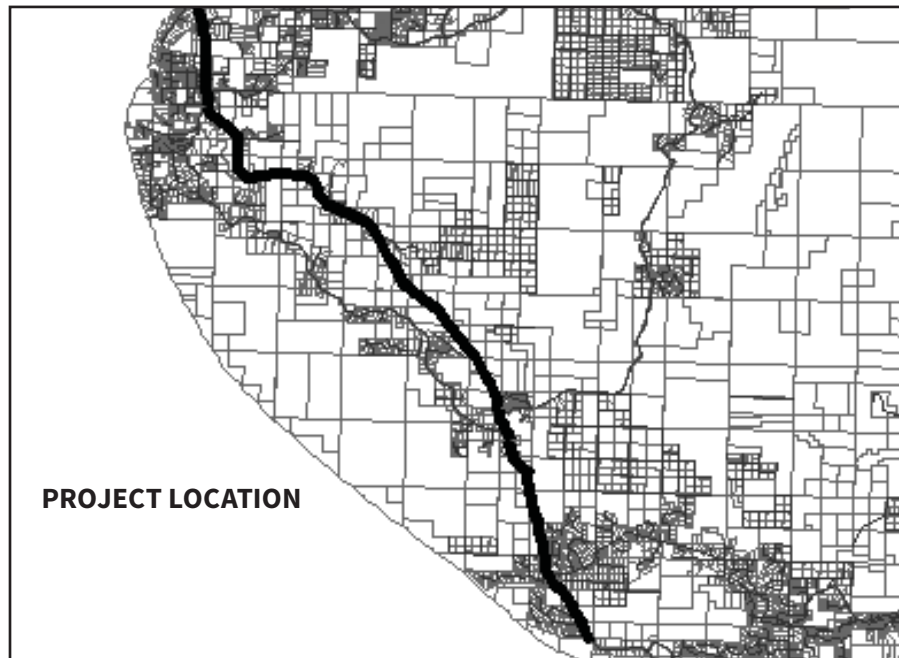
## Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

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

**Plans & Progress:** \$2.5 million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Preliminary engineering and environmental assessment services began in the summer of 2014. DOT&PF is still working on project plans. It is a full rehabilitation project and as such it has a high level of environmental work. DOT does not expect to go into construction on it for several years.





## Projects Submitted by Other Organizations

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

- **Beluga Slough Trail Extension .....37**
- **Haven House:  
Safety/Security Improvements .....38**
- **Homer Council on the Arts:  
Re-configuration and Facility Upgrade.....39**
- **Homer Hockey Association:  
Kevin Bell Ice Arena Acquisition.....40**
- **Homer Senior Citizens Inc.:  
Alzheimer's Unit .....41**
- **Kachemak Shellfish Growers Association:  
Kachemak Shellfish Hatchery .....42**
- **Kachemak Ski Club:  
Homer Rope Tow Access & Equipment Upgrades.....43**
- **Pratt Museum:  
New Facility and Site Redesign.....44**
- **South Peninsula Behavioral Health Services  
The Annex Upgrade .....45**
- **South Peninsula Hospital:  
Hillside Stability Study.....46**



## Beluga Slough Trail Extension

FY 2020 - DRAFT Document

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

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

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

Project proponents have discussed potential project sponsorship and/or trail coalition membership with The Homer Foundation and other area organizations. Discussions with City of Homer Park, Arts, Recreation & Culture Advisory Commission and City staff, yielded the following issues that will need to be addressed and budgeted for as the project moves forward:

- security vulnerability of the Public Works complex and sewer treatment facility;
- places recreational feature in floodplain, which is inconsistent with AK Department of Transportation & Public Facilities emergency response plan in the event of potential Beluga Slough Dam failure;
- mitigation of illegal use of lands newly accessed by the trail and the added security measures (landscaping/patrol time) it requires to insure public safety; and
- environmental permitting /land use authorizations.

**Total Project Cost:** The project will be accomplished in three phases with significant community-based labor and supplies anticipated.

Phase 1: negotiation with private land owner for donation or easement, project design work, and construction of 375 feet of the western-most part of the trail (backcountry – recreational trail design): \$50,000 - 100,000

Phase 2: construction of 1,200 feet of the eastern part of the trail (backcountry - recreational trail design): \$150,000 - 250,000

Phase 3: construction of 1,000 feet of the middle and wettest section requiring a semi-improved trail design: \$300,000 - 450,000



Proposed extension of the Beluga Slough Trail indicated by white dashed line.





## Haven House Safety/Security Improvements

FY 2020 - DRAFT Document

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

**Plans & Progress:** In July of 2014 Haven House completed Phase 1 of security improvements, the addition of a secured arctic entry, which provided a layer of security at our main entrance. The first part of Phase 2, completed winter 2015, included adding the security doors to the arctic entry. Additionally, funds from the Rasmuson Foundation and the State of Alaska helped to complete the remaining Phase 2 items which included front and back doors surveillance systems, replacing aging windows, and fortifying the existing yard fence, but only at one specific location. This portion of Phase 2 was completed in fall of 2016. Haven House is seeking further funding for a Phase 3 to completely secure our yard and property perimeter to ensure staff and client safety and confidentiality.

**Total Project Cost:** \$25,000



Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse.



## Homer Council on the Arts Facility Upgrade & Addition

**Project Description & Benefit:** Guided by the conviction that the arts are for everyone, Homer Council on the Arts (HCOA) provides opportunities for all people in our community to experience and participate in the arts. HCOA provides arts education, arts advocacy, creative opportunities and a place for Homer's residents, regardless of socioeconomic status and abilities, to participate in and experience the arts.

For the past decade HCOA has been working toward facility improvements that will better meet community and programmatic needs. The need for indoor space for arts programs and community events emerged as the most significant priority in a Homer Recreation and Culture Needs Assessment completed in 2015. Taking the necessary steps to fulfill HCOA's vision of an improved facility that can meet these needs, HCOA worked with the Foraker Group and the Rasmusson Foundation on a Pre-Development Program to produce a feasible, appropriately scaled remodel of its current facility and affordable addition. The upgrades will provide space for programs, dance, a medium-sized performance space (serving approximately 200 people), and improved overall accessibility, flexibility, longevity and aesthetics of the existing building.

**Plans & Progress:** The three tiered upgrade, reconfiguration, and addition plan includes Phase One: energy efficiency and maintenance improvements; Phase Two: raising the big top yurt construction; and Phase Three: reconfiguration of the main building.

Through grants and a mortgage refinance, Phase One will be completed early this summer (2017). To date, HCOA has raised \$140,000 through grants and community donations to complete Phase Two. A Facility Improvement Committee consisting of board members, local engineers and donors is working with structural and mechanical engineers, the fire marshal, and local contractors to design the yurt structure to meet all requirements for a commercial facility serving approximately 200 people.

**Total Project Cost:** \$500,000

**Will be updated to reflect HCOA's new facility upgrade project.**

Architectural rendering of HCOA's facility upgrade and yurt addition, which will provide a community dance and performance art space serving approximately 200 people.



## Homer Hockey Association Kevin Bell Ice Arena Acquisition

FY 2020 - DRAFT Document

**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 \$2.1 million dollars from purchasing the Arena.

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

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

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

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

**Total Project Cost:** \$2, 100,000



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

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

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

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

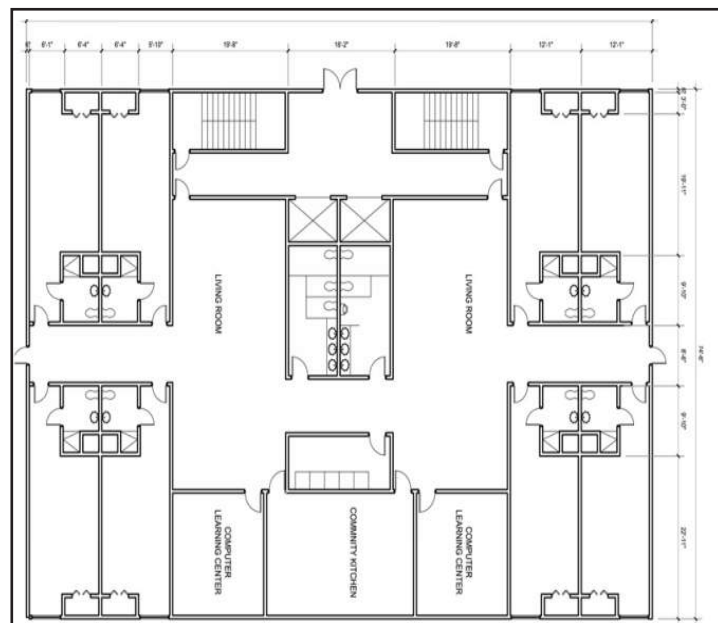
**Plans & Progress:** Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

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

**Total Project Cost:** \$3,000,000



Example of a HydroWorx Therapy Pool Room .



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## Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

**Project Description and Benefit:** For twenty-four years Kachemak Shellfish Mariculture Association (KSMA), a 501c5 organization, has worked to fulfill its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership with the Kachemak Shellfish Growers Cooperative (KSGC), twelve farms in the Bay utilize a facility on the Spit for processing, marketing, shipping and now culturing seed.

Five years ago the industry was severely impacted by an oyster seed shortage affecting the entire Pacific Coast. Local leaders volunteered and developed a small proof of concept experiential oyster hatchery/setting facility in the KSMA building to address the seed needs of all Kachemak growers and beyond. Over the past four years, on a thin budget, along with the assistance of industry professionals, and some financial support from the State of Alaska, the “experimental” hatchery has consistently set millions of spat every year. Some experts gave this under-manned nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of KSMA’s staff, the oyster spat experiment has thrived and now the next critical step is to upgrade an important piece of equipment to become compliant with State regulations, improve safety and security and scale up production to meet demand. Applications for new mariculture farms are up from the five in a typical year to 15 this year, potentially adding 1,000 acres of new Alaskan oyster and kelp farms to the current 320 acres under production.

The piece of equipment is called a FLUPSY. Microscopic oyster seed, or spat, cannot go directly from the hatchery to oyster farms. The next stage of development happens in a FLUPSY -- a floating upwelling system that takes the microscopic seed from the hatchery into the waters of Kachemak Bay in appropriately sized bins through which water is constantly moved by an electrically-driven paddle wheel. Spat in the FLUPSY are regularly cleaned, graded and placed in graduated bins for a full year prior to going to individual farm sites.

At fifteen years old, KSMA’s FLUPSY is showing the wear-and-tear of exposure to the harsh maritime climate; spat production has outgrown the FLUPSY’s capacity; its design is ergonomically antiquated. Its deteriorating Styrofoam flotation is out of compliance with regulatory standards. It is also unsecured; a recent vandalism threatened a year’s worth of spat. A new, covered FLUPSY will provide compliant, state-of-the-art flotation and adequate spat capacity. It will safeguard workers with ergonomically superior equipment and safer, covered decking. Locking security will dissuade costly acts of vandalism.

The benefit of a thriving oyster farm industry in Homer is huge. In their 25th year of production, oysters have become a sparkling year-round addition to Homer’s seafood options available to residents and attracting tourists. 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 farmers eager for a reliable supplier (both in State and out). This economic benefit has been recognized by the State of Alaska. Mariculture is a top economic development priority for Governor Walker and is a Business Development goal in *Northern Opportunity*, Alaska’s Comprehensive Economic Development Strategy.

Our local hatchery and state-of-the-art FLUPSY can also provide a great educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. (The Seward hatchery hatches opilio crab as the waters of Resurrection Bay are less conducive to oyster seed.) A mariculture course could easily be developed around oyster seed development, culturing and marketing right here in our own backyard.

**Plans and Progress:** A new FLUPSY will be developed in two phases. Design and permitting followed by construction.

**Total Project Cost:** \$175,000

Preconstruction: \$25,000

Construction: \$150,000



Cleaning the FLUPSY bins on a beautiful Kachemak Bay day.



## Kachemak Ski Club

### Homer Rope Tow Access & Equipment Upgrades

**Project Description & Benefit:** The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow on Ohlson Mountain near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands downhill sports enthusiasts as well as family and social gatherings. This project improves access from the road, making the park more welcoming for youngsters and newcomers. It also modernizes the hill's features and equipment.

**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 trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club plans to construct a turnout and a widened parking area. Trail upgrades would make access shorter and more manageable for parents juggling both gear and young children.

On the hill itself, Kachemak Ski Club plans to acquire grooming equipment, machinery, and purchase some limited freestyle park features.

**Total Project Cost:** \$91,000

Equipment: \$44,500

Access Trail & Right of Way: \$46,500



Youth enjoying Homer's own ski slope..



FY 2020 - DRAFT Document



## Pratt Museum New Facility and Site Redesign

FY 2020 - DRAFT Document

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

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

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

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

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

Design of New Building: \$2,200,000 (completed)

Construction of New Building: \$7,500,000

Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.





## South Peninsula Behavioral Health Services: The Annex Upgrade

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

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

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

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

**Plans and Progress:** The SPBHS Board of Directors is finalizing its three year strategic plan. The final scope of the project will be determined in that process. However, a structural engineer has already been hired to provide the Board a full description of the needs of the property and an architect has provided an option for future design plans. Upon finalizing the Strategic Plan, the agency will begin moving forward with a two year project to upgrade The Annex. This will include fundraising from foundations and other charitable organizations, determining the full scope of services to implement in the new building, and developing a two year work plan. SPBHS has included in its budget for the coming year an effort to end the year with a \$250,000 surplus earmarked for the project.

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



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



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



## South Peninsula Hospital Hillside Stability Survey

FY 2020 - DRAFT Document

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

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

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

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

**Total Project Cost:** \$100,000



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



## Capital Improvement Long-Range Projects

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

### Local Roads

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

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

**Cost:** \$1.75 million      **Priority Level** 3

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

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

**Cost:** \$3 million      **Priority Level** 3

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### Parks And Recreation

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

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

**Cost:** \$250,000      **Priority Level** 3

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## Capital Improvement Long-Range Projects

FY 2020 - DRAFT Document

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

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

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

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

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

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

**Cost:** Staff Time      Priority Level 3

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

**Cost:** \$400,000      Priority Level 3

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

**Cost:** \$860,000      Priority Level 2

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

**Total:** \$500,000      Priority Level 3



## Capital Improvement Long-Range Projects

### PUBLIC PROJECTS

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

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

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

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

**Cost:** \$5 million

Priority Level 3

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

A new Public Works complex will include the following:

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

**Cost:** Design—\$500,000

Construction—\$4,500,000

Priority Level 2

### UTILITIES

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



## Capital Improvement Long-Range Projects

**Cost:** \$400,000

**Priority Level** 3

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

**Cost:** \$1,000,000

**Priority Level** 3

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

**Cost:** \$16,750,000

**Priority Level** 3

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

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

**Cost:** Design—\$500,000

Construction—\$4.5 M

**Priority Level** 2

### STATE PROJECTS

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

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



## **Capital Improvement Appendices**

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- City of Homer Financing Assumptions.....55



## Capital Improvement Appendices

**CITY OF HOMER  
2019-2024 CAPITAL IMPROVEMENT PLANNING PROCESS  
FY 2020 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	April 23, 2018
Solicit new/revised project information from City Departments, local agencies and non-profits	April 30
Input for New Draft Requested By	June 1
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting dates:
Economic Development Advisory Commission	June 12, August 14
Planning Advisory Commission	June 20, July 18
Park, Arts, Recreation and Culture Advisory Commission	June 21, August 16
Port and Harbor Advisory Commission	June 27, July 25
Library Advisory Board	August 17
Administrative Review and Compilation	August 13- August 22
City Council Worksession to Review Proposed Projects	August 27
Introduction of Resolution on CIP/Legislative Request	September 10
Public Hearing on CIP/Legislative Request	September 10
Adoption of Resolution by City Council	September 24
Administration Forwards Requests for Governor's Budget	September 28
Distribution of CIP and State Legislative Request	October 1
Compilation/Distribution of Federal Request	October 2018 & January 2019





## Capital Improvement Appendices

1 CITY OF HOMER  
2 HOMER, ALASKA  
3  
4 Mayor/City Council  
5  
6 RESOLUTION 17-079  
7  
8 A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE  
9 2018-2023 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING  
10 CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR  
11 2019.  
12  
13 WHEREAS, Duly published hearings were held on September 11 and September 25,  
14 2017 in order to obtain public comments on capital improvement projects and legislative  
15 priorities; and  
16  
17 WHEREAS, The Council received comments from all of the City of Homer Advisory  
18 Commissions and held a Worksession on August 28, 2017; and  
19  
20 WHEREAS, It is the intent of the City Council to provide the Governor, the State  
21 Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding  
22 sources with adequate information regarding the City's capital project funding needs.  
23  
24 NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City  
25 of Homer Capital Improvement Plan 2018-2023" is hereby adopted as the official 6-year capital  
26 improvement plan for the City of Homer.  
27  
28 BE IT FURTHER RESOLVED that the following capital improvement projects are  
29 identified as priorities for the FY 2018 State Legislative Request:  
30  
31 1. New Homer Police Station  
32 2. Homer Large Vessel Harbor  
33 3. Homer Barge Mooring & Large Vessel Haul Out Repair Facility  
34 4. Storm Water Master Plan  
35 5. Fire Department Fleet Management  
36  
37 BE IT FURTHER RESOLVED that projects for the FY 2019 Federal Legislative Request  
38 will be:  
39  
40 1. New Homer Police Station  
41 2. Homer Large Vessel Harbor  
42  
43 BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise  
44 appropriate State and Federal representatives and personnel of the City's FY 2019 capital  
45 project priorities and take appropriate steps to provide necessary background information.

**Resolution will be updated once passed by Council.**

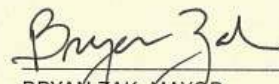


## Capital Improvement Appendices

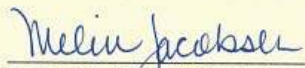
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RESOLUTION 17-079  
CITY OF HOMER

PASSED AND ADOPTED by the Homer City Council on this 25<sup>th</sup> day of September 2017.

CITY OF HOMER

  
BRYAN ZAK, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A





## Capital Improvement Appendices

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### 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

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PROPOSED NEW PROJECT - DRAFT





## Large Vessel Sling Lift

**Project Description & Benefit:** During the investigation conducted in 2014 by the Large Vessel Haulout Task Force, the Task Force quickly recognized a need to provide haulout services to all vessels that moor in the harbor. As a first step in filling this need, the Port & Harbor developed an airbag haul-out system on available tidelands within the harbor. This system has proved successful. However, it works only for part of the fleet: large, flat-bottomed, shallow draft vessels.

Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration. A sling lift has been proposed as a possible haulout solution for vessels over 70 tons that don't fit the airbag model. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel, similar to how large shallow draft vessels currently utilize the airbag system. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

The sling lift facility is proposed for the old chip pad to provide an on-site repair yard

**Plans & Progress:** Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It should address if the proposed location is compatible, and include engineering and design options and a cost-benefit analysis. The study will also need to research options for operating this new service, providing an analysis of various ownership and operating models such as privately owned and operated with a lease to the Enterprise, or alternatively, municipally owned and operated by the City using Enterprise employees.

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

**Total Project Cost:** \$

**Schedule:**

**Priority Level:**



An example of a travel lift and associated repair yard area.





## Old Main Dock Removal and Disposal

**Project Description & Benefit:** This project will remove the old Main Dock from inside the Pioneer Dock facility and dispose of or salvage all associated materials. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe to be used as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place.

The Main Dock has become a safety hazard and potential liability for the City. It has deteriorated to the point that it is unsafe even for an individual to walk on.

**Plans & Progress:** Identifying this project in the Capital Improvement Plan aids in the project's first step, which is to search and solicit sources of financial aid for the project. For instance, it is possible it would qualify under a State or Federal initiative for waterfront renewal or rehabilitation. Removal of the Main Dock can be achieved using a variety of heavy equipment and disposal methods that satisfy safety, environmental and building requirements. Methods for removal presented by interested contractors at a later date will help hone to the scope of work and cost requirements for this project.

**Total Project Cost:** \$

**Priority Level:**

**Schedule:**



The former Main Dock in Homer's Port & Harbor is over fifty years old, defunct and deteriorated to the point that it is a hazard and a liability.

PROPOSED NEW PROJECT - DRAFT



## Kachemak Heritage Land Trust Poopdeck Platt Trail

**Project Description & Benefit:** Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike in Homer. KHLT has worked with the National Park Service Rivers, Trails, Conservation Assistance Program, architects, Alaska State Parks, the City, the Independent Living Center (ILC) and community members on a conceptual site plan for a community park on this property. Part of the plan includes an Americans with Disabilities Act (ADA) accessible trail.

Most of the trail will be on KHLT land (KPB Parcel #17719234). However, because the southern part of the proposed trail would be on delineated wetlands, KHLT requested placing that part of the trail on adjacent City of Homer land (KPB Parcel #17719231) to minimize the crossing of wetlands and to provide potential ADA connectivity between Pioneer Avenue and Bishop's Beach. This project will benefit the Homer community by providing a universally accessible trail in the town center area, open to use by all people.

**Plans & Progress:** KHLT is hiring a contractor to design the ADA accessible trail. The Homer City Council expressed its support for the project by passing Resolution 18-29 and authorizing expenditure of up to \$5,200 from the Homer Accelerated Roads and Trails Program for trail design. KHLT and the ILC are concurrently raising funds to put toward the estimated contractor expense of \$5,200 to lessen the amount needed from the City.

Trail design and construction cost estimates will be provided by late August 2018. Funding for trail construction will be sought after finalizing the design. Construction is anticipated for the summer of 2019.

**Total Project Cost:** \$XX,XXX

Design: \$5,200

Construction: \$XX,XXX

**project costs will be provided in late August**

**photo will be provided**

PROPOSED NEW PROJECT - DRAFT



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, AICP  
DATE: August 1, 2018  
SUBJECT: Staff report PL 18-45, City Planner's Report

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### City Council

#### 7.23.18

Resolution 18-065, A Resolution of the City Council of Homer, Alaska, Amending the Fee Schedule Under Planning and Zoning Fees; Zoning Permit Fees to add a \$100 Annual Zoning Permit Fee for Employee Occupied Recreational Vehicles in Marine Commercial and Marine Industrial Zoning Districts and Amending Administrative Fees Deleting Reference to Credit Card Acceptance and Minimums. City Clerk.  
Recommended Public Hearing Date August 13, 2018.

#### 8.13.18

Public Hearing for Resolution 18-065

### Commissioner Appointments

Due to an oversight, Commissioners Highland and Stead were not informed that their terms expire in August. Once I received the information, it was too late to add to the Council meeting of July 23<sup>rd</sup> for approval (of course after receiving confirmation of the wishes of the Commissioners). These Commissioners will not be eligible to participate in this meeting, but could be for the meeting of August 15<sup>th</sup>, when confirmed at the City Council Meeting of August 13<sup>th</sup>.

We just confirmed that Commissioner Stead is not going to seek reappointment to the Commission.

### Staffing

Julie is out for vacation through July 30<sup>th</sup>.

### City Council report sign up

8.13.18 \_\_\_\_\_

8.27.18 Roberta

9.10.18 \_\_\_\_\_

9.24.18 \_\_\_\_\_





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### Staff Report PL 18-46

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner AICP  
DATE: August 1, 2018  
SUBJECT: CUP 2018-08

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**Synopsis** The applicant proposes to construct a hotel consisting of nine structures (four 400 sq. ft. structures) in the General Commercial 1 District. A Conditional Use Permit (CUP) is required per HCC 21.24.030(j), more than one building containing a permitted principle use.

Applicant: Kyle Akee Chris Freeman  
PO Box 1162 Freeman Holdings  
Anchor Point, AK 99556 16221 Foster Street  
Overland Park, KS 66085

Location: 1358 & 1344 Lakeshore Drive (approximately 220' west of Landings Street on Lakeshore Drive)

Legal: T 6S 13W SEC 21 SEWARD MERIDIAN HM 0000839 BAY VIEW SUB  
LOTS 88 & 89

Parcel ID: 17918107, 17918108

Size of Existing Lot: .39 & .38 or 0.775 total acres or 33,759 sq. ft.

Zoning Designation: General Commercial 1 District

Existing Land Use: vacant

Surrounding Land Use: North: Beluga Lake  
South: Commercial/storage  
East: vacant/multi-family  
West: floatplane facility

Wetland Status: Wetlands may be present near north property lines.

Flood Plain Status: Zone (A) near Beluga Lake shoreline.

BCWPD: Not within the Bridge Creek Watershed Protection District

Utilities: Public utilities service the site.

Public Notice: Notice was sent to 27 property owners of 34 parcels as shown on the KPB tax assessor rolls.



**ANALYSIS:** The proposal has been amended since noticed without changing the total structure density. Instead of 6 cabins, a shop and operation building, the applicant proposes to develop nine 400 square foot cabins with a floatplane dock and fuel facility. A preliminary plat has been submitted for the elimination of a common lot line between the two lots. The applicant will need to gain approval from the borough for the proposed plat and fulfillment of Public Works requirements for the provision of utilities before the plat can be recorded. The applicant proposes to hire a firm that is experienced in meeting all regulatory requirements for the installation of an 800-gallon fuel tank.

**Parking:** All the units will have one bedroom. Nine spaces are required for a hotel/motel and thirteen are proposed.

**Density:** Floor area ratios and open space calculations are not requirements of the GC1 District. The Planning Office has produced this information for review in relation to requirements found in other districts. The total floor area is 3600 sq. ft. compared to the lot size of 33,759 sq. ft., resulting in a floor area ratio of just over 1/10<sup>th</sup> of the lot area, compared to a 4/10<sup>th</sup> maximum for multifamily in the UR District. The open area of the lot as proposed is 20,459 sq. ft. and well over the UR requirement of 1.1 time the total floor area ( $3600 \times 1.1 = 3960$ ). The proposed impervious coverage is approximately 13,300 sq. ft., equaling 39% of the proposed lot. The Stormwater Plan (SWP) thresholds of 60% impervious lot coverage or the cumulative addition of 25,000 S.F. of impervious surface are not reached by this proposal, therefore an SWP will not be required.

**Timing:** The applicant proposes to develop the structures over time. This conditional use permit does not require construction to be completed within any timeframe.

**Float Plane Dock:** The applicant is currently working with the US Army Corps of Engineers for approval of a float plane dock on Beluga Lake that will serve this site.

**Wetlands:** The majority of the lots have been cleared in the spring. A development activity plan (DAP) was issued by the planning office and the possibility of a discharge slope went inadvertently unidentified. The applicant has hired an engineering firm to evaluate the site and report findings to the USACE in a Jurisdictional Determination Report. This has been filed and any activity or proposed development must comply with USACE recommendation and requirements. The report is attached.

**The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030, Review criteria, and establishes the following conditions:**

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

**Analysis:** The applicant proposes nine 20' x 20' cabins. HCC 21.24.020(k) authorizes hotels and motels, HCC 21.24.030(j) authorizes more than one building containing a permitted principle use. The unit are to be rented for less than thirty days and are expected to support float plane travelers. The State Fire Marshal considers rentals less than 30 days to be a transient or hotel occupancy, which falls under their purview. Because these units may be rented for less than 30 days and there are six or more units involved, staff finds this development is a hotel.

**HCC 21.03 Definitions states:**

“Hotel” or “motel” means any building or group of buildings containing six or more guest rooms that are used, rented or hired out to be occupied for sleeping purposes by guests. “Hotel” or “motel” also means any building or group of buildings containing five or less guest rooms that are used, rented or hired out to be occupied for sleeping purposes by more than 15 guests. The terms “hotel” and “motel” exclude bed and breakfast, rooming house, dormitory, shelter for the homeless, and hostel.

**Finding 1:** HCC 21.24.020(k) authorizes hotels and motels, and 21.24.030(c) and 21.24.030(j) authorizes multiple family dwellings and more than one building containing a permitted principle use on a lot if approved by a Conditional Use Permit.

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

**21.24.010 Purpose.**

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

**Analysis:** This development proposal lies on Beluga Lake. Beluga Lake represents a transportation center as it supports float plane operations. Pilots will be able to fly into Beluga Lake, and stay at the hotel. The structures and uses are permitted within the GC1 District.

**Finding 2:** The proposal supports uses and structures compatible with the GC1 District.

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

**Analysis:** Many uses in the GC1 district have greater negative impacts than would be realized from long or short-term rentals. Pipelines, mobile home parks, storage of heavy equipment, and auto fueling stations would have a greater impact on nearby property values.

**Finding 3:** A hotel is not expected to negatively impact the adjoining properties greater than other permitted or conditional uses.

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

**Analysis:** Surrounding uses include commercial businesses, a floatplane lake with docks, and multi-family residences. Beluga Lake is a long established lake supporting floatplane operations. Other multi-family dwellings are located along the lake.

**Finding 4:** A hotel is compatible with the existing uses of the surrounding land.

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

**Analysis:** The neighborhood has a full accompaniment of utility and public services available.

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

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

**Analysis:** Desirable neighborhood character could be described by a portion of the Purpose statement for the district which includes providing business locations in proximity to transportation centers. Businesses that may require larger land areas is also a purpose of the district.

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

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

**Analysis:** Hotels are supported in most commercial districts in the city that are well served with infrastructure. The location of the project is well equipped with utilities, access to emergency services, and access to adequate transportation routes.

**Finding 7:** The proposal is not unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

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

**Analysis:** The proposal does not seek the relaxation of any regulation. An approved CUP and subsequent zoning permit will allow compliance with the title for use.

**Finding 8:** Successful completion of the permitting process will allow the project to comply with applicable regulations and conditions.

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

**Analysis:** Goals of the Land Use Chapter of the Homer Comprehensive Plan include: GOAL 1: Guide Homer's growth with a focus on increasing the supply and diversity of housing, protect community character, encouraging infill ... and Objective A: Continue to accommodate and support commercial, residential and other land uses, consistent with the policies of this plan.

**Finding 9:** The proposal is not contrary to the applicable land use goals and objects of the Comprehensive Plan. No evidence has been found that the proposal is contrary to the applicable land use goals and objectives of the Comprehensive Plan.

j. The proposal will comply with the applicable provisions of the Community Design Manual (CDM).

**Analysis:** The outdoor lighting section of the CDM is applicable with the GC1 District lying south of Beluga Lake.

**Finding 10:** The project must comply with the outdoor lighting section of the CDM

**Condition 1:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

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

- 1. Special yards and spaces:** No specific conditions deemed necessary
- 2. Fences and walls:** No specific conditions deemed necessary
- 3. Surfacing of parking areas:** No specific conditions deemed necessary.
- 4. Street and road dedications and improvements:** No specific conditions deemed necessary.
- 5. Control of points of vehicular ingress and egress:** No specific conditions deemed necessary.
- 6. Special provisions on signs:** No specific conditions deemed necessary.
- 7. Landscaping:** No specific conditions deemed necessary.
- 8. Maintenance of the grounds, building, or structures:** No specific conditions deemed necessary.
- 9. Control of noise, vibration, odors or other similar nuisances:** No specific conditions deemed necessary.
- 10. Limitation of time for certain activities:** No specific conditions deemed necessary.
- 11. A time period within which the proposed use shall be developed:** No specific conditions deemed necessary.
- 12. A limit on total duration of use:** No specific conditions deemed necessary.
- 13. More stringent dimensional requirements,** such as lot area or dimensions, setbacks, and building height limitations. Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.
- 14. Other conditions necessary** to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot.

**PUBLIC WORKS COMMENTS:** Please advise the property owner that an ADEC engineered review for community water and sewer will need to be obtained.

**FIRE DEPARTMENT COMMENTS:** None

**PUBLIC COMMENTS:** None

**STAFF COMMENTS/RECOMMENDATIONS:** Planning Commission approve CUP 2018-08 with findings 1-10 and the following condition(s).

**Condition 1:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

#### **Attachments**

Application

Public Notice



Aerial Photograph  
Jurisdictional Determination Report  
Coverage calculations





# City of Homer

www.cityofhomer-ak.gov

Planning  
491 East Pioneer Avenue  
Homer, Alaska 99603

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

## Applicant

Name: Kyle Akee Telephone No.: 907-299-8242  
Address: PO Box 1162 Anchor Point AK 99556 Email: KyleAkee@yahoo.com

## Property Owner (if different than the applicant):

Name: Same Chris Freeman Telephone No.: 784-224-8821  
Address: \_\_\_\_\_ Email: \_\_\_\_\_

## PROPERTY INFORMATION:

Address: 1358/1344 Lakeshore Lot Size: .77 acres KPB Tax ID # 17918108  
Legal Description of Property: T6S R13W Sec 21 Seward Meridian 4th  
0000839 Bayview

For staff use: 6/27/18 Date: \_\_\_\_\_ Fee submittal: Amount \$300  
Received by: \_\_\_\_\_ Date application accepted as complete \_\_\_\_\_  
Planning Commission Public Hearing Date: \_\_\_\_\_

## Conditional Use Permit Application Requirements:

1. A Site Plan
2. Right of Way Access Plan
3. Parking Plan
4. A map showing neighboring lots and a narrative description of the existing uses of all neighboring lots. (Planning can provide a blank map for you to fill in).
5. Completed Application Form
6. Payment of application fee (nonrefundable)
7. Any other information required by code or staff, to review your project

## Circle Your Zoning District

	RR	UR	RO	CBD	TCD	GBD	<u>GC1</u>	GC2	MC	MI	EEMU	BCWPD
Level 1 Site Plan	x	x	x			x			x			x
Level 1 ROW Access Plan	x	x							x			
Level 1 Site Development Standards	x	x										
Level 1 Lighting			x	x	x	x	x	x	x	x	x	
Level 2 Site Plan			x	x	x		x	x		x	x	
Level 2 ROW Access Plan			x	x	x		x	x		x	x	
Level 2 Site Development Standards			x*	x	x	x	x	x			x	
Level 3 Site Development Standards									x	x		
Level 3 ROW Access Plan						x						
DAP/SWP questionnaire					x	x	x	x			x	

**Circle applicable permits. Planning staff will be glad to assist with these questions.**

☒ Y/N Are you building or remodeling a commercial structure, or multifamily building with more than 3 apartments? If yes, Fire Marshal Certification is required. Status: \_\_\_\_\_

☒ Y/N Will your development trigger a Development Activity Plan?

Application Status: Issued

☒ Y/N Will your development trigger a Storm water Plan?

Application Status: \_\_\_\_\_

☒ Y/N Does your site contain wetlands? If yes, Army Corps of Engineers Wetlands Permit is required. Application Status: There a Riparian zone behind the main building. Underground and culverted Woodward Creek. Pending

☒ Y/N Is your development in a floodplain? If yes, a Flood Development Permit is required.

☒ Y/N Does your project trigger a Community Design Manual review?

If yes, complete the design review application form. The Community Design Manual is online at: <http://www.ci.homer.ak.us/documentsandforms>

☒ Y/N Do you need a traffic impact analysis?

☒ Y/N Are there any nonconforming uses or structures on the property?

☒ Y/N Have they been formally accepted by the Homer Advisory Planning Commission?

☒ Y/N Do you have a state or city driveway permit? Status: \_\_\_\_\_

☒ Y/N Do you have active City water and sewer permits? Status: Pending

1. Currently, how is the property used? Are there buildings on the property? How many square feet? Uses within the building(s)?

Property Cleared and Ready for Construction  
No buildings on the property About 33600 sf of land

2. What is the proposed use of the property? How do you intend to develop the property? (Attach additional sheet if needed. Provide as much information as possible).

Total of 9 overnight cabins  
Dock on water for 6 planes to park  
with fuel available

**RECEIVED**

**JUL 24 2018**

**CITY OF HOMER  
PLANNING/ZONING**



**CONDITIONAL USE INFORMATION:** Please use additional sheets if necessary. HCC21.71.030

a. What code citation authorizes each proposed use and structure by conditional use permit? **21.24.030 (j)**

b. Describe how the proposed uses(s) and structures(s) are compatible with the purpose of the zoning district. **Project is intended to be economically viable to continue to provide safe and comfortable establishment for pilots & their customers to visit Homer**

c. How will your proposed project affect adjoining property values? **Proposed construction will be of high quality and materials so adjoining values will likely rise**

d. How is your proposal compatible with existing uses of the surrounding land? **Same type of land use is existing on both sides of our lot**

e. Are/will public services adequate to serve the proposed uses and structures?

**yes**

f. How will the development affect the harmony in scale, bulk, coverage and density upon the desirable neighborhood character, and will the generation of traffic and the capacity of surrounding streets and roads be negatively affected?

**Proposed development will blend in with surrounding community and will not surpass scale of neighborhood. Most traffic will be planes, not**

g. Will your proposal be detrimental to the health, safety or welfare of the surrounding area or the city as a whole?

**no**

**Road Traffic**

h. How does your project relate to the goals of the Comprehensive Plan?

The Comprehensive Plan are online,

**Our project is in harmony with Homer's Comprehensive Plan because it promotes safe and functional Air travel along with lodging**

i. The Planning Commission may require you to make some special improvements. Are you planning on doing any of the following, or do you have suggestions on special improvements you would be willing to make? (circle each answer)

1. ☒ Y ☐ N Special yards and spaces.
2. ☒ Y ☐ N Fences, walls and screening.
3. ☒ Y ☐ N Surfacing of parking areas.
4. ☒ Y ☐ N Street and road dedications and improvements (or bonds).
5. ☒ Y ☐ N Control of points of vehicular ingress & egress.
6. ☒ Y ☐ N Special provisions on signs.
7. ☒ Y ☐ N Landscaping.
8. ☒ Y ☐ N Maintenance of the grounds, buildings, or structures.
9. ☒ Y ☐ N Control of noise, vibration, odors, lighting, heat, glare, water and solid waste pollution, dangerous materials, material and equipment storage, or other similar nuisances.
10. ☒ Y ☐ N Time for certain activities.



11. ☒ Y ☐ N A time period within which the proposed use shall be developed.  
12. ☐ Y ☒ N A limit on total duration of use.  
13. ☐ Y ☒ N Special dimensional requirements such as lot area, setbacks, building height.  
14. ☐ Y ☒ N Other conditions deemed necessary to protect the interest of the community.

**PARKING**

1. How many parking spaces are required for your development? 12

If more than 24 spaces are required see HCC 21.50.030(f)(1)(b). \_\_\_\_\_

2. How many spaces are shown on your parking plan? 16

3. Are you requesting any reductions? NO

Include a site plan, drawn to a scale of not less than 1" = 20' which shows existing and proposed structures, clearing, fill, vegetation and drainage.

I hereby certify that the above statements and other information submitted are true and accurate to the best of my knowledge, and that I, as applicant, have the following legal interest in the property:

**CIRCLE ONE:**      Owner of record      Lessee      Contract purchaser

Applicant signature: [Signature] Date: \_\_\_\_\_

Property Owner's signature: [Signature] Date: 6-29-18



# BELUGA LAKE

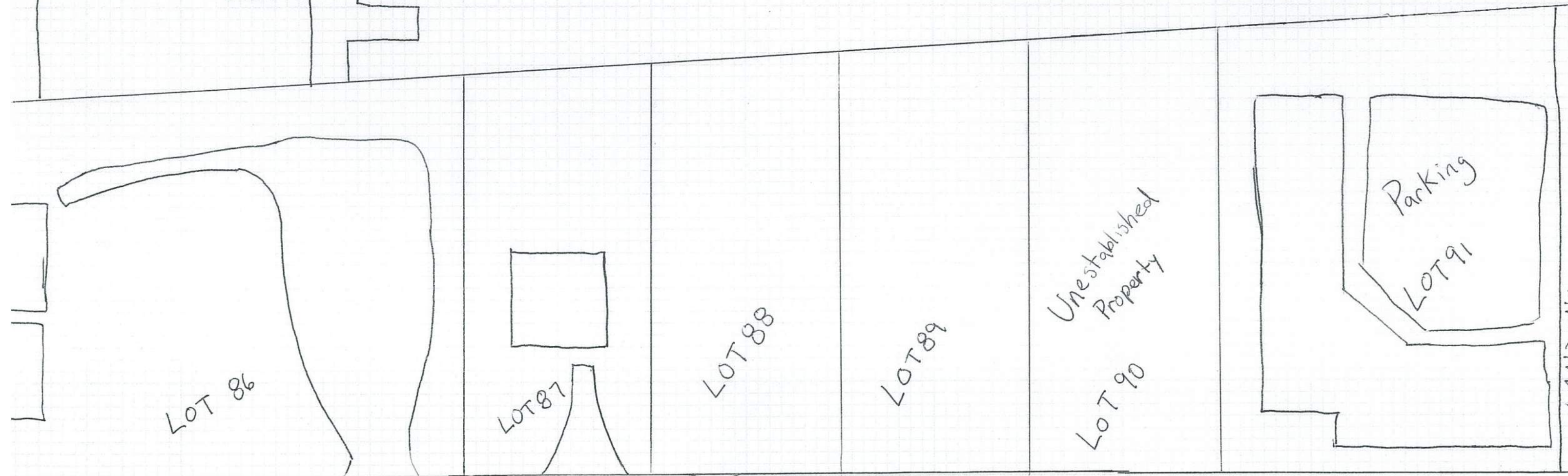
LOT 86-is an established Property with 2 Docks into the water. It is a Float Plane Business.

LOT 87- New Construction with driveway. Building is on a Piling foundation. <sup>with</sup> Possible Float Plane dock in the future.

LOT 88, 89 owned by Chris Freeman, Will be a Float Plane Business with Rental Cabins.

LOT 90- is Vacant.

LOT 91- is apartment complex with large Parking area.



# LAKE SHORE RD.

**RECEIVED**

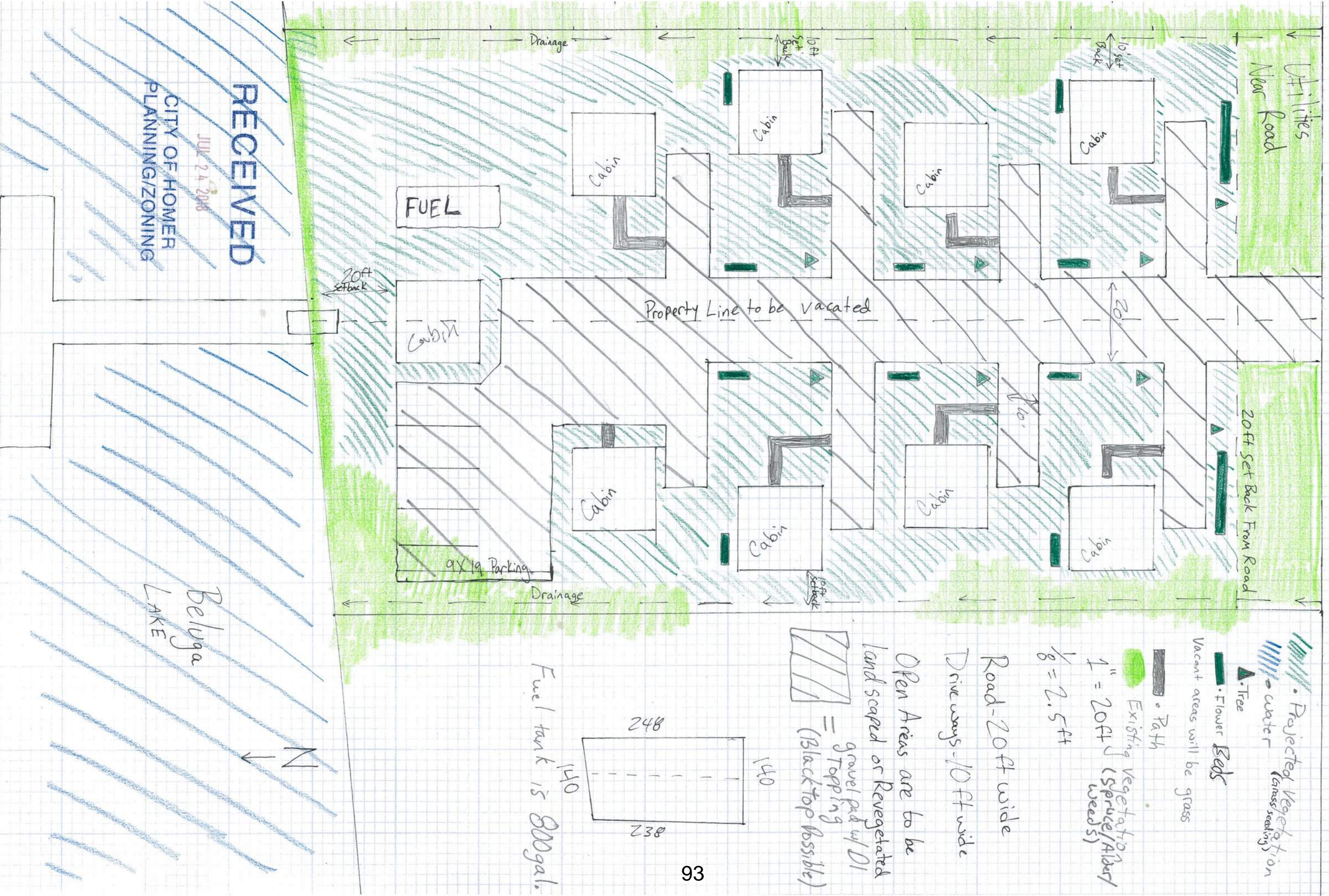
JUN 24 2018

CITY OF HOMER  
PLANNING/ZONING





# LAKE SHORE DR.

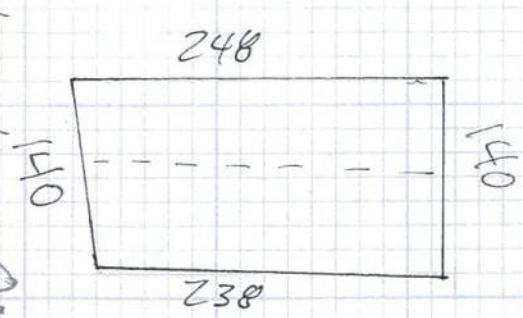


RECEIVED  
CITY OF HOMER  
PLANNING/ZONING  
JUL 24 2018

- Projected Vegetation (grass seeding)
- Tree
- Flower Beds
- Vacant areas will be grass
- Path
- Existing Vegetation
- 1" = 20ft (Spruce/Alder weeds)
- $\frac{1}{8} = 2.5ft$

Road - 20ft wide  
Drive ways - 10ft wide

Open Areas are to be  
land scaped or Revegetated





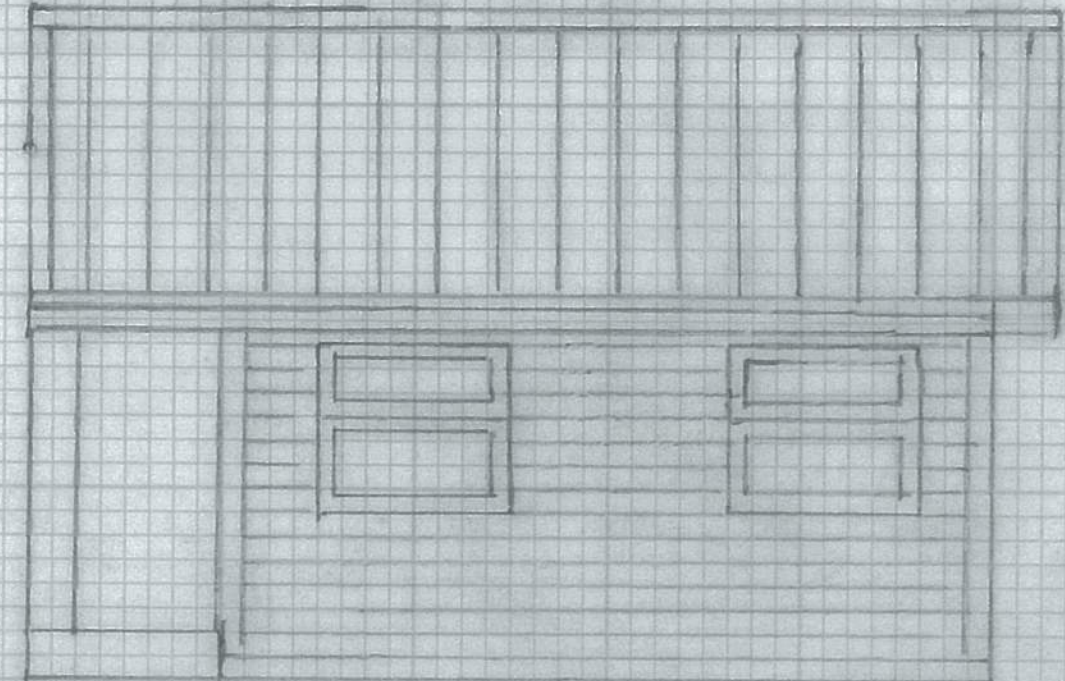




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JUN 24 2018

CITY OF HOMER  
PLANNING/ZONING



Includes:  
Timber Frame Porch

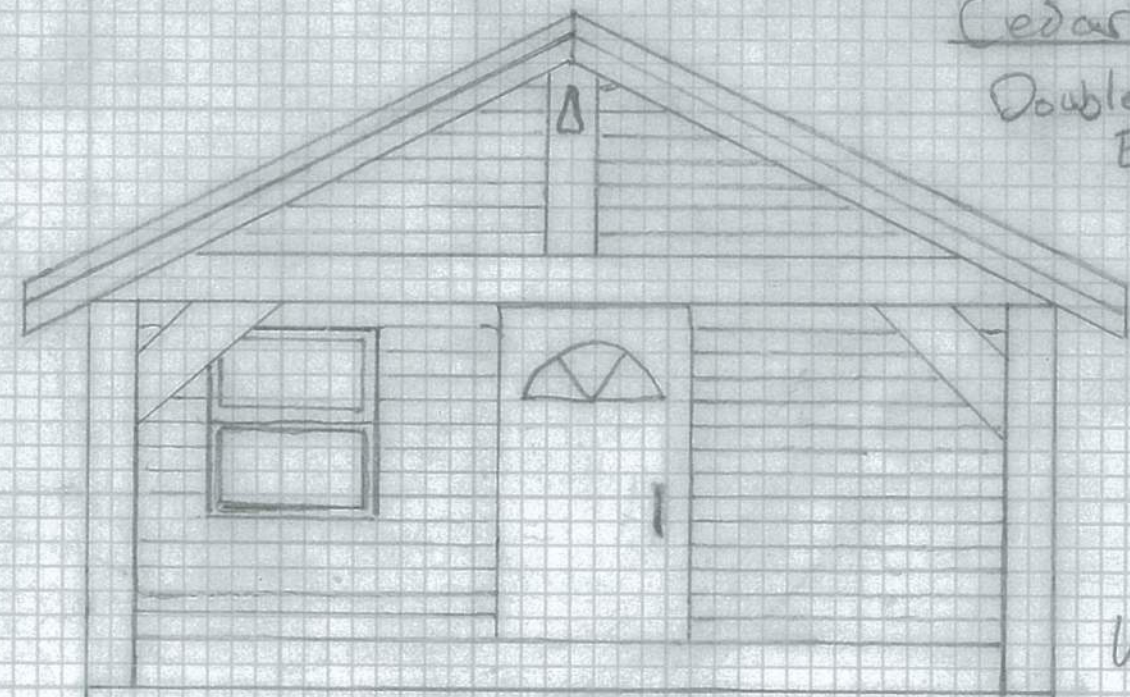
Indirect Exterior  
Accent Lighting

Cedar Siding  
Double Stack  
Fascia

Standing  
Seam  
Roofing

Possible  
Rock  
Wainscot

1/4" = 1'



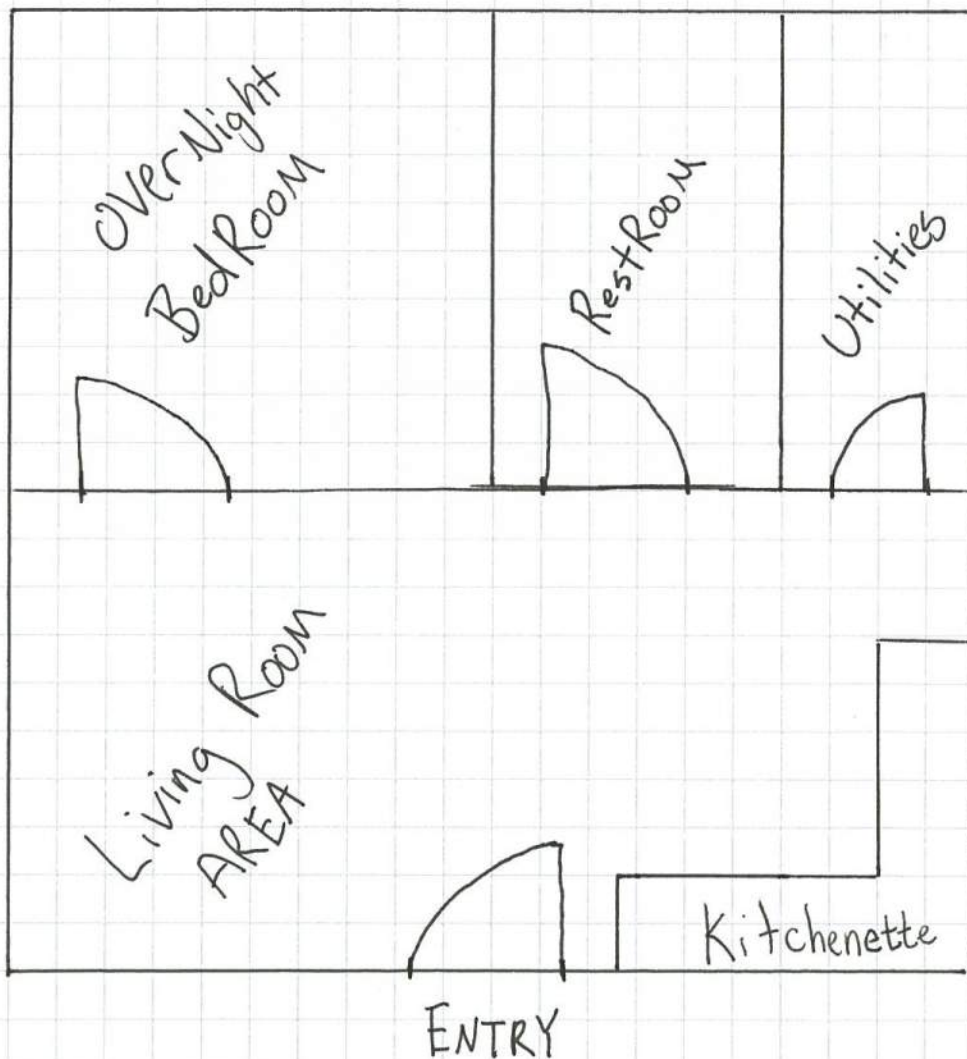
Cabin

20x20'  
with 4x20' Porch





# 20x20 Cabin



**RECEIVED**

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**CITY OF HOMER  
PLANNING/ZONING**

$\frac{1}{4}'' = 1'$   
Scale



## **PUBLIC HEARING NOTICE**

Public notice is hereby given that the City of Homer will hold a public hearing by the Homer Advisory Planning Commission on Wednesday, August 01, 2018 at 6:30 p.m. at Homer City Hall, 491 East Pioneer Avenue, Homer, Alaska, on the following matter:

**A request for Conditional Use Permit (CUP) 2018-08 to build a float plane base structure and six dwelling units at 1358 Lakeshore Dr. & 1344 Lakeshore Dr. A CUP is required for more than one building containing a permitted principal use on a lot, per Homer City Code 21.24.030(j). The properties are known as Lots 88 and 89 of Bay View Subdivision SW ¼, Sec. 21 T.6 S., R. 13, S.M.**

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

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

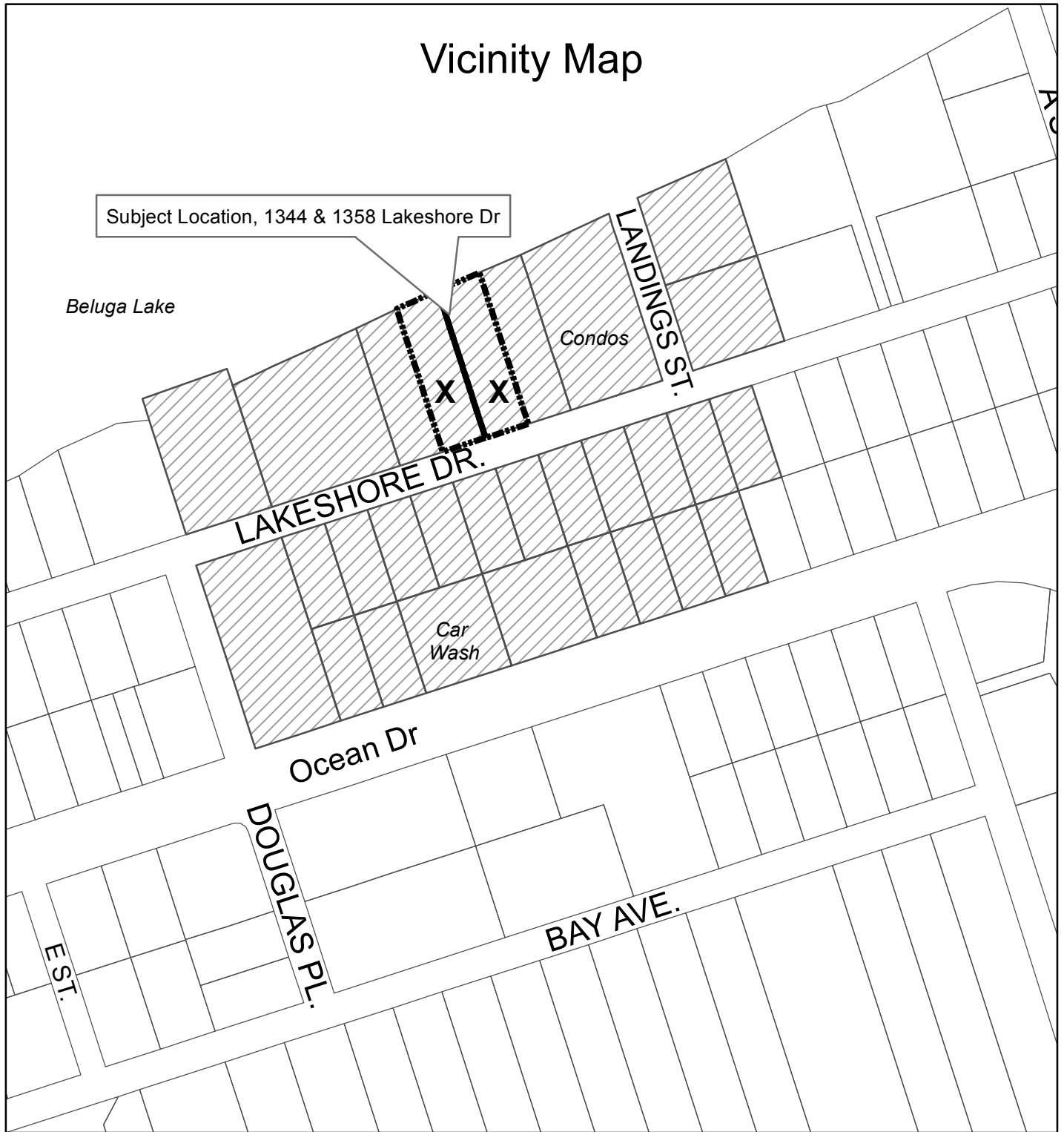
**NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 300 FEET OF PROPERTY.**

.....

**VICINITY MAP ON REVERSE**



# Vicinity Map



City of Homer  
Planning and Zoning Department

July 16, 2018

Request for CUP 18-08, HCC 21.24.030 (j),  
More than one building containing a  
permitted principle use on a lot.  
1344 & 1358 Lakeshore Dr

Marked Lots are w/in 300 feet  
and property owners notified.

0 250 500 Feet



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

# LAKE SHORE DR.

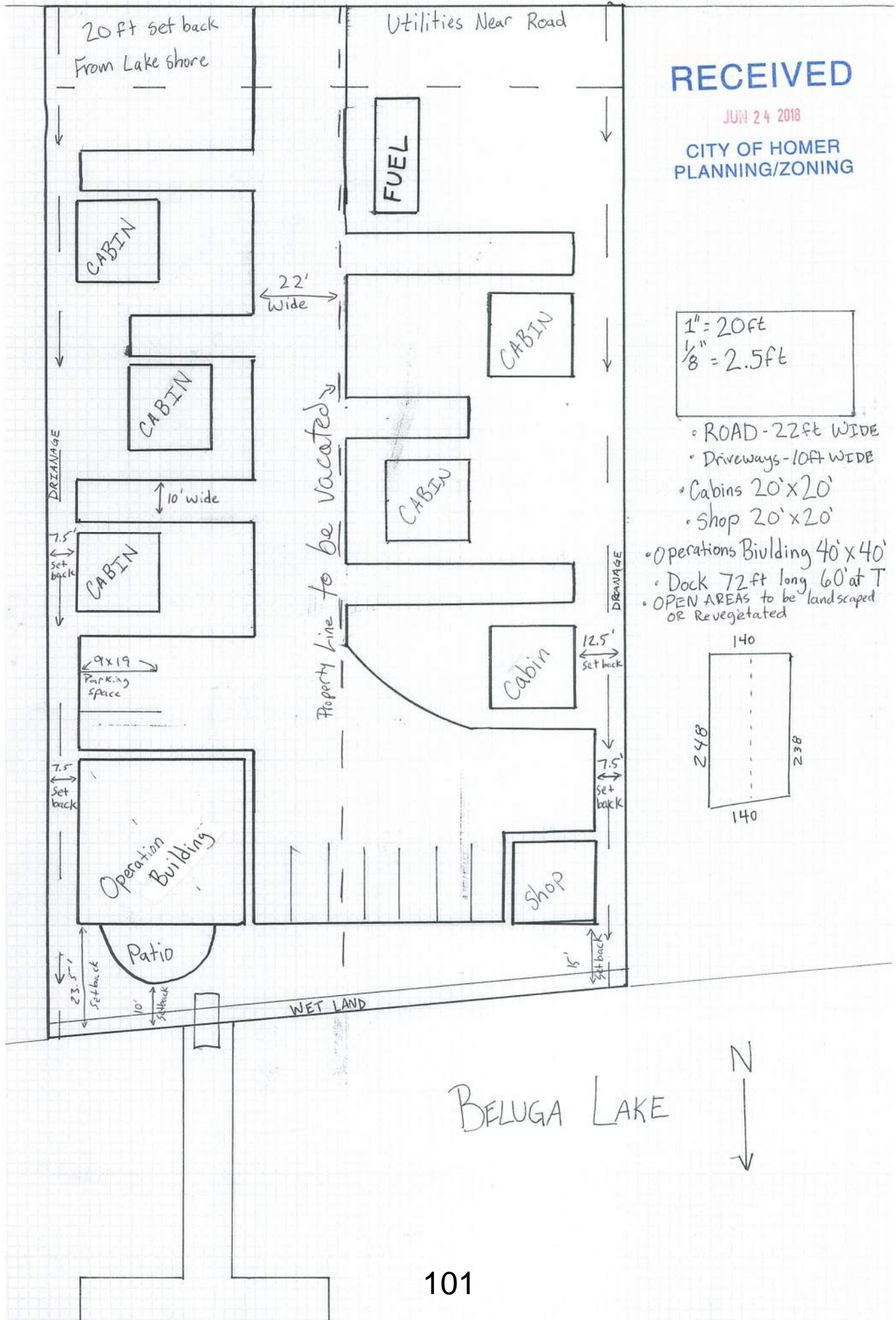
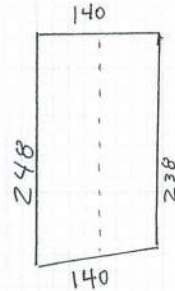
RECEIVED

JUN 24 2018

CITY OF HOMER  
PLANNING/ZONING

1" = 20ft  
1/8" = 2.5ft

- ROAD - 22ft WIDE
- Driveways - 10ft WIDE
- Cabins 20' x 20'
- Shop 20' x 20'
- Operations Building 40' x 40'
- Dock 72ft long 60' at T
- OPEN AREAS to be landscaped OR Revegetated





# Aerial Map

Beluga Lake

9 structures to be located on these two lots

Condos

LANDINGS ST.

LAKE SHORE DR.

Car Wash

Ocean Dr

Approximate 10 ft topo.  
Photo from 2016; property lines not exact.



City of Homer  
Planning and Zoning Department

July 16, 2018

Request for CUP 2018-08  
1358 & 1344 Lakeshore Drive

0 125 250 Feet



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





# JURISDICTIONAL DETERMINATION REPORT

**Lot 88 & 89 of Bay View Subdivision**

HOMER, AK 99603

APN #17918107 & 17918108

**SUBMITTED BY:**



PO Box 2501, Homer, AK 99603-2501

(907) 299-7609

[www.bishop-engineering.com](http://www.bishop-engineering.com)

**July 24, 2018**

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## **SUMMARY**

In July 2018, BISHOP ENGINEERING, LLC (BEL) conducted a wetland delineation within the .77-acre area of Lots 88 and 89 of Bay View Subdivision in Homer, Alaska for property developer and owner, Freeman Holdings of Arkansas LLC. Freeman Holdings of Arkansas, directed BEL to perform the wetland delineation to determine potential impacts to Waters of the U.S. and ultimately apply for a Section 404 Permit Application for a multi-building development with floatplane dock, parking areas, driveway, and electricity, gas, and municipal water, and sewer service. This survey delineates and classifies wetland and upland areas within the property boundary. Wetland determinations herein follow the U. S. Army Corps of Engineers Wetland Delineation Manual (1987) as well as the Alaska Regional Supplement (2007) three-tier approach. BEL investigated vegetation, soils, and hydrology at all test plot locations.

The project site is located within City of Homer's General Commercial 1 between Lake Shore Drive and Beluga Lake.

The property contains a 0.13-acre historical forested wetland within an open forest setting with sedge hummocks where the topography and soils allow hydric conditions to persist throughout the growing season in a portion of the proposed development area. BEL has determined that .13 acres are wetlands or Waters of the U.S. on the subject parcel. All wetlands found during field investigations were determined to be hydrologically connected to Kachemak Bay, and therefore under the jurisdiction of the USACE per Section 404 of the Clean Water Act. Development of the subdivision will be coordinated with the USACE and follow the guidelines outlined in Special Public Notice SPN 2005-8: *Evaluation and Review of New Subdivisions Developed Completely or Partially in Wetlands and Other Waters of the United States*.

## **1 INTRODUCTION**

### **1.1 Site Location**

The subject parcel is located within the City of Homer. To get to the site, continue on Lake street from the Sterling Highway, continue onto Ocean Drive, left on Douglas Place, then right on Lake Shore Drive for 500 feet. The parcel encompasses .77 acres measuring 280 feet in the generally east-west direction and 250 feet in the generally north-south direction. The project area is located at 59.6406° North latitude and 151.5083°. The legal description for this parcel is:

Lot 88 & 89 of Bay View Subdivision in Section 20, Township 6 South, Range 13 West, Seward Meridian



The subdivision can be accessed along the South frontage via Lake Shore Drive. See Appendix A for the Vicinity and Project Site Maps.

## 1.2 Project Description

The proposed project will develop the southerly .64-acres of the parcel with parking areas, cabins, operations building, shop, driveway, and electricity, gas, and municipal water, and sewer service. The dock and ramp for the dock will be located on the north end of the property and extend into Beluga Lake.

Major construction components of the project include:

- Constructing 8 single-bedroom cabins,
- Constructing a single 6-birth dock,
- Installing new water, sewer, electric, and gas services from service mains located within Lake Shore Drive right-of-way,
- Material for the parking areas, fills, and engineered backfill for utilities is expected to come from existing local batch plants and material sites.

## 1.3 Purpose of Study

To assist with the project evaluation and design, Freeman Holdings of Arkansas contracted with BEL to perform a wetlands delineation. Through field work and mapping efforts, one wetland community type was identified as a palustrine, needle leaved evergreen forest, seasonally saturated wetland. This report provides a summary of the delineation field work, and subsequent mapping. Information presented here complies with the U.S. Army Corps of Engineers (USACE) guidance for Jurisdictional Determination Reports, Special Public Notice (SPN) 2010-45. (USACE, 2010)

This report serves two objectives: to identify locations within the parcel that are subject to the jurisdiction of the USACE under authority of Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act of 1899, and to support the design of the development infrastructure. By federal law and associated policy, it is necessary to avoid project impacts to wetlands wherever practicable, minimize impacts that cannot be avoidable, and in some cases, compensate for unavoidable impacts.

Wetlands, waters of the U.S., and uplands (non-wetlands), as referenced in this report, are defined as:

**Wetlands:** "Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 Code of Federal Regulations [CFR] Part 328.3(b)). Wetlands are a subset of "waters of the U.S." Note that the "wetlands" definition does not include unvegetated areas such as streams and ponds.

As described in the USACE's 1987 Wetlands Delineation Manual and the 2007 Alaska Regional Supplement, wetlands must possess the following three characteristics: (1) a vegetation community dominated by plant species that are typically adapted for life in saturated soils, (2) inundation or saturation of the soil during the growing season, and (3) soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions. (USACE 1987, 2007)

**Waters of the U.S.:** Waters of the U.S. include other waterbodies regulated by the USACE, including navigable waters, lakes, ponds, and streams, in addition to wetlands.

**Uplands:** Non-water and non-wetland areas are called uplands.

## **2 BACKGROUND INFORMATION**

### **2.1 Existing Wetland Information**

The U.S. Fish and Wildlife Service, National Wetland Inventory (NWI) has mapped the wetlands in the project area (<http://wetlandsfws.er.usgs.gov/wtlnds/launch.html>). The NWI identifies no wetlands on these subject parcels. See Appendix A for NWI mapping of the project site.

However, the subject parcel and surrounding area are within a heavily developed area of the City where road and site development since the 1950's have changed drainage patterns, surficial soil types, and topography.

The City of Homer indicates that these lots contain wetlands of moderate ranking based on a 2005 Functional Wetlands Assessment. The Kenai Peninsula Borough GIS viewers indicate the lots may contain a discharge slope wetland.

### **2.2 Existing Vegetation Information**

The *Alaska Vegetation Classification* handbook identifies the assumed wetland portion of the parcel as needle leaf woodland, characterized by a tree canopy of 10-24 percent cover of Sitka spruce. The assumed upland portion of the parcel is characterized as closed needle leaf forest. Aerials indicate that the lots were vegetated from 1996 to at least 2015. The owner states the lots were cleared this spring.

### **2.3 Existing Soils Information**

The U.S. Department of Agriculture Natural Resource Conservation Service (NRCS) Soil Survey provides coverage of the project area. The NRCS indicates the presence of 0-9 inches of Spenard peat, above 9-60 inches of silt loam.

### **2.4 Existing Hydrology Information**

An investigation to identify previously completed hydraulic studies or reports identified the recent FEMA study performed in 2016 pertaining specifically to Beluga Lake. A FEMA flood study indicated normal water surface elevation of 18 and the flood elevation was calculated to be elevation 21.

### **2.5 Past and Existing Land Uses**

Land uses are not well documented for this parcel. It appears the lot was filled prior to 2006 based on contours shown on the Kenai Peninsula Borough GIS viewer. There are water and sewer stub-outs for the city services.

## **3 WETLAND DELINEATION DEVELOPMENT**

### **3.1 Methodology**

Methodology followed procedures and recommendations described in the 1987 USACE Wetland Delineation Manual and the 2007 Alaska Regional Supplement (USACE 1987, 2007). Using the three-tiered survey approach established in the USACE manual an examination of vegetation, soil, and hydrology at all wetland delineation test plot (TP) sites were completed. The field work was performed on July 12, 2018. Weather during both visits was sunny with average temperatures of 59 degrees Fahrenheit. Plant reproductive parts were visible. Cumulative rain total in the week prior to the visit totaled 1.24 inches. Overall rain totals for the 30 days prior to the site visits was 3.68 inches.

Prior to conducting the field work, aerial photography was reviewed in the office to locate potential wetlands and water bodies for field truthing. Two sets of photography were reviewed: Google Earth Imagery (8/23/2015 Imagery from DigitalGlobe, GeoEye) and satellite images and aerial photos available from the Kenai Peninsula Borough GIS online mapping website.

After determination of large contiguous non-wetland areas on the south side of the parcels near the road, the remaining wetlands were tested at each side of the fill in what appeared to be original ground. Data were collected using two types of sample plots: wetland determination plots and photo points. Wetland determination plots included data forms from the 2007 Alaska Regional Supplement. Photo points



included photographs of the soils and vegetation, plus field notes on the presence or absence of wetland indicators. Photo points were collected after vegetation, soil, and hydrology parameters were well documented by representative wetland determination plots.

Two wetland determination data forms were completed with associated photos of the vegetation and exposed soil profile to represent the two representative communities identified after field and office work was completed. Wetland determination data forms and photographs from each site are included in Appendix A. Coordinates of each location were recorded with a survey grade global navigation satellite system (GNSS). Additional notes for mapping, such as wetland/upland boundaries were also recorded in the field.

The approximate wetland/upland boundary was drawn on the field map by correlating the on-site observations with the field map's contour data and aerial photography. After the field work was complete, the remaining wetland/upland boundaries were drawn in Autocad by importing the GNSS data and interpreting the field data, aerial imagery, contour line data and reviewing reference mapping.

### **3.2 Field Work**

On July 12, 2018 John Bishop and Patrick Rainwater with BEL performed site visits to complete the field studies necessary to record the vegetation, hydrology, and soil characteristics for further evaluation to identify the wetland delineations. The field test consisted of an in-depth study finding the upper limit of the lake-influenced wetland.

General notation and photographs of site characteristics, vegetation and hydrology were taken to assess the different vegetation communities present at each location. Four representative vegetation community types were identified and Test Points (TP) were chosen for more detailed recording at representative sites for each of the four. Methodology at each TP and transect point followed the three-tiered survey approach established in the USACE manual including the examination of vegetation, soil, and hydrology at each site. See Appendix A for the GNSS surveyed TP and transect points. TP data forms and representative photographs of the wetland areas can be found in Appendix B.

### **3.3 Data Analysis and Mapping**

Mapping of wetland delineation boundaries while in the field was completed by walking the boundary with a GNSS unit where vegetation and terrain permitted. The fill area was not tested so the wetland boundary along the south limit was approximated by a straight line between the tested areas on each side of the fill. The approximated straight line is roughly 280 feet long. After returning to the office, the field investigator reviewed data sheets and correlated field data with site photographs and GNSS locations. Wetland areas were then assigned a classification using data collected from the field visit as well as existing NWI mapping and *Classification of Wetlands and Deepwater Habitats of the United States*



(Cowardin et al., 1979). Wetland boundaries were then drawn in Autocad after importing the GNSS field data with correlation to natural contours of ground topography and field notes that detailed dimensions of the individual wetland areas. Wetland boundaries and locations of wetland delineation TP are shown on Appendix A.

## **4 RESULTS AND DISCUSSION**

### **4.1 Wetland Habitat Types**

Wetlands were identified at field sites where the investigator observed indicators of hydrophytic vegetation, wetland hydrology, and hydric soils. All three wetland parameters (hydrophytic vegetation, hydric soils, and wetland hydrology) must exhibit wetland type characteristics for a site to be considered a wetland. If any of these three requirements are not met, the site normally does not meet the USACE's criteria for being classified as a wetland, and therefore would not be subject to Section 404 regulations.

Lots 88 and 89 of Bay View Subdivision consists of a 0.13-acre Palustrine Forested Needle-leafed Seasonally Flooded Wetland (PFO2). This finding was based on adjacent parcel natural vegetation as the subject parcels are entirely cleared. See Appendix A for the locations and extents of the wetlands in the parcel and Appendix B for TP data sheets and photo documentation of the test points and photo points.

### **4.2 Upland Habitat Types**

The investigator used the *Alaska Vegetation Classification System* (Viereck et al., 1997) to classify upland habitats. Uplands make up approximately .64 acres within the .77-acre delineation boundary. Based on adjacent parcel natural vegetation, the upland area consists of closed needle leaf forest. The subject lots have been entirely cleared.

### **4.3 Streams/Drainages**

There are no streams or drainages on these lots.

### **4.4 Conclusions**

The wetland areas described within this report are connected by surface and subsurface hydrology to Beluga Lake and ultimately, Kachemak Bay, a navigable water (USACE 1995). Therefore, this wetland is assumed to be jurisdictional; subject to confirmation by the USACE.

A total of .13 acres have been identified as wetlands on the subject parcel. Certain development activities from site development within the boundaries of the parcel would likely impact wetlands and/or Waters of

the U.S. under the jurisdiction of the USACE. It is estimated that 0.04 acre of PFO2 wetlands will be impacted.

## REFERENCES

- U.S. Fish and Wildlife Service. National Wetland Inventory website (<https://www.fws.gov/wetlands/data/Mapper.html>). Accessed August 24, 2017.
- Gracz, M. 2011. Wetland Mapping and Classification of the Cook Inlet Lowlands, Alaska (<http://www.cookinletwetlands.info/>). Accessed on August 24, 2017.
- Natural Resource Conservation Service. 2011. NRCS interactive Web Soil Survey. (<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>). Accessed August 24, 2017.
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- U.S. Army Corps of Engineers. U.S. Army Engineer Research and Development Center. 2007. Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Alaska Region (Version 2.0). Washington, DC.
- Viereck, L.A., C.T. Dyrness, A.R. Batten, and K.J. Wenzlick. 1997. *The Alaska Vegetation Classification*. U.S. Department of Agriculture, Forest Service Western Regional Climate Center.
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- U.S. Federal Register. November 13, 1986 Part II. Rules and Regulations, Vol. 51, No. 219. U.S.

Cowardin, Lewis M., Virginia Carter, Francis, C. Golet, and Edward T. LaRoe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. U.S. Department of the Interior. Fish and Wildlife Service Office of Biological Services. Washington D.C. 20240

## **APPENDIX A**

**FIGURE 1: LOCATION MAP**

**FIGURE 2: PROJECT SITE MAP**

**FIGURE 3: PROJECT SITE MAP (USGS)**

**FIGURE 4: NWI MAP**

**FIGURE 5: NRCS SOIL MAP**

**FIGURE 6: WETLAND BOUNDARY MAP**





## FIGURE 1: LOCATION MAP

Lots 88 & 89 By View Subdivision  
*Jurisdictional Determination Report*

Lat: 59°38'26"N Long: 151°30'30"W  
 Seldovia C-5 NE Quadrangle

3 Miles





## FIGURE 2: PROJECT SITE MAP

Lots 88 and 89 Bay View Subdivision

*Jurisdictional Determination Report*

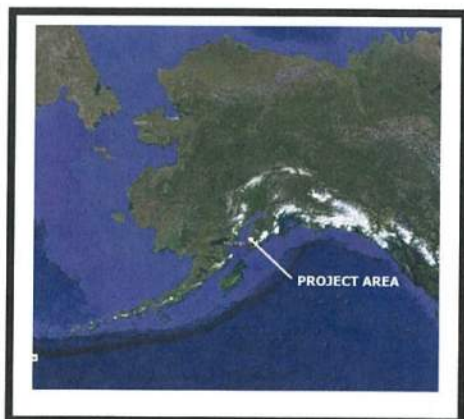
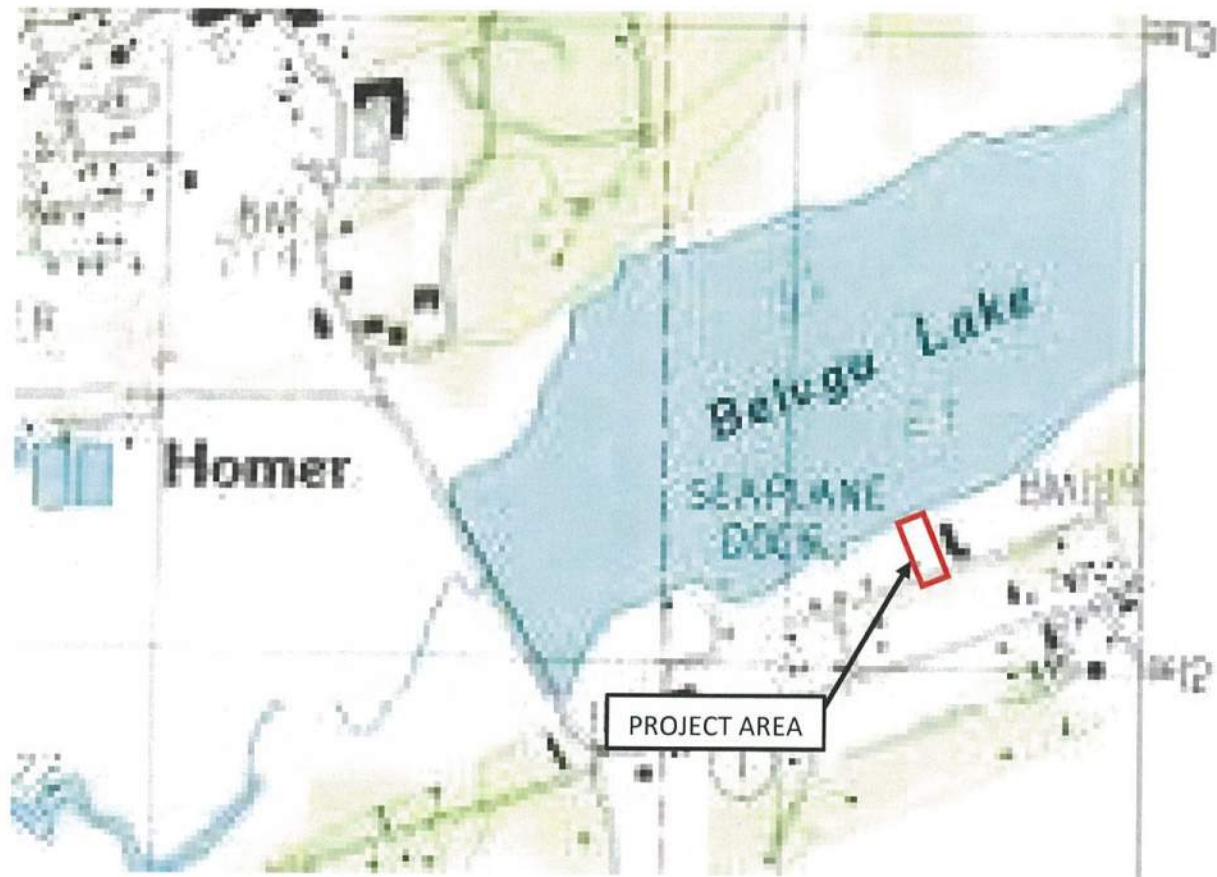
Lat: 59°38'26"N Long: 151°30'30"W

Seldovia C-5 NW Quadrangle

300 Feet







### FIGURE 3: PROJECT SITE MAP (USGS)



Lots 88 & 89 Bay View Subdivision  
*Jurisdictional Determination Report*

Lat: 59°38'26"N Long: 151°30'30"W

Seldovia C-5 NE Quadrangle

3000 Feet





## FIGURE 4: NWI MAP

Lot 88 & 89 Bay View Subdivision  
*Jurisdictional Determination Report*

Lat: 59°38'26"N Long: 151°30'30"W

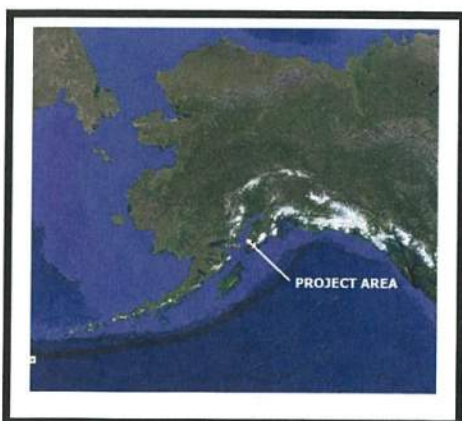
Seldovia C-5 NE Quadrangle



2000 Feet







## FIGURE 5: NRCS SOIL MAP

Lots 88 & 89 Bay View Subdivision  
*Jurisdictional Determination Report*

Lat: 59°38'26"N Long: 151°30'30"W  
 Seldovia C-5 NE Quadrangle



300 Feet





$$829.6$$

LOT 88A  
0.775 Acres

A close-up photograph of a map. The map features a road labeled 'SHORE DRIVE' in bold, black, sans-serif capital letters. Above the road, there is a yellow circle with a black 'S' inside, indicating a specific location or point of interest. To the left of the road, there is a coordinate marking '70°47'06"W' in blue ink. To the right of the road, there is a distance marking '50'' in black ink. The map also shows various colored lines representing roads or boundaries, and some handwritten numbers like '829' in blue ink.

## **APPENDIX B**

### **WETLAND DELINEATION DATA SHEETS**

#### **FULL DETERMINATION POINTS – PHOTO DOCUMENTATION FORM**

#### **PHOTO POINTS – PHOTO DOCUMENTATION FORM**



# WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Lots 88 and 89 Bay View Subdivision Borough/City: Kenai Peninsula Sampling Date: 7/12/2018  
 Applicant/Owner: Freeman Holdings of Arkansas LLC Sampling Point: Test Pit 1  
 Investigator(s): John Bishop Landform (hillside, terrace, hummocks, etc.): Discharge Slope  
 Local relief (concave, convex, none): linear Slope (%): 8%  
 Subregion: Southcentral Lat: 59°38'26"N Long: 151°30'30"W Datum: NAD 83  
 Soil Map Unit Name: Spenard peat NWI classification: No classification

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation Yes, Soil Yes, or Hydrology Yes significantly disturbed? Are "Normal Circumstances" present? Yes X No \_\_\_\_\_  
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No _____	Is the Sampled Area within a Wetland? Yes <u>X</u> No _____
Hydric Soil Present? Yes <u>X</u> No _____	
Wetland Hydrology Present? Yes <u>X</u> No _____	
Remarks: Test pits taken to side of existing fill to what appeared to be historical grade and elevation along shoreline. Fill has significantly changed the condition on the subject parcel.	

## VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)  Total Number of Dominant Species Across All Strata: <u>3</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>67%</u> (A/B)
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
Total Cover: <u>0</u>				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = _____ FACW species _____ x 2 = _____ FAC species <u>90</u> x 3 = <u>270</u> FACU species <u>25</u> x 4 = <u>100</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>115</u> (A) <u>370</u> (B)  Prevalence Index = B/A = <u>3.2</u>
50% of total cover: _____ 20% of total cover: _____				
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 <input type="checkbox"/> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
Total Cover: <u>0</u>				
50% of total cover: <u>5</u> 20% of total cover: <u>2</u>				
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present? Yes <u>X</u> No _____
1. <u>Calamagrostis canadensis</u>	<u>50</u>	<u>X</u>	<u>FAC</u>	
2. <u>Equisetum arvense</u>	<u>40</u>	<u>X</u>	<u>FAC</u>	
3. <u>Chamaenerion angustifolium</u>	<u>25</u>	<u>X</u>	<u>FACU</u>	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
Total Cover: <u>115</u>				
50% of total cover: <u>57.5</u> 20% of total cover: <u>23</u>				
Plot size (radius, or length x width) <u>10 ft</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>0</u> (Where applicable)				

Remarks:



## SOIL

Sampling Point: Test Pit 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0 - 4	5YR 2.5/2	100					fibrous	organic, dry
4 - 18	10YR 3/1	100					silty	sandy silt, saturated
18 - 20	GLE Y1 4/N	100					slick	very dense, impermeable

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.<sup>2</sup>Location: PL=Pore Lining, M=Matrix.

## Hydric Soil Indicators:

- ☐ Histosol or Histel (A1)  
☐ Histic Epipedon (A2)  
☒ Hydrogen Sulfide (A4)  
☐ Thick Dark Surface (A12)  
☐ Alaska Gleyed (A13)  
☐ Alaska Redox (A14)  
☐ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils<sup>3</sup>:

- ☐ Alaska Color Change (TA4)<sup>4</sup>  
☐ Alaska Alpine Swales (TA5)  
☐ Alaska Redox With 2.5Y Hue

- ☐ Alaska Gleyed Without Hue 5Y or Redder  
 Underlying Layer  
☐ Other (Explain in Remarks)

<sup>3</sup>One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present unless disturbed or problematic.

<sup>4</sup>Give details of color change in Remarks.

## Restrictive Layer (if present):

Type: dense silt layer

Depth (inches): 18

Hydric Soil Present? Yes X No   

Remarks:

## HYDROLOGY

## Wetland Hydrology Indicators:

## Primary Indicators (any one indicator is sufficient)

- ☐ Surface Water (A1)  
☐ High Water Table (A2)  
☒ Saturation (A3)  
☐ Water Marks (B1)  
☐ Sediment Deposits (B2)  
☐ Drift Deposits (B3)  
☐ Algal Mat or Crust (B4)  
☐ Iron Deposits (B5)  
☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)  
☐ Sparsely Vegetated Concave Surface (B8)  
☐ Marl Deposits (B15)  
☒ Hydrogen Sulfide Odor (C1)  
☐ Dry-Season Water Table (C2)  
☐ Other (Explain in Remarks)

## Secondary Indicators (2 or more required)

- ☐ Water-stained Leaves (B9)  
☐ Drainage Patterns (B10)  
☐ Oxidized Rhizospheres along Living Roots (C3)  
☐ Presence of Reduced Iron (C4)  
☐ Salt Deposits (C5)  
☐ Stunted or Stressed Plants (D1)  
☒ Geomorphic Position (D2)  
☒ Shallow Aquitard (D3)  
☐ Microtopographic Relief (D4)  
☐ FAC-Neutral Test (D5)

## Field Observations:

Surface Water Present? Yes    No X Depth (inches):     
 Water Table Present? Yes X No    Depth (inches): 18  
 Saturation Present? Yes X No    Depth (inches): 8  
 (includes capillary fringe)

Wetland Hydrology Present? Yes X No   

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

No available data.

Remarks:

# WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Lots 88 and 89 Bay View Subdivision Borough/City: Kenai Peninsula Sampling Date: 7/12/2018  
 Applicant/Owner: Freeman Holdings of Arkansas LLC Sampling Point: Test Pit 2  
 Investigator(s): John Bishop Landform (hillside, terrace, hummocks, etc.): Discharge Slope  
 Local relief (concave, convex, none): linear Slope (%): 8%  
 Subregion: Southcentral Lat: 59°38'26"N Long: 151°30'30"W Datum: NAD 83  
 Soil Map Unit Name: Spenard peat NWI classification: No classification

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation Yes, Soil Yes, or Hydrology Yes significantly disturbed? Are "Normal Circumstances" present? Yes X No \_\_\_\_\_  
 Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <u>X</u> No _____	Is the Sampled Area within a Wetland? Yes <u>X</u> No _____
Hydric Soil Present? Yes _____ No <u>X</u>	
Wetland Hydrology Present? Yes _____ No <u>X</u>	
Remarks: Test pits taken to side of existing fill to what appeared to be historical grade and elevation along shoreline. Fill has significantly changed the condition on the subject parcel.	

## VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)  Total Number of Dominant Species Across All Strata: <u>3</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>67%</u> (A/B)
1. _____				
2. _____				
3. _____				
4. _____				
Total Cover: <u>0</u>				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = _____ FACW species _____ x 2 = _____ FAC species <u>75</u> x 3 = <u>225</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>0</u> x 5 = <u>0</u> Column Totals: <u>95</u> (A) <u>305</u> (B)  Prevalence Index = B/A = <u>3.2</u>
50% of total cover: _____ 20% of total cover: _____				
Sapling/Shrub Stratum				Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 <input type="checkbox"/> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)  <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
1. _____				
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>5</u> 20% of total cover: <u>2</u>				
Herb Stratum				Hydrophytic Vegetation Present? Yes <u>X</u> No _____
1. <u>Equisetum arvense</u>	<u>50</u>	<u>X</u>	<u>FAC</u>	
2. <u>Chamaenerion angustifolium</u>	<u>30</u>	<u>X</u>	<u>FACU</u>	
3. <u>Calamagrostis canadensis</u>	<u>25</u>	<u>X</u>	<u>FAC</u>	
4. <u>Dryopteris expansa</u>	<u>5</u>		<u>FACU</u>	
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>110</u>				
50% of total cover: <u>55</u> 20% of total cover: <u>22</u>				
Plot size (radius, or length x width) <u>10 ft</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>0</u>				
(Where applicable)				
Remarks:				



## SOIL

Sampling Point: Test Pit 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0 - 3	10YR 2/1	100					fibrous	organic
3 - 19	10YR 3/2	100					sandy	moist sandy silt
19 - 21	GLE Y1 4/N	50	2.5Y 4/3	50	m		slick	silt with gravel dense

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.<sup>2</sup>Location: PL=Pore Lining, M=Matrix.

## Hydric Soil Indicators:

- ☐ Histosol or Histel (A1)  
☐ Histic Epipedon (A2)  
☐ Hydrogen Sulfide (A4)  
☐ Thick Dark Surface (A12)  
☐ Alaska Gleyed (A13)  
☐ Alaska Redox (A14)  
☐ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils<sup>3</sup>:

- ☐ Alaska Color Change (TA4)<sup>4</sup>  
☐ Alaska Alpine Swales (TA5)  
☐ Alaska Redox With 2.5Y Hue

- ☐ Alaska Gleyed Without Hue 5Y or Redder  
 Underlying Layer  
☐ Other (Explain in Remarks)

<sup>3</sup>One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present unless disturbed or problematic.

<sup>4</sup>Give details of color change in Remarks.

## Restrictive Layer (if present):

Type: dense silt layerDepth (inches): 19Hydric Soil Present? Yes ☐ No ☒

Remarks:

## HYDROLOGY

## Wetland Hydrology Indicators:

## Primary Indicators (any one indicator is sufficient)

- ☐ Surface Water (A1)  
☐ High Water Table (A2)  
☐ Saturation (A3)  
☐ Water Marks (B1)  
☐ Sediment Deposits (B2)  
☐ Drift Deposits (B3)  
☐ Algal Mat or Crust (B4)  
☐ Iron Deposits (B5)  
☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)  
☐ Sparsely Vegetated Concave Surface (B8)  
☐ Marl Deposits (B15)  
☐ Hydrogen Sulfide Odor (C1)  
☐ Dry-Season Water Table (C2)  
☐ Other (Explain in Remarks)

## Secondary Indicators (2 or more required)

- ☐ Water-stained Leaves (B9)  
☐ Drainage Patterns (B10)  
☐ Oxidized Rhizospheres along Living Roots (C3)  
☐ Presence of Reduced Iron (C4)  
☐ Salt Deposits (C5)  
☐ Stunted or Stressed Plants (D1)  
☐ Geomorphic Position (D2)  
☐ Shallow Aquitard (D3)  
☐ Microtopographic Relief (D4)  
☐ FAC-Neutral Test (D5)

## Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches):             
 Water Table Present? Yes ☐ No ☒ Depth (inches):             
 Saturation Present? Yes ☒ No ☐ Depth (inches): 13  
 (includes capillary fringe)

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

No available data.

Remarks:

FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: Lots 88 & 89 Bay View Subdivision  
Applicant/Owner: Freeman Holdings of Arkansas  
Date: July 12, 2018

Test Point: 1  
Investigator: John Bishop

4-inch organic layer over saturated sandy silt. Saturated at 8-inch depth. Water table at 18-inch depth.  
Water collected on dense silt layer at bottom. Hydrogen sulfide smell.



Dominant vegetation includes Fireweed Bent Reed Grass (*Calamagrostis canadensis*), and Field Horsetail (*Equisetum arvense*).





FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: Lots 88 & 89 Bay View Subdivision  
Applicant/Owner: Freeman Holdings of Arkansas  
Date: July 12, 2018

Test Point: 2  
Investigator: John Bishop

Test pit with water table eventually rising to 8 inches of surface. Organic layer full depth to 25 inches.  
Fresh earth smell.



Dominant vegetation includes Sitka Spruce (*Picea sitchensis*) and Field Horsetail (*Equisetum arvense*).



PHOTO POINT  
PHOTO DOCUMENTATION FORM

Project/Site: Lots 88 & 89 Bay View Subdivision  
Applicant/Owner: Freeman Holdings of Arkansas

Date July: 24, 2018  
Investigator: John Bishop

Photo Point 1: View looking west from east test pits. Beluga Lake to right and background.



Photo Point 2: View looking northwest along eastern property boundary at Test Pits 1 and 2. Beluga Lake in background.







# Planning Staff Annotated Site Plan



**Total Impervious = 13,300**

**39% of the lot area has impervious coverage**  
**Total floor area = 11% of the lot area**

**9 Cabins = 3,600 sq. ft. (total building/floor area)**  
**parking/drive = 8,700 sq. ft.**  
**walkways/fuel tank est. = 1,000 sq. ft.**







# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

### Staff Report 18-47

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner AICP  
DATE: August 1, 2018  
SUBJECT: Bay View Subdivision 2018 Preliminary Plat

**Requested Action:** Elimination of a shared common lot line between two lots.

### General Information:

Applicants:	Ability Surveys Gary Nelson, PLS 152 Dehel Ave Homer, AK 99603	Freeman Holdings of Arkansas LLC 16221 Foster Street Overland Park, KS 66085
Location:	1358 & 1344 Lakeshore Drive (approximately 220' west of Landings Street on Lakeshore Drive)	
Parcel ID:	17918107, 17918108	
Size of Existing Lot(s):	0.38 and 0.39 acres	
Size of Proposed Lots(s):	0.775 total acres	
Zoning Designation:	General Commercial 1 District	
Existing Land Use:	Vacant	
Surrounding Land Use:	North: Beluga Lake South: Commercial/storage East: Vacant/multi-family West: floatplane facility	
Comprehensive Plan:	GC1/Residential Appendix B: allow residential uses, encourage water dependent uses along Beluga Lake, and encourage small commercial enterprises on Lakeshore Drive. (Page B5)	
Wetland Status:	Wetlands may be present along shoreline.	
Flood Plain Status:	A zone, elevation not defined.	
BCWPD:	Not within the Bridge Creek Watershed Protection District.	
Utilities:	City water and sewer are available	
Public Notice:	Notice was sent to 54 property owners of 49 parcels as shown on the KPB tax assessor rolls.	

**Analysis:** This subdivision is within the General Commercial 1 District. This plat proposes to combine two lots of near equal size into one larger lot.

**Homer City Code 22.10.051 Easements and rights-of-way**

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements. No additional easements are needed.

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

**Staff Response:** The plat meets these requirements. No additional easements are needed.

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

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

**Staff Response:** The plat meets these requirements.

- B. North point;

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

- D. A vicinity map, drawn to scale showing location of proposed subdivision, north arrow if different from plat orientation, township and range, section lines, roads, political

boundaries and prominent natural and manmade features, such as shorelines or streams;

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat does not meet these requirements. Add a plat note about the flood plain: "Beluga Lake is subject to a 1-percent-annual-chance floodplain as identified by the FEMA Flood Insurance Study 02122CV001B, dated October 20, 2016. Property owner should contact the City of Homer prior to any development activity."

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

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



**Staff Response:** The plat meets these requirements. No road dedication.

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

**Staff Response:** The plat meets these requirements. Slopes of 20 percent are not present.

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

**Staff Response:** The plat meets these requirements.

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

**Staff Response:** The plat meets these requirements.

**Public Works Comments:** Please advise the property owner that an installation agreement will need to be in place- one set of water and sewer services will need to be abandoned.

**Fire Department Comments:** No comments received.

**Staff Recommendation:**

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

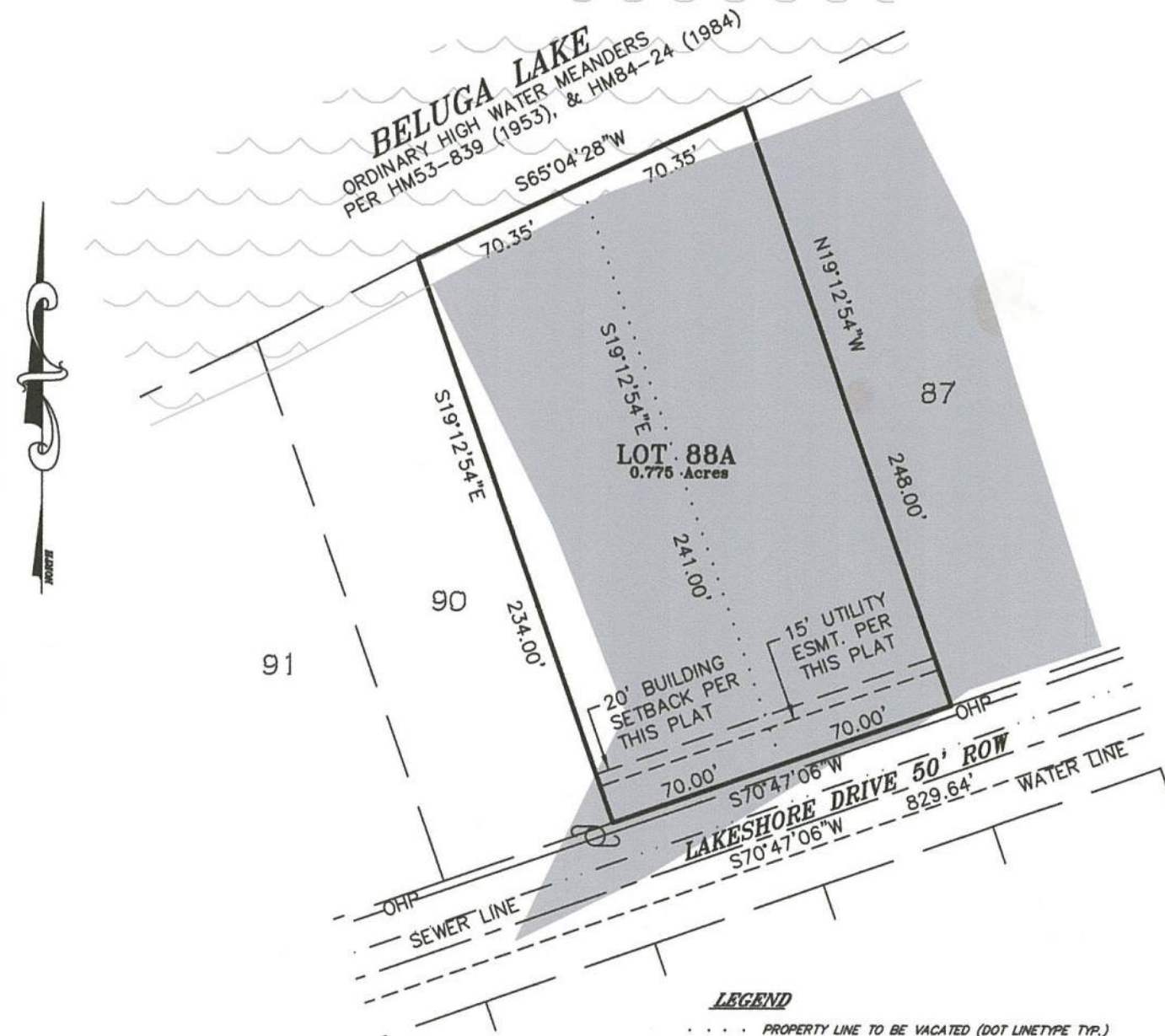
1. Add a plat note about the flood plain: "Beluga Lake is subject to a 1-percent-annual-chance floodplain as identified by the FEMA Flood Insurance Study 02122CV001B, dated October 20, 2016. Property owner should contact the City of Homer prior to any development activity."

**Attachments:**

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

### NOTES

1. NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR PLACED WITHIN AN EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.
2. LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO HOMER MUNICIPAL CODE REQUIREMENTS.
3. THIS REPLAT ONLY VACATES THE COMMON LOT LINE BETWEEN LOTS 88 AND 89 AS SHOWN ON BAY VIEW SUBDIVISION (HM839), THEREBY CREATING LOT 88A.
4. NO SURVEY WAS PERFORMED FOR THIS REPLAT. MONUMENTS AND DIMENSIONS ARE SHOWN BASED ON THE PARENT PLAT.
5. GREY SHADING REPRESENTS DISCHARGE SLOPE WETLANDS PER KENAI WATERSHED FORUM AS DEPICTED ON KENAI PENINSULA BOROUGH GIS.
6. THERE ARE NO SLOPES OVER 20%.
7. PROPERTY OWNER SHOULD CONTACT THE ARMY CORPS OF ENGINEERS PRIOR TO ANY ON-SITE DEVELOPMENT OF CONSTRUCTION ACTIVITY TO OBTAIN THE MOST CURRENT WETLAND DESIGNATION (IF ANY). PROPERTY OWNERS ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE AND FEDERAL PERMITS.
8. NO DIRECT ACCESS TO STATE MAINTAINED R.O.W. PERMITTED UNLESS APPROVED BY STATE OF ALASKA DEPARTMENT OF TRANSPORTATION.



### CERTIFICATE OF OWNERSHIP

I hereby certify that Freeman Holdings of Arkansas LLC is the owner of the real property shown and described hereon, and that Freeman Holdings of Arkansas LLC hereby adopts this plan of subdivision, and by its free consent grant all easements to the use shown.

FOR FREEMAN HOLDINGS OF ARKANSAS LLC  
16221 FOSTER ST  
OVERLAND PARK, KS 66085

### NOTARY'S ACKNOWLEDGMENT

For  
Acknowledged before me this \_\_\_\_ day of \_\_\_\_\_ 2018.  
Notary public for Alaska My Commission Expires

# RECEIVED

JUL 02 2018

CITY OF HOMER  
PLANNING/ZONING

### PLAT APPROVAL

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

BY \_\_\_\_\_  
Authorized Official

### WASTEWATER DISPOSAL:

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

VICINITY MAP SCALE: 1" = 1 MILE	
T6S, R13W	
DATE	6/29/2018
SCALE	1"=40' on 18"X 24"
JOB No.	5043
DRAWING	5043
<b>BAY VIEW SUBDIVISION 2018</b>	
ELIMINATION OF COMMON LOT LINE BETWEEN LOTS 88 & 89, WITHIN BAY VIEW SUBD. SITUATE IN THE NE1/4 SW1/4 SEC 21, T6S, R13W, S.M., CITY OF HOMER, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, HOMER RECORDING DISTRICT, STATE OF ALASKA, CONTAINING 0.775 ACRES	
OWNER: FREEMAN HOLDINGS OF ARKANSAS LLC 16221 FOSTER ST OVERLAND PARK, KS 66085	
<b>ABILITY SURVEYS</b> GARY D. NELSON, P.L.S. (907)235-8440 152 DEHEL AVE., HOMER, ALASKA	

PLAT #	
Rec Dist	
Date	20
Time	M

KPB FILE No. 2018-



**ABILITY SURVEYS**  
**MEASURING MAPPING & REPORTING ON ALASKA'S**  
**INFRASTRUCTURE SINCE 1976**

152 Dehel Ave. Homer, AK 99603  
email; [gary@abilitysurveys.com](mailto:gary@abilitysurveys.com)

July 2, 2018

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

Re: Preliminary Plat Submittal of Bay View Subdivision 2018.

Enclosed herewith for preliminary plat submittal please find:

- One full sized paper copy of the preliminary plat.
- One reduced to 11"X 17" copy of the preliminary plat.
- Check number 4221 in the amount of \$200.

The owners would like to eliminate the common lot line between their two parcels.

Thank you for your assistance in this endeavor.

Alina Rykaczewski



**RECEIVED**

JUL 02 2018

**CITY OF HOMER**  
**PLANNING/ZONING**





## NOTICE OF SUBDIVISION

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

Proposed subdivision under consideration is described as follows:

### **Bay View Subdivision 2018 Preliminary Plat**

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

A public meeting will be held by the Homer Advisory Planning Commission on Wednesday, August 01, 2018 at 6:30 p.m. at Homer City Hall, Cowles Council Chambers, 491 East Pioneer Avenue, Homer, Alaska.

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

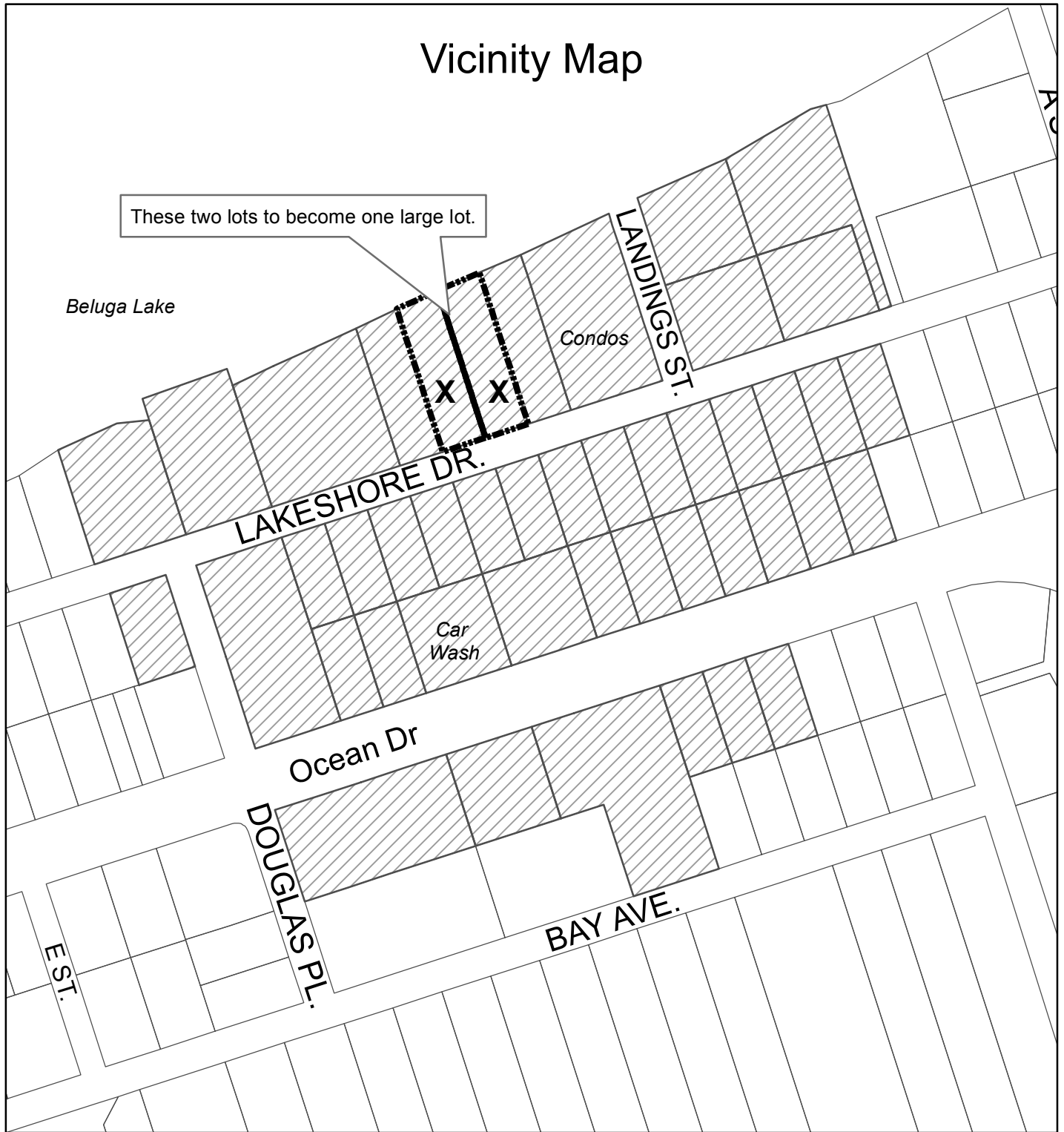
The complete proposal is available for review at the City of Homer Planning and Zoning Office located at Homer City Hall. For additional information, please contact Travis Brown in the Planning and Zoning Office, 235-3106.

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

.....

**VICINITY MAP ON REVERSE**

# Vicinity Map

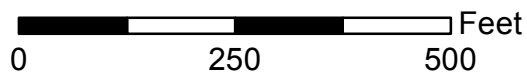


City of Homer  
Planning and Zoning Department

July 16, 2018

## Bay View Subdivision 2018 Preliminary Plat

Marked Lots are w/in 500 feet  
and property owners notified.

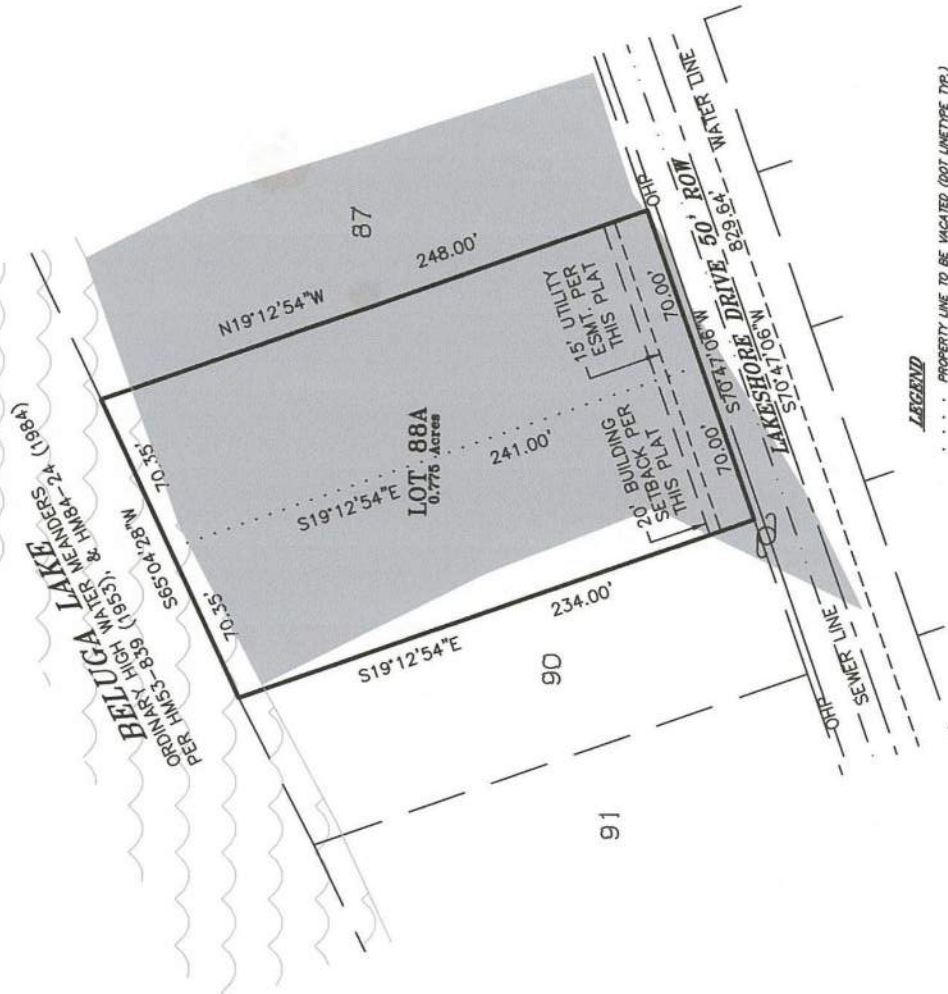


**Disclaimer:**  
It is expressly understood the City of Homer, its council, board, departments, employees and agents are not responsible for any errors or omissions contained herein, or deductions, interpretations or conclusions drawn therefrom.

# NOTES

1. NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR PLACED WITHIN AN EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.
2. LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO HOMER MUNICIPAL CODE REQUIREMENTS.
3. THIS REPLAT ONLY VACATES THE COMMON LOT LINE BETWEEN LOTS 88 AND 89 AS SHOWN ON BAY VIEW SUBDIVISION (HMB39), THEREBY CREATING LOT 88A.
4. NO SURVEY WAS PERFORMED FOR THIS REPLAT. MONUMENTS AND DIMENSIONS ARE SHOWN BASED ON THE PARENT PLAT.
5. GREY SHADING REPRESENTS DISCHARGE SLOPE WETLANDS PER KENAI WATERSHED FORUM AS DEPICTED ON KENAI PENINSULA BOROUGH GIS.
6. THERE ARE NO SLOPES OVER 20%.
7. PROPERTY OWNER SHOULD CONTACT THE ARMY CORPS OF ENGINEERS PRIOR TO ANY ON-SITE DEVELOPMENT OF CONSTRUCTION ACTIVITY TO OBTAIN THE MOST CURRENT WETLAND DESIGNATION (IF ANY). PROPERTY OWNERS ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE AND FEDERAL PERMITS.
8. NO DIRECT ACCESS TO STATE MAINTAINED R.O.W. PERMITTED UNLESS APPROVED BY STATE OF ALASKA DEPARTMENT OF TRANSPORTATION.

BETUGA LAKE



## LEGEND

... PROPERTY LINE TO BE VACATED (DOT LINETYPE THP.)

## CERTIFICATE OF OWNERSHIP

I hereby certify that Freeman Holdings of Arkansas LLC is the owner of the real property shown and described hereon, and that Freeman Holdings of Arkansas LLC hereby adopts this plan of subdivision, and by it's free consent grant all easements to the use shown.

FOR FREEMAN HOLDINGS OF ARKANSAS LLC  
16221 FOSTER ST  
OVERLAND PARK, KS 66085

## NOTARY'S ACKNOWLEDGMENT

For Acknowledged before me this \_\_\_ day of \_\_\_ 2018.  
Notary public for Alaska My Commission Expires \_\_\_

RECEIVED

JUL 02 2018

CITY OF HOMER  
PLANNING/ZONING

## PLAT APPROVAL

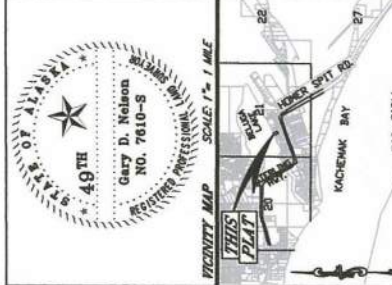
This plat was approved by the Kenai Peninsula Borough Planning Commission at the meeting of \_\_\_  
KENAI PENINSULA BOROUGH

BY \_\_\_  
Authorized Official

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

PLAT #	
Rec Dist	20
Date	
Time	M

KPB FILE No. 2018-



DATE 6/29/2018  
SCALE 1"=40' OR 18"=24"  
JOB No. 5043  
DRAWING 5043

## BAY VIEW 2018

ELIMINATION OF COMMON LOT LINE BETWEEN LOTS 88 & 89, WITHIN BAY VIEW SUBD. SITUATE IN THE NE1/4 SW1/4 SEC 21, T8S, R13W, S.M., CITY OF HOMER, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, HOMER RECORDING DISTRICT, STATE OF ALASKA, CONTAINING 0.775 ACRES

OWNER:  
FREEMAN HOLDINGS OF ARKANSAS LLC  
16221 FOSTER ST  
OVERLAND PARK, KS 66085  
ABILEE SURVEYS  
GARY D. NELSON, P.L.S.  
(907)236-8440  
1520 DEVEL AVE., HOMER, ALASKA





# Aerial Map

Beluga Lake

These two lots to become one large lot.

Condos

LANDINGS ST.

LAKESHORE DR.

Car Wash

Ocean Dr



City of Homer  
Planning and Zoning Department

July 16, 2018

## Bay View Subdivision 2018 Preliminary Plat

0 125 250 Feet



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





## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

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[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

# Memorandum

TO: Mayor Zak and Homer City Council

FROM: Katie Koester, City Manager

DATE: July 18, 2018

SUBJECT: July 23 City Manager's Report

---

### Citizen Comment Card Summary

The City is continuing with the comment card feedback program that Mayor Zak initiated. No cards came in for the 1<sup>st</sup> quarter of 2018. Of the eight comment cards received in the 2<sup>nd</sup> quarter, three were compliments. One for the library and its “awesome” services; two for City staff members, Angie Kalugin at the front desk and Matt Steffy in parks maintenance for their great service.

Three concerns were raised. Two had to do with State-maintained roads – the poor condition of East Hill Road and the need for a safe pedestrian crossing at the Ocean Shores Boardwalk area on the Homer Spit Road. The first concern was referred to DOT's area maintenance staff; the second is being worked on by Port & Harbor staff in coordination with DOT. The third concern a resident voiced was about the level of cleanliness in the Library's public restroom. Ann Dixon followed up with the patron and explained the extensive demands on janitorial services in a highly used public facility such as the Library. See attached comment card summary.

### Department Activity Stats

The attached spreadsheet is an attempt to provide Council and the public with a snapshot of department activity. In the past, you were given reports from various departments in your inbox that had varying levels of information, detail and comparative analysis. The attached spreadsheet takes one or two statistics from each department that can be used as a barometer for activity. It also compares them to the same time period in the previous year for frame of reference. Many of the numbers are too small to be statistically relevant, so I caution drawing too many conclusions from the data. Nevertheless, it is an interesting snapshot. For example – campground fee collection is up which means that the increase in campground fees approved by Council last year were prudent and did not drive away customers. Crane hours at the dock are down, which speaks to the health of fishing returns in the area. I plan on including this report on a regular basis in the City Manager's report. Please let me know if there are additional stats that you feel like would be useful (and I will let you know how easy –or not – they are to track!). We are still working on metrics for a few departments that provide a reasonable snapshot of activity, so expect this list to grow as staff figures out the best way to use it as a reporting tool.



### **Moose Habitat Exemption**

Kachemak Moose Habitat has requested tax exemption from 3 parcels acquired for the preservation of moose habitat. In the past, City Council has exempted the properties by resolution. However, HCC 9.04.046(c) states that “The Borough Assessor’s determination of whether property in the City qualifies for the Borough exemption under KPBC 5.12.100 shall be determinative of whether the property qualifies for the exemption under this subsection.” According to the Borough, all three properties qualify for the exemption. I have notified the Kachemak Moose Habitat in the attached letter.

### **Inspection of Homer Spit Road**

Public Works Director Meyer accompanied Army Corps and ADOT maintenance staff during their annual inspection of the rip-rap along the west side of the Spit.

A formal inspection report will be completed by the Corps, but based on the inspectors comments during the walk, all phases of the riprap installation appear to be in good condition. There are issues of pavement undermining that occurs during wind driven storms at high tides, but the protection of the Spit from serious erosion is being prevented and should continue with little remediation of the existing erosion control improvements.

### **Financing for the Police Station**

Based on the cash flow analysis provided by Public Works Director Meyer, the City has enough funds on hand to get us through to next June without drawing down on the \$5 million bond. As a side note, we expect around \$148,000 to come in for 2018 Community Assistance from the state in September. This revenue will be formally accepted and appropriated by City Council when it is received in fall, however it has been considered as part of the \$2.5 million in available City funds.

Finance Director Walton and I have been researching financing options for the bond, which are detailed below.

#### **Alaska Municipal Bond Bank Authority (AMBBA or ‘the Bond Bank’)**

The Alaska Bond Bank is the obvious option, as they are a corporation of the State of Alaska with the mission of saving borrowers money by selling bonds on the national market and using the proceeds to purchase bonds from authorized borrower (AMBBA Annual Report p. 2). This means small municipalities benefit from the credit rating of the State of Alaska and the legal and financial expertise of the Bond Bank. I have included the first few pages of the Alaska Bond Bank Annual report as an attachment. The full report can be viewed at

[http://treasury.dor.alaska.gov/Portals/1/docs/AMBBA\\_AnnualReport\\_FY2017\\_FINAL.pdf](http://treasury.dor.alaska.gov/Portals/1/docs/AMBBA_AnnualReport_FY2017_FINAL.pdf)

The Bond Bank will make a loan at a fixed interest rate (for each maturity, year 1 to 20). The loan probably would not be subject to prepayment during its first 10 years. The interest rate estimates City Council based their decision on were from pro forma debt service schedules using conservative estimates for market rates 1 year out. The City of Homer most recently went through AMBBA for the bond for Homer Harbor improvements.

#### **Issuing our Own Bonds**

I have been asked why the City of Homer does not issue its own bonds and allow local investors to take advantage of investing in their community. As you know, Kachemak City did just this in 2012 to finance \$500,000 of their \$700,000 natural gas mainline distribution project. I talked with experienced investor and former Mayor of Kachemak City, Phil Morris to get some perspective on how they achieved this. Working with the Homer Foundation, they formed a limited liability corporation (LLC) and sold shares at \$50,000 each making each purchaser a partner in the LLC partnership created. Kachemak City guaranteed investors a rate of return for 2 years, then the investment would be

callable and could be paid off in full. Because Kachemak City had a percentage of the project cost in hand, they knew they could make the first payments. Also, because they knew many property owners would pay off in full as soon as the assessment was due, they could expect a large influx of cash within the first two years to pay off the investors. The City also paid all the expenses associated with setting up the LLC and annual fees (with generous help from experienced local experts). I see two challenges with this approach.

1. Getting enough local investors to finance \$5,000,000. It is unlikely there is that much available cash on hand in the community (not that we do not have very wealthy people in our midst, but that it is tied up in other investments). For example, we would have to find 100 investors at \$50,000 a share. That is a lot of advertising to attract investors and records to keep track of. After the initial interest is generated, this could be contracted out, but at an expense. Each financial mechanism has a fixed amount of paperwork, overhead, legal requirements and fees – so you would want to pick one and stick with it rather than break the \$5 million up into two separate financing mechanisms.
2. Liability/responsibility. According to Bond Attorney Klinkner, if the City were to sell its bonds to local investors, the City (and its officials) would assume significant responsibilities and liabilities as an issuer of securities. Although the City's bonds would be exempt from registration under federal and state securities laws, the City as issuer would be subject to the anti-fraud provisions of federal and state securities law, which impose significant penalties and liability for material misstatements in offering materials and the like. There are also ongoing reporting and disclosure requirements that the City is unfamiliar with we would have to stay on top of. The City assumes the same liability in dealing with the Bond Bank, but at least is dealing with an investor that is experienced and sophisticated. Apart from this liability, the City would assume administrative responsibilities for the bond issue (or would need to delegate those responsibilities), such as maintaining a register of bond ownership, recording transfers of ownership, and making payments of principal and interest to the bond owners. The City also would need to determine the terms on which it would offer the bonds, and probably would need professional advice in doing so. The Bond Bank provides that advice without charge.

### **Financing Through a Private Bank**

The City of Homer banks with Wells Fargo, who has been following the Police Station with great interest. If Council decides to entertain a private lender, we would need to issue a request for proposal to assure that the City is getting the best terms available.

From talking with the City's bond attorney who has recent experience in this regard, Wells Fargo offers tax-exempt loans with a variable interest rate based on LIBOR (London interbank offered rate, a common commercial interest rate benchmark.) Their interest rate also may be subject to adjustment based on factors affecting their cost of funds (for example, changes in regulatory capital requirements or changes in the federal corporate tax rate). Thus, the cost of the loan cannot be determined at the outset, and may change substantially. They typically restrict prepayment, at least for a specified period, either by prohibiting it or subjecting it to a substantial penalty. Of course any term sheet would be studied carefully in order to fully understand the process, risks, and cost to the City.

### **In Conclusion**

After surveying the different options, I believe the Alaska Municipal Bond Bank is the safest and most cost effective option for the City of Homer. They operate with a moral obligation from the State of

Alaska to issue bonds at the best interest rate for municipal borrowers. And municipal borrowers, including the City of Homer, have a long history of working with them on public projects. I am also cognizant of the lack of experience staff has (myself included) in some of the more outside the box options presented which also makes me uncomfortable managing the ups and downs a project like this will inevitably present. However, I understand Council may need to understand the options better before making a recommendation. Authority to enter into any bond agreement would need to be issued by City Council by ordinance and we have plenty of time to discuss alternate options. Please let me know how in-depth you would like to analyze the topic and I will schedule a worksession and work to get guest speakers with more expertise than I have. Mostly I wanted to provide this somewhat detailed overview to ensure the Council that staff is looking at all options and collect questions that members have well in advance of needing authorizing legislation.

### **Update on Greatland Construction**

Work on the Greatland Street Extension project started last week. Public Works expects that the new road will be open to traffic soon after Labor Day. Clearing of the right-of-way corridor is the first major activity (should be complete as you read this); followed by excavation, water/sewer/storm drain construction and then gravel import/paving. ACS is taking the opportunity to bury its overhead line along Greatland and remove the existing poles along the east side.

The existing access to Save-U-More will be maintained during construction, but some inconvenience will occur during haul out of unusable excavation and import of gravel. Generally, trucks will leave the site to the south (making right turns onto the Sterling Highway). On street parking in front of Save-U-More will be limited during some phases of the work. Trucks will enter the work area from Pioneer Avenue. Access to businesses at the north end of the project will be maintained (with some access interruption during excavation/paving and curb/gutter installation activities).

For safety reasons, pedestrian movement up and down the Greatland Street trail through the work area will be interrupted during construction. When the project is complete, sidewalks will exist on both sides of Greatland.

#### **Milestone Completion Schedule:**

Clearing and Grubbing	July 16-24
Road Excavation	July 25-August 3
Water/Sewer/Storm Drain	August 6-17
Gravel Import	August 20-25
Curb/Gutter	August 27-31
Paving	September 4-7

### **Parks in Quiet Creek Subdivision**

The developer of Quiet Creek Subdivision has proposed placing four tracts of land in City ownership to be preserved as park land. The tracts are critical to maintaining drainage in area and not very developable for recreation. A key piece of the arrangement will be a management plan for the Parks that sets the expectation that the space is to be preserved in its natural state primarily for green space and not add another maintenance burden to the Parks Division. The attached memo for Deputy City Planner Engebretsen details the proposed plan and next steps nicely.

Enc:  
July Employee Anniversaries  
Comment Card Summary  
Department Activity Stats  
Letter to Kachemak Moose Habitat  
Cash flow analysis for Police Station  
Excerpt from AMBBA 2017 Annual Report  
Memo from Deputy Planner Engebretsen RE: Proposed Public Parks in Barnett South Slope Subdivision,  
Quiet Creek Park Addition  
2<sup>nd</sup> Quarter Financial Report







## City of Homer

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## Office of the City Manager

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(f) 907-235-3148

### Memorandum

TO: MAYOR ZAK AND CITY COUNCIL  
FROM: Katie Koester  
DATE: July 23, 2018  
SUBJECT: July Employee Anniversaries

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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.

<b>John Wythe,</b>	<b>Public Works</b>	<b>27</b>	<b>Years</b>
<b>Brian McCarthy,</b>	<b>Port</b>	<b>19</b>	<b>Years</b>
<b>Lori Sorrows,</b>	<b>Finance</b>	<b>19</b>	<b>Years</b>
<b>Dan Olsen,</b>	<b>Public Works</b>	<b>17</b>	<b>Years</b>
<b>Julie Engebretsen,</b>	<b>Planning</b>	<b>16</b>	<b>Years</b>
<b>Ed Stading,</b>	<b>Police</b>	<b>13</b>	<b>Years</b>
<b>Rick Abboud,</b>	<b>Planning</b>	<b>10</b>	<b>Years</b>
<b>Dave Welty,</b>	<b>Public Works</b>	<b>10</b>	<b>Years</b>
<b>David Bernard,</b>	<b>Library</b>	<b>7</b>	<b>Years</b>
<b>Jason Hoffman,</b>	<b>Public Works</b>	<b>3</b>	<b>Years</b>



## Customer Feedback Quarterly Report 1st and 2nd Quarter, 2018

### Customer Feedback Quarterly Report 1st Q 2018 - No comment cards received

DATE	TYPE	CUST COMMENT	Response
Mar-28	<b>Suggestion</b>	Trade DVD titles with Kenai Library to keep collection fresh for patrons.	Ann Dixon spoke with patron. Staff time involved with exchanging DVD's with Kenai (since we are not on a shared system) would be prohibitive. Suggestions for patron: Library adds 10-12 DVDs a week. Encouraged patron to give Library suggestions for new titles. DVD's are in heavy circulation so encouraged patron to use the library's "hold" system to be able to obtain the movies most frequently checked out -- DVDs he may not see on the shelf since they are in circulation.
Apr-5	<b>Compliment</b>	I love the library, the services are awesome.	
May-10	<b>Concern</b>	East Hill Road is falling apart from midway up to Skyview. Dangerous!	Comms Coord connected citizen with the area's DOT representative.
May-11	<b>Suggestion</b>	Can the City not send gas bills out in a fishing town during fishing season?	Not able to follow up with customer as no contact information was provided.
Jun-6	<b>Compliment</b>	Always great customer service at the front counter at City Hall. Thanks!	Comms Coord shared comment with Angie Kalugin and City Manager.
Jun-8	<b>Concern</b>	Homer Shores boardwalk would like to see a cross walk as a lot of people and kids cross the Spit Road there to use bike path. Drivers need a tall sign to watch for pedestrians	Harbormaster Hawkins followed up with customer. He's had the conversation about installing another pedestrian zone marker in the middle of the road with the owner of the boardwalk last year, but DOT has to approve a crosswalk. So far DOT & City had opted for mid-road markers since pedestrians generally cross where ever they desire regardless of cross walks. We're checking back in with DOT to see about trying to get the plan changed.
Jun-22	<b>Concern</b>	Level of bathroom cleanliness in Homer Public Library is inadequate, both as a patron using the library and as a resident wanting visitors to have a favorable impression of Homer.	Ann Dixon spoke with Building Maintenance and then contacted the customer to let her know we heard her concern. Customer was more sympathetic when she learned the size of Homer's janitorial staff and agreed that two hours is not enough time to keep a building this size with this much traffic clean.
Jun-28	<b>Compliment</b>	Commend the job Matt Steffy is doing. Very communicative and helpful; great City Campground brochure he delivered to the Chamber for distribution. Great to work with him.	Comms Coord forwarded comments to Public Works Director, Matt Steffy and City Manager.





Department Activity	Jan 2017- June 2017	Jan. 2018 - June 2018
<b>Police</b>		
Arrests charges	213	232
Citations	318	267
Jail Bookings	214	202
Jail Days Served	376	298
<b>Animal Shelter</b>		
Strays turn ins from inside City limits	72	53
Strays turn ins from outside City limits	9	37
<b>Library</b>		
Circulation	88,918	86,750
<b>Port</b>		
Seasonal Parking Pass Revenues	\$17,730	\$21,749
Crane hours	926.6	796.1
Stall wait list	173	197
Load and Launch revenues	68,558	65,404
<b>Planning</b>		
Zoning Permits issued	21	29
Plats reviewed	13	15
Conditional Use Permits	3	7
<b>Public Works</b>		
Sewer treated ( per million gallons)	24.82	22.52
Water & Sewer Permits	23	25
Preventive maintenance & repair orders	2378	2606
Campground fees collected	\$65,932	\$71,789
<b>Clerks</b>		
Number of public meetings	117	85
<b>Community Recreation</b>		
Participants	1,297	1,217



koester koester





Map Legend		Local County Data				Area
150	L t	L	K	ir	ir	ir

## Katie Koester

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**From:** Carey Meyer  
**Sent:** Thursday, May 24, 2018 4:55 PM  
**To:** Katie Koester  
**Subject:** Cash Flow - New Police Station

### Cash Flow associated with design/construction of New Police Station

Assume design start July 1, 2018 – total design cost = \$525,000; total construction = \$6,600,000

#### Design

July	\$ 0
August	\$ 105,000
September	\$ 80,000
October	\$ 70,000
November	\$ 65,000
December	\$ 55,000
January	\$ 50,000
February	\$ 50,000
March	<u>\$ 50,000</u>
	\$525,000

#### Construction

April	\$ 350,000
May	\$ 550,000
June	\$1,100,000
July	\$1,100,000
August	\$1,100,000
September	\$1,100,000
October	\$ 800,000
November	<u>\$ 500,000</u>
	\$6,600,000

#### Carey S. Meyer, P.E., MPA

Public Works Director/City Engineer  
City of Homer, Alaska  
3575 Heath Street  
Homer, AK 99603  
[cmeyer@ci.homer.ak.us](mailto:cmeyer@ci.homer.ak.us)  
(p) 907-435-3124  
(f) 907-235-3145  
(c) 907-399-7232





# 2017 | ANNUAL REPORT





Dear Fellow Alaskans:

On behalf of the entire Board of Directors, I am pleased to report that the Alaska Municipal Bond Bank Authority (Bond Bank) completed another year of exceptional support to authorized borrowers within the State of Alaska during Fiscal Year 2017. Here are a few accomplishments we are particularly proud of:

- The Bond Bank is estimated to have saved \$41.2 million for authorized borrowers;
- The Bond Bank issued \$255.0 million in bonds, which resulted in approximately \$280.7 million in loans to communities, and a Regional Health Organization for refinancing loans or funding new projects;
- The Bond Bank entered into 27 loan agreements;
- Funded projects include health care facilities, ports, harbors, roads, and public services;
- The second Regional Health Organization loan of \$100.7 million was made, representing the largest single loan issued by the Bond Bank since inception

These 2017 results were developed by utilizing the Bond Bank's authority to capitalize on the financial strength of the State of Alaska to achieve high credit ratings, combining our authorized borrower bond issuances into larger more economic offerings, negotiating lower costs to issue bonds, and taking advantage of the favorable interest rate environment over the last year.

The Bond Bank generates funding by selling bonds on the national market, and using the proceeds to purchase bonds from authorized borrowers. For 42 years, the Bond Bank has provided a lower cost alternative for aiding political subdivisions within the State in financing capital improvement projects.

We find that many borrowers rely on the Bond Bank due to a lack of familiarity with the financial markets, while others are driven by the goal of seeking the lowest possible cost for their bonds. In providing this lower cost alternative, the savings achieved by the borrowing communities has directly reduced local taxpayer burden. The State of Alaska also benefits as when communities borrow through the Bond Bank at lower interest rates, the State of Alaska pays lower reimbursements rates for qualifying projects such as schools, transportation projects, and health care facilities.

We hope you share our pride in the Bond Bank's accomplishments during fiscal year 2017 and we look forward to helping serve all authorized Alaskan borrowers that seek our expertise and assistance in the future.

In accordance with Alaska Statute 44.85.100, the Bond Bank respectfully submits the attached report for fiscal year 2017. Within you will find recent activities and the financial condition of the Bond Bank.

Sincerely,  
Luke Welles  
Chairperson



# The Alaska Municipal Bond Bank Authority

The Bond Bank is a public corporation of the State of Alaska created in 1975 with a mission of saving authorized borrowers money. The Bond Bank achieves this by selling bonds at interest rates lower than otherwise available, and by purchasing the borrowers' general obligation bonds, revenue bonds, or other obligations at the same rate.

The Bond Bank has a legal existence independent of and separate from the State of Alaska. Bonds issued by the Bond Bank are payable from pledged Bond Bank funds. (For more information please see Notes to Financial Statements, attached.)

The powers of the Bond Bank are vested in its Board of Directors. The membership of the Board consists of five directors representing both the public and private sector. The three private sector Board members are appointed by the Governor and serve four-year terms. They are joined on the Board by the Commissioner of Revenue and the Commissioner of Commerce, Community & Economic Development (or their assigned representatives).

The Board of Directors operates in accordance with the Bond Bank Act (AS 44.85), its published regulations (15 AAC144) and its by-laws.

AS 44.85.180(c) was enacted in 1975 limiting the Bond Bank outstanding bonds at any time to \$150 million. This Statute has been periodically amended to raise the limit, and modify the definition of authorized borrowers. As of Fiscal Year 2017, the limit was \$1.7925 billion, comprised of \$1.5 billion in authority for authorized political subdivisions, \$87.5 million for the University of Alaska, and \$205 million for Regional Health Organizations.

Total Bond Bank bonds and notes outstanding as of June 30, 2017 was approximately \$1.19 billion. The limit on additional bond issuance as of June 30, 2017 was approximately \$604.9 million, of which \$543.3 million of authority is available for the main program, \$1.4 million is available specifically to the University of Alaska, and \$60.2 million is available to Regional Health Organizations.

## The Bond Bank has Funded Projects for the Following Authorized Borrowers:

City of Kaktovik	City of Kenai
City of Wasilla	Ketchikan Gateway Borough
City of King Cove	City of Palmer
Haines Borough	City of Seward
City of North Pole	Municipality of Skagway
City of Cordova	Northwest Arctic Borough
City of Adak	University of Alaska
Municipality of Anchorage	City of Whittier
City of Craig	City of Soldotna
Fairbanks North Star Borough	Kodiak Island Borough
Inter-Island Ferry Authority	City of Wrangell
City of Valdez	City of Ketchikan
City of Hoonah	City of Homer
Matanuska-Susitna Borough	Kenai Peninsula Borough
City of Saxman	City of Dillingham
City of Klawock	City & Borough of Sitka
City & Borough of Yakutat	Lake & Peninsula Borough
City of Kodiak	City & Borough of Juneau
City of Sand Point	City of Nome
City of Petersburg	City of Galena
Bristol Bay Borough	City of St. Paul
Aleutians East Borough	City of Fairbanks
City of Bethel	Tanana Chiefs Conference
City of Unalaska	Yukon-Kuskokwim Health Corporation

## An Idea That Works

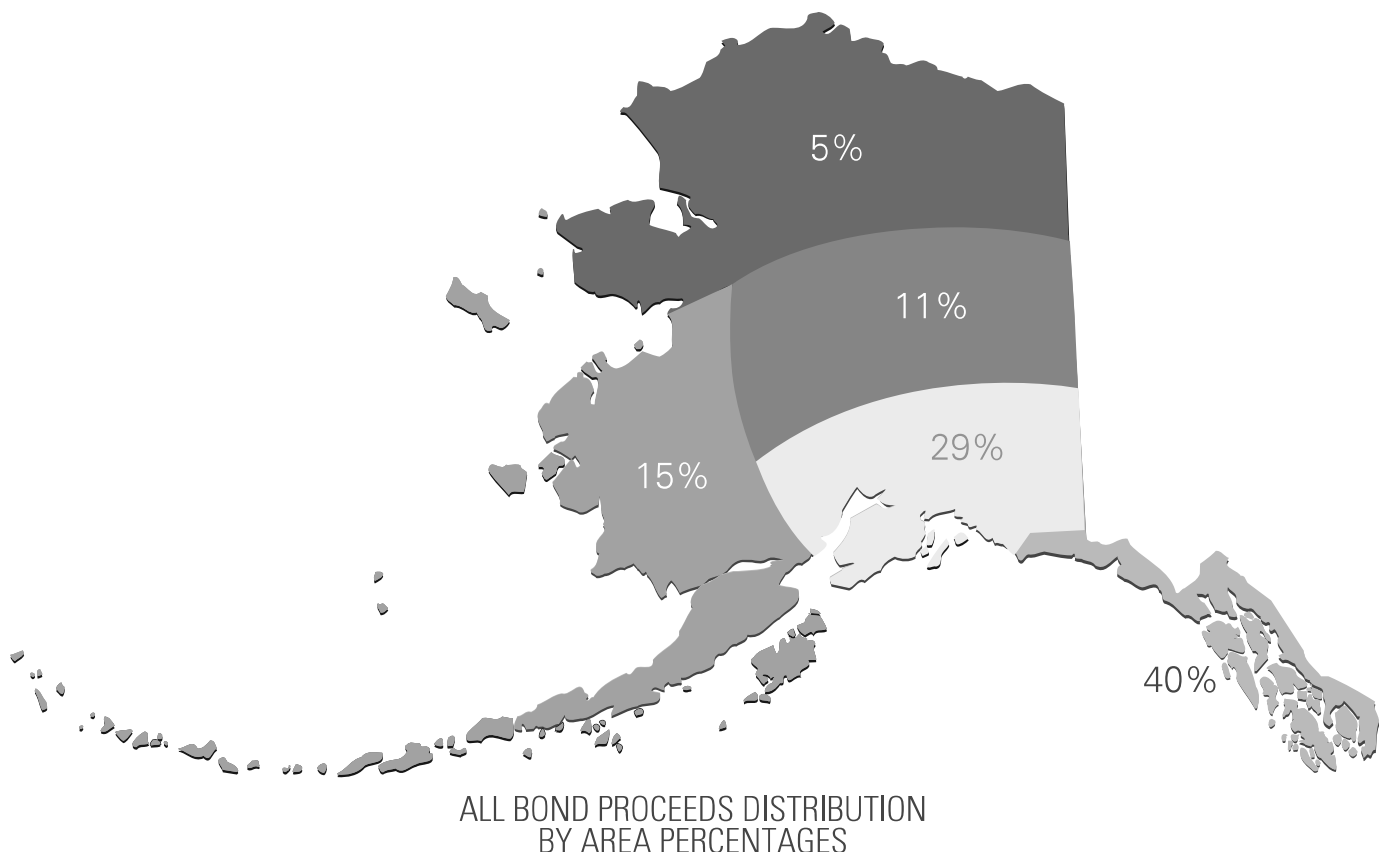
Alaska's investment in the Bond Bank is realized in reduced payments in State funded municipal programs as well as lower local tax requirements in Alaskan communities. The State manages reimbursement programs for school projects through the Alaska Department of Education and Early Development, certain other capital projects through the Alaska Department of Transportation, and provides State match to health care facilities' Medicare reimbursement rates. As communities are borrowing at lower interest rates through the Bond Bank the State of Alaska pays less money in reimbursements to the communities eligible for these programs.

Alaskan borrowers taking advantage of the Bond Bank program over the last 10 years have realized savings of over \$230 million. These borrowers may have low bond ratings, or although credit worthy have not issued bonds, have little outstanding debt, or lack investor familiarity. The Bond Bank has high credit ratings and frequently issues bonds and uses these attributes to meet the capital needs of authorized borrowers. The Bond Bank is efficient enough that some larger communities, that routinely issue their own bonds, find that the Bond Bank's services result in less expense, especially for small bond issues.

## Helping Alaskan Borrowers

The Bond Bank is organized to work with all authorized borrowers in funding their capital needs at the lowest cost. From the time a borrower contacts the Bond Bank, legal and financial professionals with extensive experience in Alaska financing begin working with managers to identify and develop the most advantageous financing program for the borrower.

The Bond Bank is able to reduce borrowers' costs of issuing bonds by including multiple borrowers in a bond issue for operational efficiency.



## Issuing Bonds

The Bond Bank issues primarily tax-exempt, but also taxable bonds. Purchasers of these bonds include bond mutual funds, institutional investors, insurance companies, and private individual investors. Purchasers of the Bond Bank's tax exempt bonds do not have to pay federal income taxes on the interest income received, and as a result, receive lower interest rates.

The Bond Bank adds to efficiency by pooling multiple bond issues into a single Bond Bank issue. This is accomplished by selling one larger Bond Bank bond issue to fund a number of smaller bond issues.

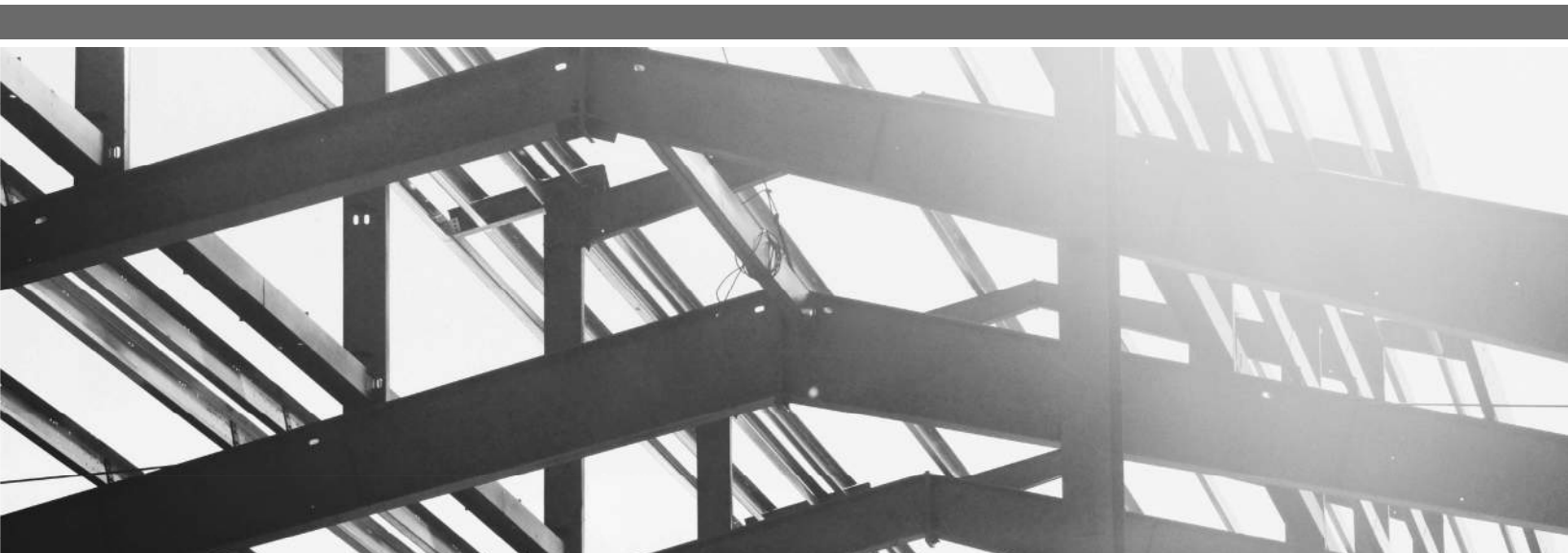
Bond issues of the Bond Bank are typically reviewed by at least two of the national rating agencies. The 2005 general obligation bond resolution is currently the active program of the Bond Bank, and is rated by both Fitch Ratings (Fitch), and Standard & Poor's Global Ratings (S&P). Fitch and S&P have assigned ratings of "AA-" (outlook stable) and "AA-" (negative outlook), respectively. Both of these ratings are considered "investment grade," and are just three notches off the best possible credit ratings. Maintenance of these high-grade ratings is crucial to achieving the mission of the Bond Bank, as it directly correlates to the ability to borrow money at lower interest rates.

An important reason for the Bond Bank's favorable bond rating and lower borrowing costs is that it secures its bonds with limited pledges of the State of Alaska. The Bond Bank's reserve funds are supported by the "moral obligation" of the State of Alaska. Then, starting in fiscal year 2010, the State has demonstrated the depth of this pledge by annually appropriating an unlimited amount in the operating budget to replenish Bond Bank reserves if there is a default. This appropriation is included in the Fiscal Year 2018 operating budget, as well as the Governor's proposed Fiscal Year 2019 budget.

The reserve funds are available to cure defaults, should they occur, and sized to an amount equal to 125% of average debt service over the life of all bond issues in the specific program. For the 2005 loan program there is flexibility to use any combination of bond bank assets, bond proceeds, or surety policies to satisfy reserve requirements. The balance in the pooled reserve is equivalent to many years of debt payments on even the largest of borrower loans.

## General Obligation Bonds

The majority of the Bond Bank's bonds have been issued to fund general obligation loans. Communities typically issue general obligation bonds to finance facilities that do not generate revenue, such as schools, roads, public safety and municipal buildings. Such bonds must be approved by the municipal voters in their respective communities.





## Revenue Bonds

The Bond Bank also funds loans for revenue bonds that are used to finance revenue-producing capital improvements such as utility or port facilities. Because they are not secured by a municipality's taxing power, such bonds do not normally require voter approval.

## 2005 Bond Indenture

In fiscal year 2006, the Bond Bank created the 2005 lending program that allows both general obligation and revenue bond loans, through the Bond Bank's issuance of general obligation bonds in the public marketplace. The ability to pool all general obligation and revenue bonds provides greater operational efficiency for the Bond Bank and provides additional flexibility and savings to communities. Other than certain lease backed and regional health organization obligations, all future lending is anticipated to flow through the 2005 program.

General obligation bonds issued by the Bond Bank, to purchase municipal general obligation and revenue bonds from communities issued through the 2005 bond indenture are secured by:

- ▶ For general obligation loans the full faith and credit of each respective community with no taxing limitation
- ▶ For revenue bond loans the revenues for the facility or enterprise being financed
- ▶ The Bond Bank's general obligation debt service reserve fund
- ▶ All unobligated Bond Bank assets
- ▶ The statutory right of the Bond Bank, in the event of default, to demand and receive any funds held by a state agency which are payable to the defaulting municipality
- ▶ The moral obligation of the State of Alaska to maintain the debt service reserves at their required levels
- ▶ The commitment to seek current-year State funding for reserve replenishment. This is currently funded in the State's FY2018 operating budget, and is included in the Governor's proposed operating budget for FY2019.

## 2010 Bond Indenture

During fiscal year 2011 the Bond Bank created the 2010 lending program. Currently, the only outstanding issues under the 2010 Bond Indenture are Series 2010 A-1 and Series 2010 A-2. The 2010 lending program has been reserved for certain lease backed obligations.

## CURRENT FINANCING SUMMARY

### AMBBA - FY2017 GENERAL OBLIGATION BOND ISSUES

*Saving Alaskans Over \$41.2 million in Financing Costs*

### **\$109,835,000 – 2016 SERIES THREE & FOUR**

*Generating \$123,134,425 of funding*

- **City & Borough of Juneau** – Renovations to the Capital Transit Maintenance Shop, and to refund bonds previously issued
- **City of Ketchikan** – Improvements to Harbor Facilities
- **Refinanced Bonds for Savings** – Aleutians East Borough, City of Bethel, City of Dillingham, Kenai Peninsula Borough, City of Kodiak, Kodiak Island Borough, City of Nome, Northwest Arctic Borough, City of Petersburg, City of Seward, City & Borough of Sitka, Municipality of Skagway, and the City of Wasilla

20 years (Varies by individual community): Overall Issuance True Interest Cost 2.82%

### **\$100,715,000 – SERIES 2017A**

- **Yukon-Kuskokwim Health Corporation (Regional Health Organization)** – Partially funded the Yukon-Kuskokwim Health Corporation's Dr. Paul John Callicarag Project (hospital renovation and a new primary care clinic in Bethel, Alaska)

30 years: True Interest Cost 4.21%

### **\$44,450,000 – 2017 SERIES ONE & TWO**

*Generating \$47,110,339 of funding*

- **Kenai Peninsula Borough** – Improvements to the Central Peninsula Landfill, and Improvements to South Peninsula Hospital and Homer Medical Center
- **City of Seward** – Road Improvements
- **City of Unalaska** – Improvements to Port
- **City of Whittier** – Improvements to Harbor Facilities
- **2017 Series One** - 20 years (Varies by individual community): True Interest Cost 2.86%
- **2017 Series Two (AMT)** – 25 years (Varies by individual community) True Interest Cost 3.95%

## 2016 General Obligation Bond Indenture

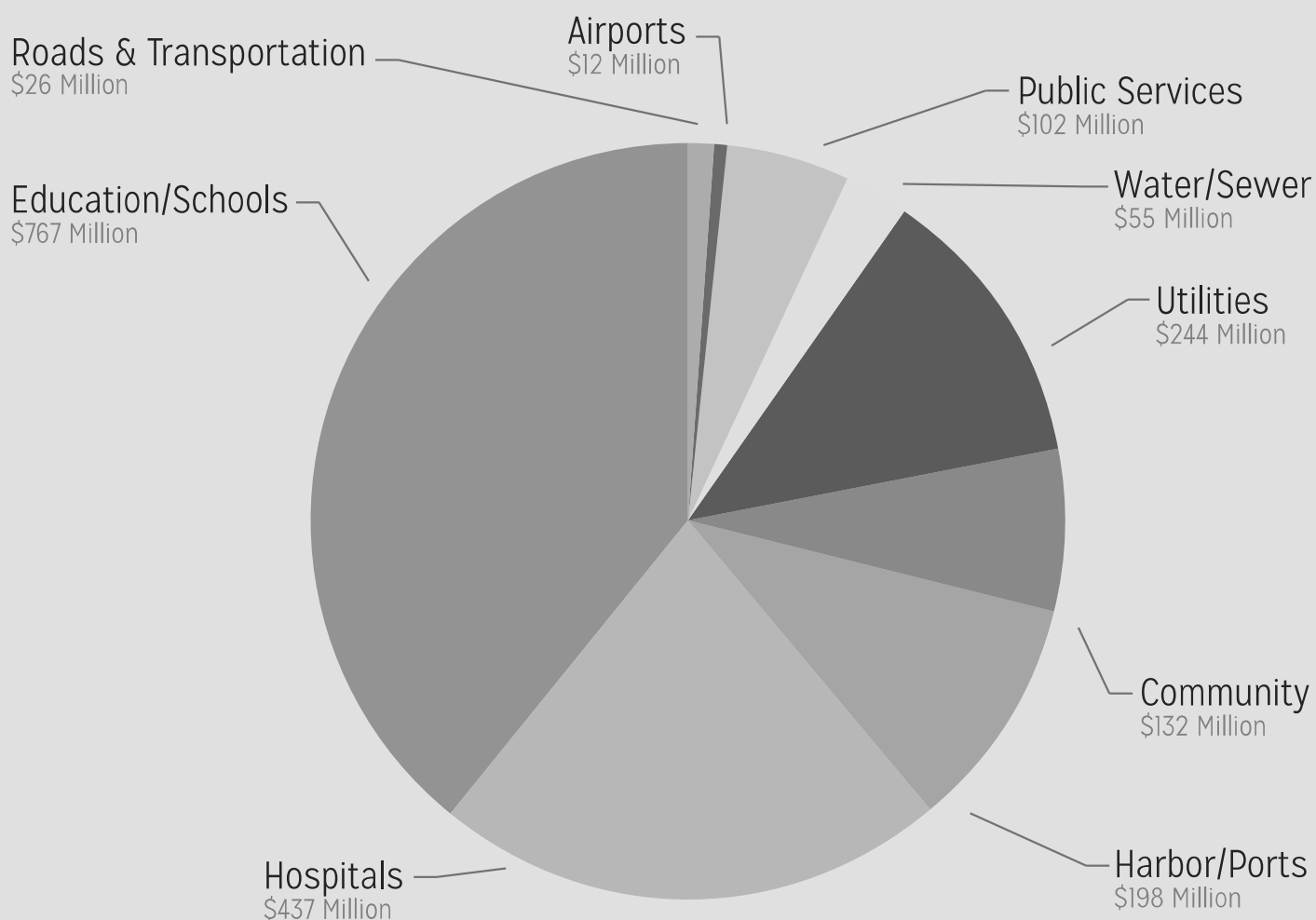
With the expansion of authority provided to the Bond Bank to lend to regional health organizations (RHO), the 2016 Bond Indenture was created in fiscal year 2016, and two loans have been completed to date. For RHOs to participate in a Bond Bank loan, there needs to be an anticipated financial benefit to the State of Alaska, and an increase in the regional quality of healthcare.

## Leveraging Alaska's Strong Credit Rating

Since 1975 the Bond Bank has relied on the State's strong credit rating to borrow at lower interest rates. During these 42 years all Bond Bank debt service has been paid by borrowers, but the amount of interest they paid was significantly reduced. This includes approximately \$41.2 million in savings in Fiscal Year 2017.

## USES OF BOND PROCEEDS—INCEPTION TO DATE

DOES NOT INCLUDE REFUNDINGS



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# THE BOARD OF DIRECTORS

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The Bond Bank has five directors consisting of three public members appointed by the governor, the Commissioner of Revenue, and the Commissioner of Commerce, Community and Economic Development.

The Commissioners may appoint delegates to serve in their place.

## **Luke Welles**

### **Chairperson**

Mr. Welles was originally appointed to the Board on May 16, 2008. Mr. Welles became Vice President of Finance of the Arctic Slope Native Association, Ltd. in March 2011. Prior to this position, Mr. Welles served as Chief Financial Officer of LifeMed Alaska, LLC which provides medevac services in Alaska. Previously, Mr. Welles was the Chief Financial Officer for the Yukon-Kuskokwim Healthcare Corporation. He has management experience in healthcare, civil construction, and commercial real estate. He has served on several economic development commissions in the State, a city council in Homer, Alaska and multiple boards. Mr. Welles received a Bachelor of Arts in Foreign Service and International Business from Baylor University.

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## **Gregory Gurse**

### **Vice Chair**

Mr. Gurse was originally appointed to the Board on June 22, 2009. Mr. Gurse became President of Benefit Brokers, Inc. in 2001, after working as Vice President of Investments for Wedbush Morgan Securities for 11 years. Mr. Gurse also serves as a FINRA industry arbitrator in both civil and industry arbitration cases. After graduating from the University of Alaska Anchorage with a degree in finance, Mr. Gurse became involved with the University of Alaska Foundation. He served as the first Chairman of the UAA College of Fellows, served as a Trustee to the UA Foundation, and was a member of the Investment Committee to the UA Foundation. Mr. Gurse has served on both the State of Alaska Dental Examiner's Board and the United States Treasury Department's Taxpayer Advocacy Panel. He has served on the Investment Commission for the Municipality of Anchorage and several other local boards.

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## **Mike Navarre**

### **Department of Commerce, Community, and Economic Development**

The Governor recently announced the appointment of Mike Navarre as the Commissioner of the Department of Commerce, Community, and Economic Development. Commissioner Navarre was most recently in his second consecutive term as mayor of the Kenai Peninsula Borough, and third term overall; he has also twice been president of the Alaska Conference of Mayors. Previously, he served in the Alaska House of Representatives for six terms (1985-1996) where he held multiple leadership positions, including Majority Leader, and chair of the Finance and Rules Committees. Commissioner Navarre has over 30 years of business experience in restaurant and retail operations throughout Alaska. He holds a Bachelor's degree in Government with a minor in Economics from Eastern Washington University.

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## **Pamela Leary**

### **Delegate for the Department of Revenue**

Ms. Leary is the first delegate for Sheldon Fisher, Commissioner of the Department of Revenue. She is the Director of Treasury Division in the Department of Revenue and serves as the State Treasurer. She previously served in the Department of Revenue as State Comptroller from 2007 through 2013. Ms. Leary began her career as an auditor with Price Waterhouse and became a partner in the firm PricewaterhouseCoopers, LLP. After moving to Alaska, Ms. Leary owned and operated a business before reentering the accounting profession with the Alaska Permanent Fund Corporation. She holds a bachelor's degree in economics from the Wharton School, University of Pennsylvania, and is a certified public accountant in the State of Alaska.

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## **Craig Chapman**

### **Member**

Mr. Chapman was appointed to the board on July 21, 2017. Mr. Chapman is a lifelong Alaskan. He graduated from Gonzaga University with a Bachelor of Business Administration with an emphasis in accounting. He has been a licensed Certified Public Accountant in the State of Alaska since 1983. In addition to spending six years in public accounting, Mr. Chapman has over 30 years of experience in private and governmental financial management positions including 20 years at the Kenai Peninsula Borough with almost 12 years as Finance Director. He previously served on the State of Alaska, Board of Public Accountancy.

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The State's Department of Revenue, Treasury Division, fulfills management and administrative responsibilities for the Bond Bank.

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## **Deven Mitchell**

### **Executive Director & Treasurer**

Mr. Mitchell also serves as the State Debt Manager and Investment officer in the Department of Revenue, Treasury Division, with responsibility for the management of all debt of the State, was appointed Executive Director of the Bond Bank in 1999. Mr. Mitchell has worked for the State of Alaska Department of Revenue since 1992. He previously held several positions in Alaskan financial institutions. Mr. Mitchell holds a Bachelor of Science in Business Administration from Northern Arizona University. He has served as board member and chairman of the Wildflower Court Nursing Home and as board member and president of the Alaska Government Finance Officers Association, and currently is serving on the boards of the Alaska Municipal League and the Alaska Municipal League Joint Insurance Association.

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## **Ryan Williams**

### **Finance Director & Deputy Treasurer**

Mr. Williams, who also serves as Operations Research Analyst in the Department of Revenue, Treasury Division, was appointed Finance Director of the Bond Bank in 2014. Mr. Williams has worked for the Department of Revenue since 2009. Mr. Williams holds a Bachelor of Science Degree in Business Administration from the University of Southern California, with a concentration in International Business. He has served as a board member and currently is president of the Alaska Government Finance Officers Association.

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**Rather than employ staff, the Bond Bank contracts in the private sector for a wide range of professional services. The Executive Director and Finance Director coordinate the activities of these professionals, which include bond counsel, municipal advisor, accountants, auditors, fund trustees, bond trustees, arbitrage rebate consultants and investment managers.**

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# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

TO: Katie Koester, City Manager  
THROUGH: Parks Art Recreation and Culture Advisory Commission  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: July 12, 2018  
SUBJECT: Proposed Public Parks in Barnett South Slope Subdivision, Quiet Creek Park Addition

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### Introduction

Mr. Tony Neal is in the process of developing a 37 acres subdivision in central Homer, just north of the Homer High School. The development includes four “park” tracts. During the platting process, these were stated to be public parks. After the preliminary plat approval, Mr. Neal contacted planning staff to discuss the future use and ownership of these parks. Understandably, the buyers of lots within the new subdivision would want some idea of how the land could change. Similarly, the City needs to know what the development expectations are, and who would pay for any improvements.

### Properties

The proposed park lots range in size from just under ¼ acre to 1.6 acres. All contain wetlands and either creeks with running water, or drainage ways which may have seasonal flows. None of the lands are developable without an Army Corps of Engineers permit, and some contain ravines. These properties are not particularly useful as ball fields or other park uses that require large flat areas. Development of a small area for swing sets or a pocket park could be possible, such as can be found currently at Jeffery Park. With proper permits and good design work, trails could be constructed.

### Ownership

Staff and Mr. Neal discussed the idea of a homeowners association owning these parcels, Mr. Neal retaining ownership, and City ownership. Planning discussed the issue with Public Works, since all four properties have creeks/drainage areas that could affect downhill landowners. The staff consensus was that these should be in city ownership because of the potential drainage impacts on downhill landowners and the natural drainage system. The creek that runs next to the high school and the creek that flows adjacent to Mattox Ave both traverse a portion of the subdivision. Due to the location of the parks within their watersheds, a drainage easement is not the ideal tool. These lots are likely to be critical for long-term drainage management in Homer.

### Conveyance

Under HCC 18.06.030(a)5, and HCC 18.06.030(d), lands can be conveyed to the city in the plat process without action by the City Council or City Manager. In practice, the City Manager does sign the final plat, which constitutes City acceptance of easements, rights of way, and any real property. No Council acceptance of the properties is required.

### Park Plan

Once there was consensus from City staff and Mr. Neal that city ownership was preferred, planning staff discussed what land management tools are available. One tool the city uses is to adopt a park plan by resolution. Mr. Neal was amenable to this solution, as it provides an understanding of what the near term land use will be. In the long-term future if the neighborhood and city want to develop the parks in another way, there is a public process to amend the park plan.

Mr. Neal worked with staff to draft a park plan. Mr. Neal would like the lands to remain in their natural state, for wildlife and for people to enjoy and to allow non-motorized trails. Some trails may already be in existence informally. Mr. Neal made a presentation to the Parks, Art Recreation and Culture Advisory Commission on May 17, 2018. At that meeting, the Commission recommended the City accept the parks and shown on the preliminary plat.

### Next Steps

When the subdivision improvements are complete or a bond has been provided, the City Manager is authorized to sign the final plat. The final plat is anticipated in the next several months. In conjunction with the plat or thereafter, the City Council could adopt the park plan by resolution.

A park plan has been drafted and is attached. When the parks are flagged, staff will take pictures of the properties to include with the park plans. A draft resolution will be presented to the PARCAC Commission for their recommendation to the City Council.

### **Attachments**

1. Minutes Except, PARCAC meeting of May 17, 2019
2. Draft Park Plan

Session 18-05 A Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order on May 17, 2018 at 5:30 pm by Chair Deb Lowney at the Cowles Council Chambers City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

**PRESENT:** COMMISSIONERS LOWNEY, HARRALD, ARCHIBALD, ROEDL, ASHMUN, LEWIS, WALLS  
AND SALZMANN

**ABSENT:** COMMISSIONER FAIR, SHARP (EXCUSED)

**STAFF:** DEPUTY CITY PLANNER ENGBRETSSEN  
DEPUTY CITY CLERK KRAUSE  
RECREATION MANAGER ILLG  
PARKS COORDINATOR STEFFY

#### **APPROVAL OF THE AGENDA**

Chair Lowney called for a motion to approve the agenda.

LEWIS/ARCHIBALD – MOVED TO APPROVE THE AGENDA.

There was a no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### **PUBLIC COMMENT ON ITEMS ALREADY ON THE AGENDA**

##### **VISITORS**

A. Tony Neal, Quiet Creek Subdivision Parks

Mr. Neal provided an overview of the plan for the new subdivision that he was building and pointed out various sections that would be conservation areas/parks that were natural areas in comparison to a traditional groomed parkland area with playground and picnic tables.

Mr. Neal answered a few questions from the Commission regarding trails through these natural areas and noted that the topography and wetlands would prohibit some trails or require additional steps before use.

B. Billy Day, Diamond Creek Trail

Mr. Day presented a proposal to develop a portion of the city owned property that will eventually connect the Rogers Loop Trailhead, and tie in the “Cloud Streets” along Diamond Ridge.

He provided some information on the work that the State is doing on a proposed redesign of the Sterling Highway from Anchor Point to Homer, points of trailheads throughout the area and within city limits. Mr. Day provided the funding information that he had so far and was hoping to have the support of the Commission so that he could receive additional needed funding from the City to assist in leveraging other sources of funding. Mr. Day explained that this would be a non-motorized trail system that would be



ASHMUN/HARRALD MOVED TO APPROVE THE MEMORANDUM AS AMENDED, DELETING PARAGRAPH FIVE, CHANGING THE VERBIAGE AND FORWARD TO COUNCIL.

There was a brief discussion to provide clarification on the amendments.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **NEW BUSINESS**

#### **A. Welcome New Commissioner**

The Commission welcomed David Lewis and thanked him for signing up.

#### **B. Quiet Creek Subdivision Park Plan**

Chair Lowney read the title into the record.

ASHMUN/HARRALD MOVED TO RECOMMEND THE CITY ACCEPT THE PARKLANDS AS DELINEATED IN THE PRELIMINARY PLAT.

A brief discussion ensued regarding the intent to leave open natural areas in the planned subdivision, potential revenue loss to the city if these lots were buildable with information from Staff that they were not hence leaving them as natural landscape.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### **C. Karen Hornaday Park Road and Safety Improvements**

Chair Lowney read the title into the record acknowledged the laydown materials provided regarding the various scenarios on reconfiguring the parking and road and a brief overview of the worksession held up at the park.

The commission reviewed the proposed options that included a main parking design to delineate parking spaces with logs on each side of the road but putting a curve in the road at the northern edge of the east side parking lot with boulders delineating where the road is through the parking areas, a speed bump before and after the parking areas. A new gravel path from the gravel access road to the existing restroom that provides a culvert over the ditch will allow easier access to the facilities from the upper and lower fields this is estimated to cost \$40,000

The commissioners liked the proposed parking plan but still expressed some concerns with pedestrians having to cross the road if parking in the east side parking lot and the second trail alternate was good but alternate three was more aesthetically pleasing.

## DRAFT City of Homer Quiet Creek Park Subdivision Park Plan

### Introduction

The Quiet Creek Park Subdivision is centrally located in town, north of the Homer High School. The subdivision covers 37 acres, and includes approximately 64 residential lots. The subdivision also include four park tracts, which are dedicated as public park space and owned by the City of Homer.

Parks within the City of Homer may have a formally adopted park plan, which outlines how the park will be developed. Plans are adopted by Resolution of the Homer City Council, and maybe be amended in the future, as community needs and desire change.

### The parks

These public parks are intended to remain in their natural state as “nature reserves” where the native plants and native animals might find a small oasis in the middle of the growing urban territory of Homer. As the City grows, preservation of some natural areas will provide some balance to the neighborhoods. It is planned that no “improvements” will be done and the spaces will remain in their natural state. Work may be required to maintain drainage but will be done with the natural setting in mind. There is no plan to develop these properties into more formal parks such as playgrounds, lawn areas or sports fields.

The public may walk through the spaces and over time, trails may evolve. Foot trails may be part of the part plan but not motorized trails. Foot trails may be maintained and minimally improved by the City, always keeping in mind the nature reserve aspect.

Attachments – Plat map, aerial photo, topo map, probably some photographs of the property when road construction is further along











Quarterly General Fund  
Expenditure Report  
For Quarter Ended June 30, 2018

	<b>Adopted FY18 Budget</b>	<b>Actual As of 6/30/18</b>	<b>Budget Remaining</b>	<b>% Budget Used</b>
<b><u>Revenues</u></b>				
Property Taxes	\$ 3,264,974	\$ 111,155	\$ (3,153,819)	3.40%
Sales and Use Taxes	6,474,133	2,206,294	(4,267,839)	34.08%
Permits and Licenses	28,588	24,834	(3,754)	86.87%
Fines and Forfeitures	22,154	5,795	(16,359)	26.16%
Use of Money	36,851	2,750	(34,101)	7.46%
Intergovernmental	697,355	267,080	(430,276)	38.30%
Charges for Services	594,808	304,438	(290,370)	51.18%
Other Revenues	-	19,260	19,260	100%
Airport	146,869	97,489	(49,380)	66.38%
Operating Transfers	1,189,764	1,178,264	(11,500)	99.03%
<b>Total Revenues</b>	<b>\$ 12,455,495</b>	<b>\$ 4,217,358</b>	<b>\$ (8,238,137)</b>	<b>33.86%</b>
<b><u>Expenditures &amp; Transfers</u></b>				
Administration	\$ 1,040,613	\$ 505,542	535,071	48.58%
Clerks	710,241	274,819	435,422	38.69%
Planning	364,987	174,882	190,104	47.91%
Library	887,710	406,214	481,496	45.76%
Finance	668,649	306,429	362,220	45.83%
Fire	1,061,339	455,920	605,419	42.96%
Police	3,267,428	1,548,934	1,718,494	47.41%
Public Works	2,558,787	1,136,792	1,421,995	44.43%
Airport	211,494	100,324	111,170	47.44%
City Hall, HERC	179,019	77,681	101,337	43.39%
Non-Departmental	94,000	94,000	-	100.00%
<b>Total Operating Expenditures</b>	<b>\$ 11,043,364</b>	<b>\$ 5,081,536</b>	<b>\$ 5,962,728</b>	<b>46.01%</b>
Transfer to Other Funds				
Leave Cash Out	\$ 161,373	\$ 161,373	\$ -	100%
Debt Repayment	-	-	-	-
Other	10,703	10,703	-	100%
<b>Total Transfer to Other Funds</b>	<b>\$ 172,076</b>	<b>\$ 172,076</b>	<b>\$ -</b>	<b>100%</b>
<b>Total Transfer to Reserves</b>	<b>\$ 1,240,055</b>	<b>\$ 1,240,055</b>	<b>\$ -</b>	<b>100%</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 12,455,495</b>	<b>\$ 6,493,667</b>	<b>\$ 5,962,728</b>	<b>52.13%</b>
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ (2,276,309)</b>		

Quarterly Water and Sewer Fund  
Expenditure Report  
For Quarter Ended June 30, 2018

	<b>Adopted FY18 Budget</b>	<b>Actual As of 6/30/18</b>	<b>Budget Remaining</b>	<b>% Budget Used</b>
<b><u>Revenues</u></b>				
Water Fund	\$ 2,037,962	\$ 969,696	\$ (1,068,266)	47.58%
Sewer Fund	1,797,681	812,188	(985,493)	45.18%
<b>Total Revenues</b>	<b>\$ 3,835,643</b>	<b>\$ 1,781,884</b>	<b>\$ (2,053,759)</b>	<b>46.46%</b>
<b><u>Expenditures &amp; Transfers</u></b>				
<b><u>Water</u></b>				
Administration	\$ 181,131	\$ 78,504	\$ 102,627	43.34%
Treatment Plant	533,568	213,304	320,265	39.98%
System Testing	55,803	23,272	32,531	41.70%
Pump Stations	112,329	47,349	64,981	42.15%
Distribution System	286,169	138,974	147,195	48.56%
Reservoir	45,944	24,325	21,619	52.95%
Meters	184,333	117,613	66,720	63.80%
Hydrants	184,290	87,456	96,834	47.46%
<b><u>Sewer</u></b>				
Administration	\$ 161,679	\$ 65,771	95,909	40.68%
Plant Operations	572,039	258,325	313,714	45.16%
System Testing	66,006	34,556	31,450	52.35%
Lift Stations	186,021	83,087	102,934	44.67%
Collection System	238,471	109,310	129,161	45.84%
<b>Total Operating Expenditures</b>	<b>\$ 2,807,784</b>	<b>\$ 1,281,846</b>	<b>\$ 1,070,516</b>	<b>45.65%</b>
<b>Transfer to Other Funds</b>				
Leave Cash Out	\$ 19,960	\$ 19,960	-	100%
GF Admin Fees	484,119	484,119	-	100%
Other	43,398	44,410	(1,012)	102.33%
<b>Total Transfer to Other Funds</b>	<b>\$ 547,476</b>	<b>\$ 548,489</b>	<b>\$ (1,012)</b>	<b>100.18%</b>
<b>Total Transfer to Reserves</b>	<b>\$ 480,382</b>	<b>\$ 480,382</b>	<b>\$ -</b>	<b>100%</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 3,835,643</b>	<b>\$ 2,310,717</b>	<b>\$ 1,069,504</b>	<b>60.24%</b>
<b>Net Revenues Over(Under) Expendi</b>	<b>\$ 0</b>	<b>\$ (528,833)</b>		

Quarterly Port and Harbor Fund  
Expenditure Report  
For Quarter Ended June 30, 2018

	<b>Adopted FY18 Budget</b>	<b>Actual As of 6/30/18</b>	<b>Budget Remaining</b>	<b>% Budget Used</b>
<b><u>Revenues</u></b>				
Administration	\$ 527,240	\$ 234,718	\$ (292,522)	44.52%
Harbor	2,753,486	814,271	(1,939,214)	29.57%
Pioneer Dock	364,326	152,038	(212,289)	41.73%
Fish Dock	549,740	228,189	(321,551)	41.51%
Deep Water Dock	258,000	90,637	(167,363)	35.13%
Outfall Line	4,800	4,800	-	100.00%
Fish Grinder	12,000	998	(11,003)	8.31%
Load and Launch Ramp	135,000	69,633	(65,367)	51.58%
<b>Total Revenues</b>	<b>\$ 4,604,592</b>	<b>\$ 1,595,283</b>	<b>\$ (3,009,309)</b>	<b>34.65%</b>
<b><u>Expenditures &amp; Transfers</u></b>				
Administration	\$ 640,498	\$ 389,078	\$ 251,420	60.75%
Harbor	1,275,184	634,351	640,832	49.75%
Pioneer Dock	63,635	25,147	38,488	39.52%
Fish Dock	568,602	266,785	301,817	46.92%
Deep Water Dock	75,341	36,575	38,766	48.55%
Outfall Line	3,000	2,475	525	82.50%
Fish Grinder	22,000	19,419	2,581	88.27%
Harbor Maintenance	406,102	173,486	232,617	42.72%
Main Dock Maintenance	39,589	16,664	22,924	42.09%
Deep Water Dock Maintenance	50,089	21,145	28,943	42.22%
Load and Launch Ramp	85,482	28,908	56,574	33.82%
<b>Total Operating Expenditures</b>	<b>\$ 3,229,520</b>	<b>\$ 1,614,033</b>	<b>\$ 1,615,487</b>	<b>49.98%</b>
<b>Transfer to Other Funds</b>				
Leave Cash Out	\$ 57,636	\$ 57,636	\$ 0	100%
Debt Service	-	-	-	0%
GF Admin Fees	556,836	556,836	-	100%
Other	402,628	402,628	-	100%
<b>Total Transfer to Other Funds</b>	<b>\$ 1,017,100</b>	<b>\$ 1,017,100</b>	<b>\$ 0</b>	<b>100.00%</b>
<b>Total Transfer to Reserves</b>	<b>\$ 356,471</b>	<b>\$ 356,471</b>	<b>\$ -</b>	<b>100%</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 4,604,592</b>	<b>\$ 2,987,604</b>	<b>\$ 1,615,488</b>	<b>64.88%</b>
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ (1,392,321)</b>		



