

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:** None
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. HAPC minutes from March 2, 2016 **Page 1**
 - B. Time Extension: Barnett's South Slope Sub. Quiet Creek Park **Page 5**
 - C. Time Extension: Christensen Tracts 2009 Addition **Page 7**
6. **Presentations:** None
7. **Reports:** Staff Report PL 16-17 City Planner's Report **Page 9**
8. **Public Hearings:** None. 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.
9. **Plat Consideration:**
 - A. Staff Report 16-18 W.R. Benson's 2016 Preliminary Plat **Page 11**
10. **Pending Business:**
 - A. Staff Report 16-19 Comprehensive Plan Update, Chapter 5 Transportation **Page 21**
11. **New Business:** None.
12. **Informational Materials:** City Manager's Report March 14, 2016 **Page 35**
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:** Next regular meeting is scheduled for April 6, 2016. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.



Session 16-05, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Stead at 6:30 p.m. on March 2, 2016 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BRADLEY, HIGHLAND, STEAD, VENUTI

ABSENT: BOS, ERICKSON, STROOZAS

STAFF: CITY PLANNER ABBOUD
DEPUTY CITY CLERK JACOBSEN

Approval of Agenda

Chair Stead called for a motion to approve the agenda.

HIGHLAND/BRADLEY SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Public Comment

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

Reconsideration

Adoption of Consent Agenda

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

A. Approval of Minutes of February 17, 2016 Regular Meeting Minutes

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

HIGHLAND/BRADLEY SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Presentations

Reports

A. Staff Report PL 16-14, City Planner's Report

City Planner Abboud reviewed the staff report.

There was brief discussion about FEMA and the State Hazard Mitigation Grant Program.

Public Hearings

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

A. Staff Report PL 16-12 Draft Ordinance 16-xx amending HCC 21.12.020 to simplify code language in the Rural Residential District regarding detached dwelling units

City Planner Abboud reviewed the staff report.

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

HIGHLAND/BRADLEY MOVED TO APPROVE STAFF REPORT PO 16-15 AND THE DRAFT ORDINANCE AMENDING HCC 21.12.020 PERMITTED USES AND STRUCTURES REGARDING THE PERMISSION OF DETACHED DWELLING UNITS IN THE RURAL RESIDENTIAL ZONING DISTRICT, AND FORWARD IT TO COUNCIL FOR PUBLIC HEARING AND ADOPTION.

There was brief discussion that this is a very clean simple way to make things clearer for the zoning.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Plat Consideration

Pending Business

A. Staff Report PL 16-16 Comprehensive Plan Update. Background Information and Energy Chapters

City Planner Abboud reviewed the staff report.

The group discussed:

1. Updating the vision statement to clarify that as a city we can be a model for energy conservation and wise use of the resources, and that we will support renewable energy development.
2. Formatting issues and fonts.

3. Staff removed a goal 5 dealing with fuels for transportation from chapter nine as its better addressed in the transportation chapter.
4. Goal 1 Objective C
 - a. It raises challenges relating to considering full direct and indirect costs of energy when performing economic analysis.
 - b. Beyond the common sense aspect it is unclear how far to delve into the full cost of getting a product; and when addressing project costs it hard to fathom how to work it into our process.
 - c. It raises questions like, how much do we pay for the full cost accounting, who will do it, who proofs it, and who is the arbitrator of the value of the full cost.
 - d. Consider removing 1.C.1 and change 1.C.2. to Use quantifiable external and indirect cost of energy.
 - e. It doesn't hurt to acknowledge there are some direct and indirect costs, and change wording to consider objective C. It allows us to think about this.
 - f. It is a difficult concept to grasp and the Planner has indicated this as a problem for the City to implement.
 - g. Keep looking at wording to incorporate this concept.
5. Goal 2
 - a. Took out references supporting the recycling strategy at the transfer station because it's already addressed.
 - b. Implementation table includes item 2-1 to assign city staff to create a solid waste and recycling plan for City operations.
 - c. The goal doesn't define what is considered scarce resources.
 - d. Share the city's sustainability guidebook with other entities.
 - e. If the city had an environmental staff person so many of these things would have been tied together by now and the savings could pay for that staff person.

The Commission and the City Planner reviewed Chapter 2 Background Information and suggested,

1. Numbering the summary.
2. Addressing climate change and ocean acidification.
3. Under the summary second bullet removing the word vibrant and leave it as "Homer has a diverse economy.."
4. May need to include marijuana.

New Business

Informational Materials

- A. City Manager's Report – February 22, 2016

Comments of the Audience

Comments of Staff

City Planner Abboud said they will continue to work on this. There are memos out and there will be different sections to work on. The Planning Convention will be in Phoenix the first week in April.

Comments of the Commission

Commissioner Highland commented that she finished re-reading the Climate Action plan and she's always amazed at how well it's written and how much work went in to it. It was written in 2007 and now in 2016 a lot of these things have come to pass that we haven't done anything about yet. Maybe one of these days we will.

Commissioner Bradley commented it's interesting to read through this and come across things she has seen in the museum archives. It's cool to see how some things have changed and others haven't. She will be absent at the next meeting.

Commissioner Venuti commented that his wife looked through his packet and commented that Rick does a lot of work. He noted how sometimes they take for granted all the work that goes into preparing for the meetings and thanked staff for the great job. He said the Borough Assembly took the marijuana regulating authority back from the planning commission since the planning commissioners are appointed and not elected. Since the Borough doesn't have zones and is so wide spread, they proposed to modify their local option zoning rules but it impacted property rights and fortunately was voted down. He recognized Kelly Cooper and her efforts on that. It will be interesting to see how this continues to evolve.

Chair Stead commented he thinks the city is burying its head in the sand a little bit along the lines of marijuana, so we've got to get out and vote.

Adjourn

There being no further business to come before the Commission, the meeting adjourned at 8:29 p.m. The next regular meeting is scheduled for March 16, 2016 at 6:30 p.m. in the City Hall Cowles Council Chambers. A worksession will be held at 5:30 p.m.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



KENAI PENINSULA BOROUGH

PLANNING DEPARTMENT

144 North Binkley Street • Soldotna, Alaska 99669-7520

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

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

www.borough.kenai.ak.us

MIKE NAVARRE
BOROUGH MAYOR

3/4/2016

City of Homer
491 East Pioneer Avenue
Homer, Alaska 99603

RE: Barnett's South Slope Subdivision Quiet Creek Park
Time Extension Request; KPB File 2014-016

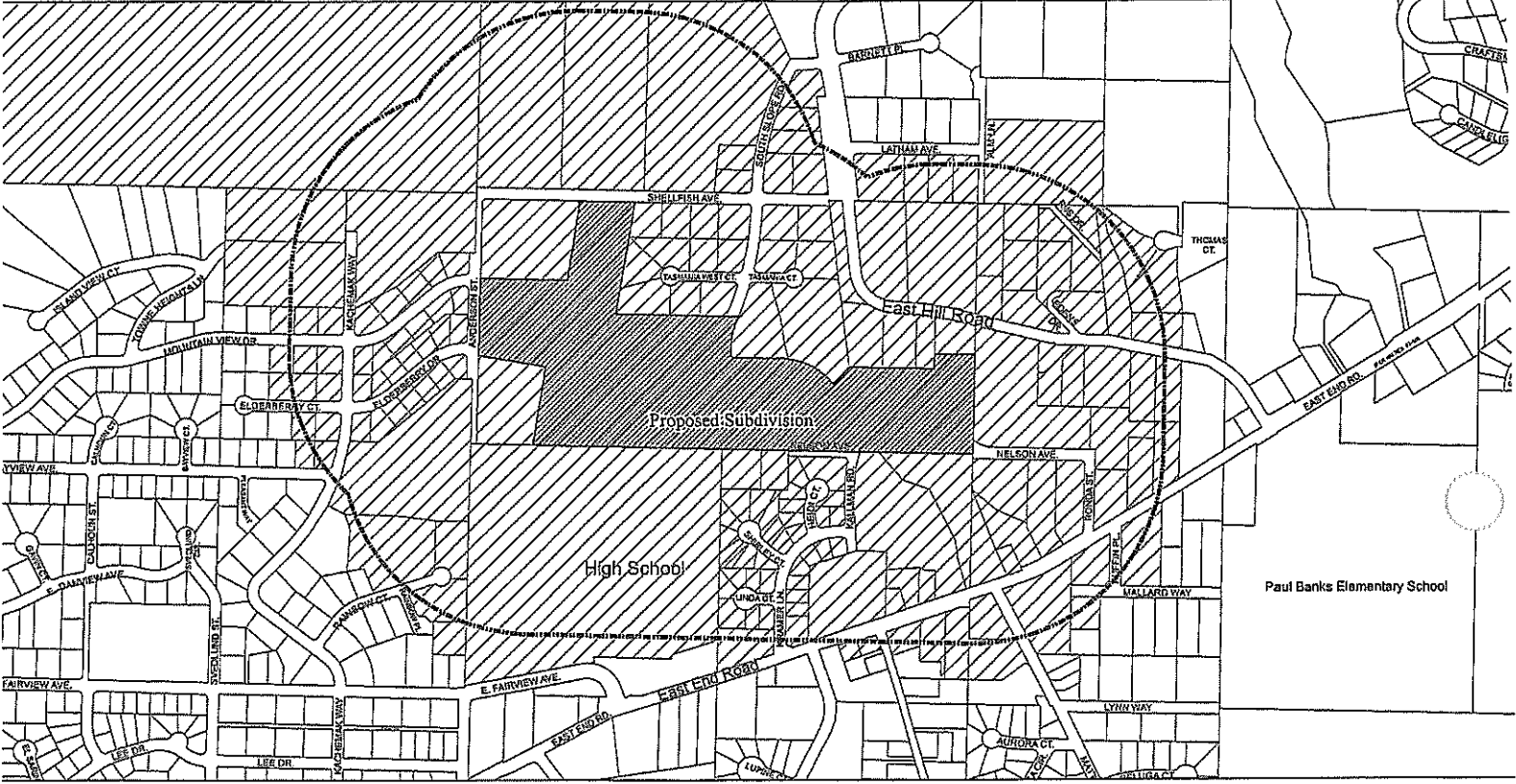
The surveyor is requesting a 1-year time extension for Barnett's South Slope Subdivision Quiet Creek Park, located in the City of Homer.

The proposed subdivision received preliminary plat approval by the KPB Planning Commission on March 10, 2014. A time extension request has since extended preliminary plat approval to April 13, 2016.

The time extension request is tentatively scheduled for the March 28, 2016 Planning Commission meeting as a consent agenda item. Platting staff is recommending that approval be extended through March 28, 2017. No action is needed by the city.

Thank You,

Liz Solomon
Platting Technician
esolomon@kpb.us

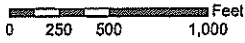


City of Homer
 Planning and Zoning Department
 November 18, 2014

Disclaimer:
 I do expressly understand the City of
 Homer, its council, board,
 department's, employees and agents are
 not responsible for any errors or omissions
 contained herein, or deductions, interpretations
 or conclusions drawn therefrom.

Vicinity Map

Barnett's South Slope Subdivision
 Quiet Creek Park Preliminary Plat



Lots within 1000 feet are marked and
 property owners notified.

Legend

- Subject Lot
- 1000 feet from Subdivision
- Properties w/in 1000 feet



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MIKE NAVARRE
BOROUGH MAYOR

2/29/2016

City of Homer
491 East Pioneer Avenue
Homer, Alaska 99603

RE: Christensen Tracts 2009 Addition
Time Extension Request; KPB File 2010-024

The owner is requesting a 2-year time extension for Christensen Tracts 2009 Addition, which is in the City of Homer.

The proposed subdivision received preliminary plat approval by the KPB Planning Commission on April 12, 2010. Approved time extension requests have since extended preliminary plat approval to April 27, 2017. Per KPB Planning Commission Resolution 89-27, concurrence by the city advisory planning commission is required for this request.

The time extension request is tentatively scheduled for the April 11, 2016 Planning Commission meeting as a consent agenda item. Platting staff is recommending that approval be extended through April 11, 2018, subject to concurrence of the Homer Advisory Planning Commission.

Thank You,

Liz Solomon
Platting Technician
esolomon@kpb.us

Vicinity Map

Mission Rd

JAKE

THOMPSON DR.

These lots to be resubdivided into 8 lots,
and the road shifted to the west.

HOUGH RD.

CRAFTSMAN RD.

CANDLELIGHT CT.

COMPASS DR.

East End Rd

TAMARA ST.

SABRINA RD.

ROCHELLE RD.

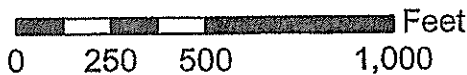
ARK WHITE AVE.

Christensen Tracts 2009 Addition Preliminary Plat and vacation of a portion of Hough Road

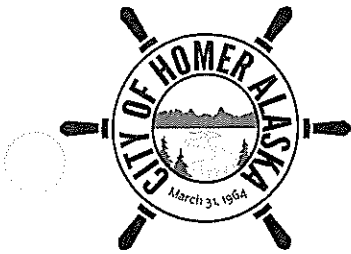


City of Homer
Planning and Zoning Department
December 22, 2009

Property owners within
500 feet (shaded lots) are notified



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



City of Homer

www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603

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

Staff Report 16-14

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
DATE: March 16, 2016
SUBJECT: City Planner's Report

The time frame between our packet deadline and that of the City Council means that no meeting was held since the last PC meeting. I will have an oral report of the events that happen Monday. Most of what is below was left for those that missed the last meeting.

Beluga Lake Dam Elevations: An ADOT Hydrologic Study that was done in 2014 for the replacement of the Beluga Lake outlet includes detailed information about the 100-yr and 500-yr flood levels around Beluga Lake. The ADOT Study illustrates flood elevations around the lake that are 2-3 feet lower than what we are currently using. Dotti is working with FEMA to include this data in Homer's Flood Insurance Study. This involves a Letter of Map Revision (LOMR) which goes through numerous reviews and appeal time periods. If all goes well, these flood elevations could be used in 2017, a potential cost saving to property owners that front Beluga Lake.

The Marijuana Ordinance drew a full house at the City Council public hearing on Feb. 22nd. A second public hearing is scheduled for March 14th for an ordinance (16-07(A) that proposes a vote to prohibit commercial marijuana on April 19th. The marijuana zoning ordinance is up for reconsideration to make sure that it was adopted without a provision for cultivation in the rural residential district and to ensure that it would only be in effect after an appropriate result to the referendum.

Beach Policy: Dave Lewis' amendment passed that allows vehicles on a portion of the beach near the seawall, only during the winter months. See map in council chamber.

Public Safety Building. City Council approved a \$12 million (maximum) bond proposition that will be on the fall ballot.

Towers: The Tower Ordinance first reading before the City Council is scheduled for March 29th. I will provide an overview at the Committee of the Whole starting at 5pm.

Hickerson Memorial Cemetery: Some direction was suggested for review by the Planning Commission. I will work with the City Manager to help guide our conversation. Some thoughts included a no build option, fencing options, and niche wall for urns, and options for vaulting the embalmed. The current proposition raises the fee to \$1000 and the addition of most any of these suggestions funded by the city will add to that. More to come.

Strategic Doing: I will be providing information regarding the Comprehensive Plan Update to the City Council at their Strategic Doing Session at the 4pm Work Session, March 29th.

State Hazard Mitigation Grant Program (HMGP): This assists local governments to implement long-term hazard mitigation. This program provides funding for 75% of an approved cost of purchasing an at-risk property, leaving the municipality to provide a 25% match. In Homer, this could include the purchase of eroding parcels with frontage on Kachemak Bay and the Sterling Highway. The Planning staff is compiling a list of properties that the City, ADOT and the utility companies would like to see in public ownership. We will talk to these organizations about their interest in contributing matching funds.

A reminder of the schedule for the Commissioners to present at the council meetings.

March 14th __Tom Bos_____

March 29rd __Franco_____ *Tuesday

April 11th __Roberta_____

April 25th __Savanna_____

May 9th _____

May 23rd _____



City of Homer

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Planning

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Staff Report 16-18

TO: Homer Advisory Planning Commission
 THROUGH: Rick Abboud, City Planner
 FROM: Dotti Harness-Foster, Planning Technician
 DATE: March 16, 2016
 SUBJECT: W.R. Benson's 2016 Preliminary Plat

Requested Action: Preliminary Plat approval for the vacation of a common lot line, creating one larger lot from two smaller lots.

General Information:

Applicants:	Jeannie N. Porter P.O. Box 3134 Homer, AK 99603	Ability Surveys Gary Nelson, PLS 152 Dehel Avenue Homer, AK 99603
Location:	On Charles Way, east of Main Street.	
Parcel ID:	Lot 160A is 17716449, Lot 161 is 17716445	
Size of Existing Lot(s):	Lot 160A is 0.16 acres, Lot 161 is 0.17 acres	
Size of Proposed Lots(s):	Lot 161A will be 0.325 acres	
Zoning Designation:	Central Business District	
Existing Land Use:	Lot 160A there is a mobile home, Lot 161 vacant	
Surrounding Land Use:	North: Multi-family, office South: Residential and Bishop's Beach East: Residential West: Residential	
Comprehensive Plan: Ch 4, Goal 3:	Encourage high quality buildings and site design that complements Homer's beautiful natural setting.	
Wetland Status:	The 2005 wetland mapping shows that the northern third of Lot 161 may contain wetlands.	
Flood Plain Status:	Zone X, areas determined to be outside the 0.2% annual chance floodplain.	
BCWPD:	Not within the Bridge Creek Watershed Protection District.	
Utilities:	City water and sewer are available.	
Public Notice:	Notice was sent to 78 property owners of 57 parcels as shown on the KPB tax assessor rolls.	

Analysis: This subdivision is within the Central Business District. This plat vacates a common lot between two parcels.

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 the City of Homer requirements. There is a 15 foot utility easement along Charles Way. The 5 ft electric distribution easement along the west lot line which abuts the 20 ft RIGHT-OF-WAY alley is sufficient.

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

Staff Response: The plat meets these requirements.

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

Staff Response: The plat meets these requirements. No additional easements are required. There is an existing 57 ft right-of-way which abuts Charles Way and a 20 ft Alley right-of-way. The City of Homer, Public Works Department grants exception to the KPB code requirement of a 60 ft right-of-way.

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. No public use areas are dedicated with this plat.

- 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. No additional easements are needed.

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

Staff Response: The plat meets this requirement, with one exception. Lot 137 should be Lot 137A based on the W.R. Benson Sub. Amended 2000 Addition.

- 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; wetland areas are not shown. Staff recommends adding a plat note stating that the property owner should contact the Army Corps of Engineers prior to any on-site development or construction activity to obtain the most current wetland designation (if any). Property owners are responsible for obtaining all required local, state and federal permits.

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

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

- 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 rights-of-way are dedicated by this action.

- 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. There are no slopes over 20 percent.

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

Staff Response: This plat meets this requirement; there are no apparent encroachments. The structure shown on Lot 161 on the KPB aerial image has been removed.

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

Staff Response: The plat meets these requirements.

Public Works Comments:

1. Public Works grant an exception to KPB code requirement of a minimum 60 ft right-of-way.
2. The 15 ft utility easement along Charles Way needs to remain in place.
3. The 5 ft utility easement fronting the 20 ft alley is sufficient.

Fire Department Comments: There are no fire department issues.

Staff Recommendation:

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

1. Grant an exception to the KPB code requirement of a 60 ft right-of-way.
2. Change Lot 137 notation to Lot 137A.
3. Add a plat note stating this parcel may contain wetlands. Property owner should contact the Army Corps of Engineers prior to any on-site development or construction activity to obtain the most current wetland designation (if any). Property owners are responsible for obtaining all required local, state and federal permits.

Attachments:

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

NOTARY'S ACKNOWLEDGEMENT

For JEANNIE N. PORTER
Acknowledged before me this

day of _____ 2016.

Notary public for Alaska My Commission Expires

CERTIFICATE OF OWNERSHIP

I hereby certify that I am the owner of the real property shown and described hereon, and that I hereby adopt this plan of subdivision, and by my free consent dedicate all public rights-of-way and grant all easements to the use shown.

JEANNIE N. PORTER
P.O. BOX 3134
HOMER, AK 99603

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. DEVELOPMENT ON THESE LOTS IS SUBJECT TO HOMER MUNICIPAL CODE.
3. WASTEWATER DISPOSAL: PLANS FOR WASTEWATER DISPOSAL, THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPT. OF ENVIRONMENTAL CONSERVATION.

RECEIVED

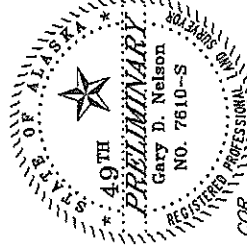
FEB 19 2016

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



SW 1/16 COR. PER 93-13RS KFB FILE No. 2016-

VICINITY MAP

SCALE: 1" = 2000'

DATE: FEB. 2016

SCALE: 1" = 50'

JOB No. 4848

DRAWING: 4848.DWG

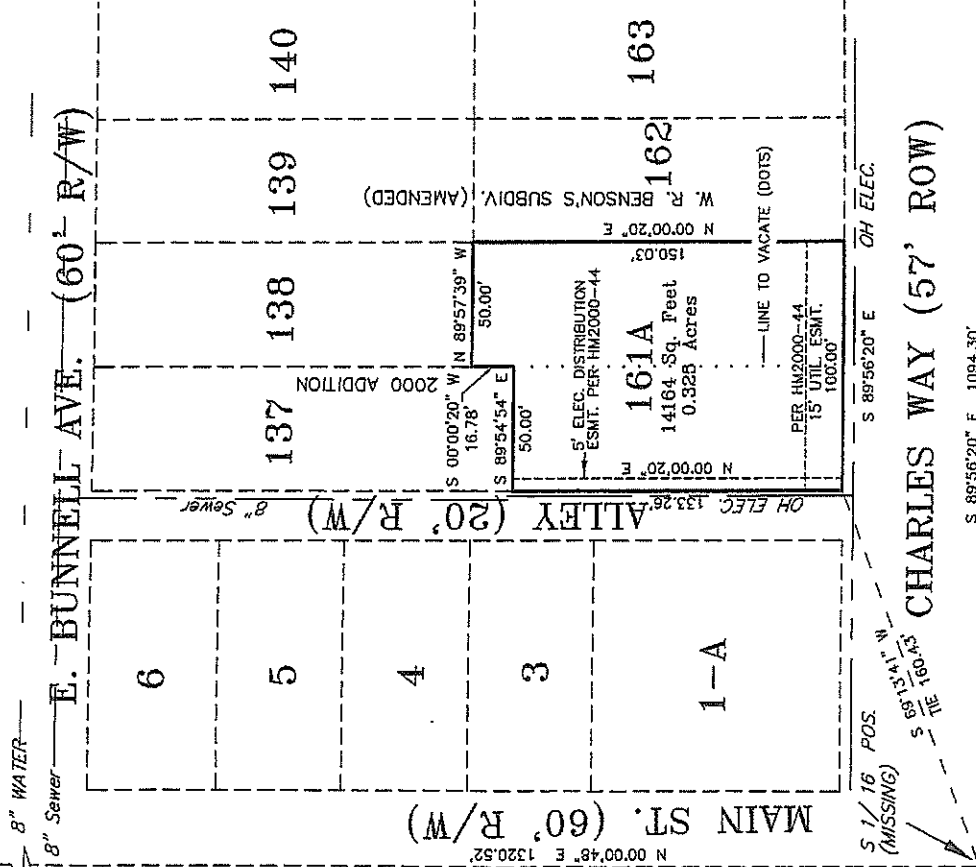
W.R. BENSON'S 2016

A REPLAT OF LOT 161 W.R. BENSON'S SUBDIVISION (AMENDED) (HM67-365) TOGETHER WITH LOT 160 W.R. BENSON'S SUBDIVISION AMENDED 2000 ADDITION (HM2000-44) INTO LOT 161A SITUATED WITHIN A PORTION OF THE NW1/4 SW1/4 OF SEC 20, T6S, R13W, S. M., CITY OF HOMER, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, STATE OF ALASKA, CONTAINING 0.325 ACRES

ARLNEY SURVEYS

GARY D. NELSON, P.L.S.
(907) 299-1884
152 DEHEL AVE., HOMER, ALASKA

FOUND RAILROAD SPIKE
PRIOR TO DOT REPAIRING
AND OBLITERATION (CIRCA 2010)
1/4 COR. S19 & 20,



ABILITY SURVEYS

SURVEYING/HOMER SINCE 1975

LAND SURVEYING - CONSTRUCTION SURVEYING - DESIGN SURVEYING
152 DEHEL AVE., HOMER, AK. 99603 PH. 907-299-1184

2/11/2016

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

Re: Preliminary Plat submittal of **W.R. BENSON'S 2016**.

Enclosed herewith are two 11 X 17 copies of the preliminary plat, and a check in the amount of \$300 for the City of Homer filing fee.

The proposed subdivision is located on Charles Way, just east of Main Street near the beach.

The existing Parcel will be serviced by city water and sewer.

I believe the area is zoned as "Residential".

We request exemption to KPB code requirements of minimum 60 feet right-of-way for Charles Way and the 20' Alley, feeling it would be pointless to increase the existing widths to 60 feet.

Similarly we request exception to the Homer Code requirement of 15 feet utility easement along all rights of way. The City of Homer reviewed and requested easements in 2000 during the last replat and felt the easements as shown were sufficient.

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

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

Sincerely,

Gary Nelson

Gary Nelson, PLS

RECEIVED

FEB 19 2016

CITY OF HOMER
PLANNING/ZONING

13-1306 \$300 ✓3447 2/19/2016

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:

W.R. Benson's 2016 Preliminary Plat

The location of the proposed subdivision(s) affecting you is provided on the attached map(s). 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, March 16, 2016 at 6:30 p.m. at Homer City Hall, Cowles Council Chambers, 491 East Pioneer Avenue, Homer, Alaska.

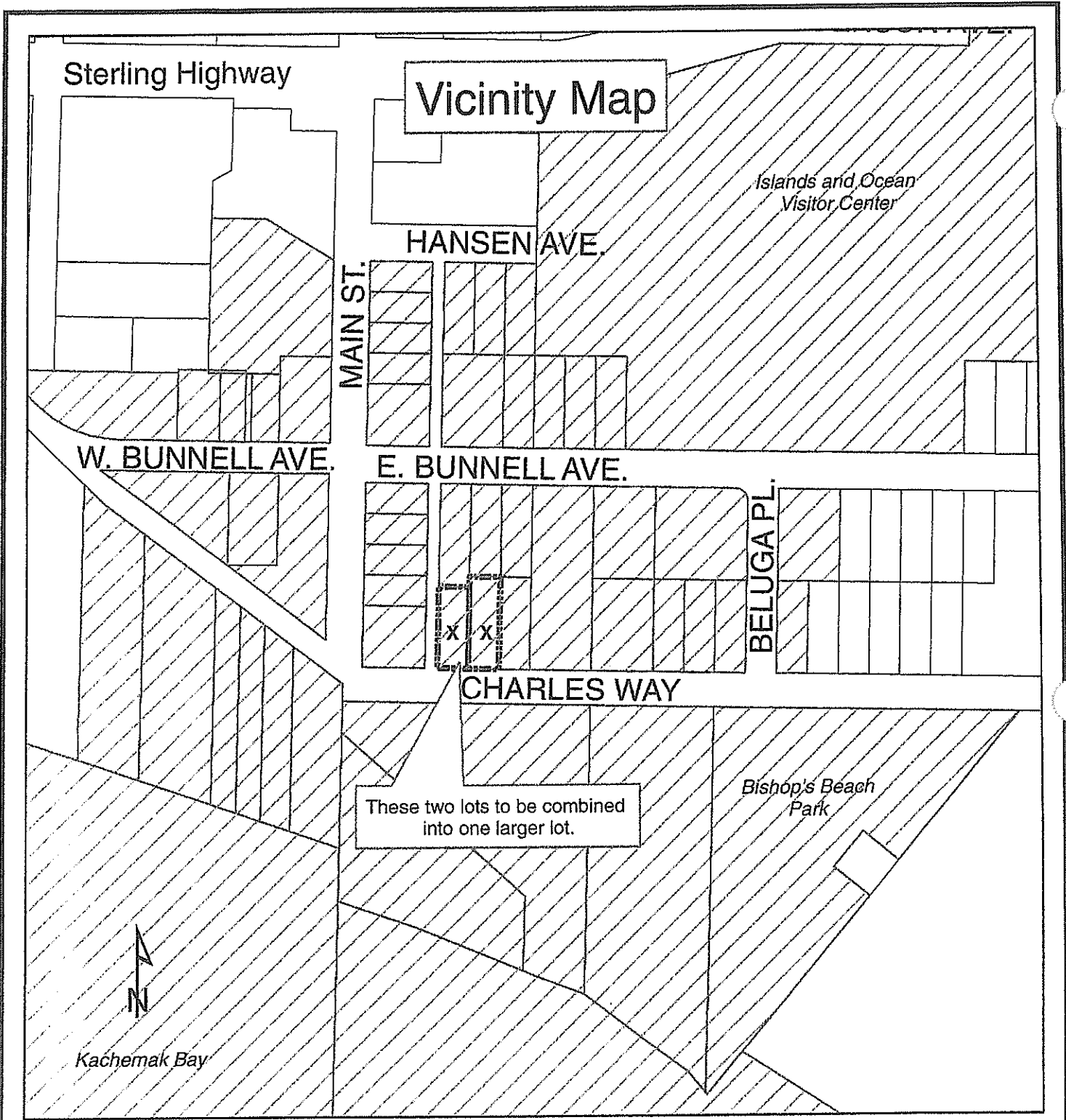

Anyone wishing to present testimony concerning these matters may do so at the meeting or by submitting a written statement to the Homer Advisory Planning Commission, 491 East Pioneer Avenue, Homer, Alaska 99603, by 4:00 p.m. on the day of the meeting.

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

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

.....

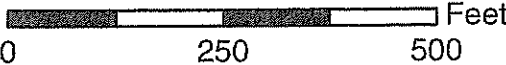

VICINITY MAP ON REVERSE

City of Homer
 Planning and Zoning Department
 February 29, 2016

W.R. Benson 2016 Subdivision Preliminary Plat

Marked lots are within 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.

NOTARY'S ACKNOWLEDGEMENT

For JEANNIE N. PORTER

Acknowledged before me this

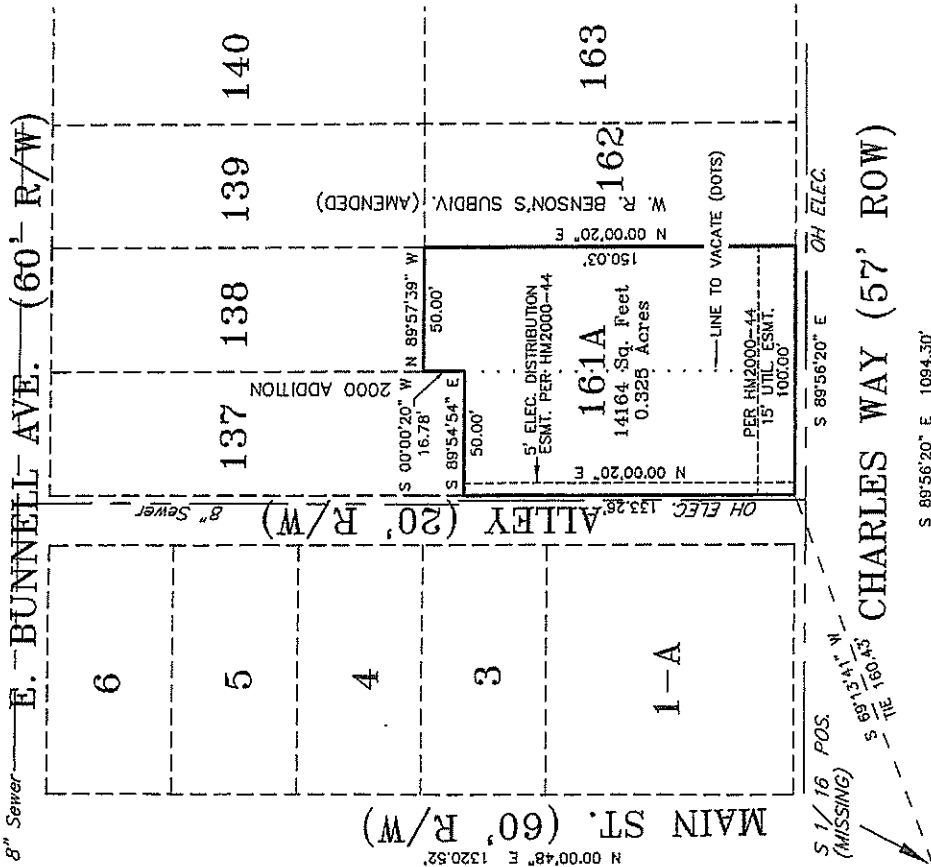
_____ day of _____ 2016.

Notary public for Alaska _____ My Commission Expires

CERTIFICATE OF OWNERSHIP

I hereby certify that I am the owner of the real property shown and described hereon, and that I hereby adopt this plan of subdivision, and by my free consent dedicate all public rights-of-way and grant all easements to the use shown.

JEANNIE N. PORTER
P.O. BOX 3134
HOMER, AK 99603



FOUND RAILROAD SPIKE
PRIOR TO DOT REPAIRING
AND OBLITERATION (CIRCA 2010)
1/4 COR. S19 & 20.

8" WATER

8" Sewer

E. BUNNELL AVE. (60' R/W)

MAIN ST. (60' R/W)

CHARLES WAY (57' ROW)

NOTES:

- NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR PLACED WITHIN AN EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.
- DEVELOPMENT ON THESE LOTS IS SUBJECT TO HOMER MUNICIPAL CODE.
- WASTEWATER DISPOSAL: PLANS FOR WASTEWATER DISPOSAL, THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPT. OF ENVIRONMENTAL CONSERVATION.

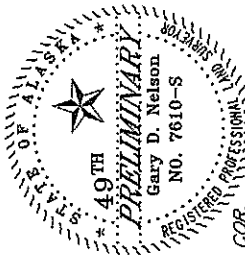
RECEIVED

FEB 19 2016
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



REC DIST _____

Date _____ 20 _____ M

Time _____

Requested By _____

Address _____

KPB FILE No. 2016--

SW 1/16 COR. PER 93-13RS

VICINITY MAP

SCALE: 1" = 2000'

DATE: FEB. 2016

SCALE: 1" = 50'

JOB No. 4848

DRAWING: 4848.DWG

W.R. BENSON'S 2016

A REPLAT OF LOT 161 W.R. BENSON'S SUBDIVISION (AMENDED) (HM67-365) TOGETHER WITH LOT 160 W.R. BENSON'S SUBDIVISION AMENDED INTO LOT 161A SITUATED WITHIN A PORTION OF THE NW1/4 SW1/4 OF SEC 20, T6S, R13W, S. M., CITY OF HOMER, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, HOMER RECORDING DISTRICT, STATE OF ALASKA, CONTAINING 0.325 ACRES

ABILITY SURVEYS

GARY D. NELSON, P.L.S.
(907) 299-1184
152 DEHEL AVE., HOMER, ALASKA

Aerial Map

E Bunnell Ave

Main St

Charles Way

50

40

30

20

W.R. Benson 2016 Subdivision
Preliminary Plat

Aerial Photo from 2013. Property lines not exact; use with care.



City of Homer
Planning and Zoning Department
February 29, 2016

Legend

-  Subject Lots
-  Wetlands
-  10 Ft Topo



*Disclaimer:
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City of Homer

www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603

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

Staff Report PL 16-19

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Deputy City Planner
DATE: March 16, 2016
SUBJECT: Comprehensive Plan Update Chapter 5 Transportation

Introduction

Staff has reviewed this chapter for duplications, language, typos, updates, and created a new implementation table. Most of this chapter is not original work to this plan; its a summary of the Transportation Plan and the Homer Non-Motorized Transportation and Trails Plan. These documents are adopted in the Comprehensive Plan as standalone documents.

Staff Recommendation

Please provide any comments on chapter and the implementation tables

- Check task timeframes, etc

Attachment

Draft Chapter 5 Transportation

■ CHAPTER 5 TRANSPORTATION

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

Overview

This chapter is supplemental to the Transportation Plan, the Homer Non-Motorized Transportation and Trail Plan, and the Homer Spit Comprehensive Plan. It augments these other documents and includes content not covered by these plans.

Transportation in Homer is an integral issue that is important to the future of the community. A small, low-density community typically has few serious transportation problems. However, summer visitation compounds traffic problems along certain routes. Problems related to circulation, parking, congestion, and bicycle and pedestrian safety will grow unless future transportation is considered in conjunction with land use, economic development, and aesthetics.



Transportation is also a key component in Homer's infrastructure, supporting businesses and economic activities. The 1989 Comprehensive Plan noted "Homer is a point where people and goods often change transportation modes to arrive at the final destination." Homer is a hub for land, sea, and air transportation. Maintaining and enhancing Homer's role as this transportation hub will support future community economic and population growth.

Summary of Goals

A number of goals were identified during the preparation of the Homer Transportation Plan.¹ These goals were used as the basis for the following comprehensive plan transportation goals and objectives.

GOAL 1: The street system should be configured to include arterial, collector, and local streets. Through-street connections should be encouraged, while maintaining the integrity of existing neighborhoods.

GOAL 2: The transportation system, including streets, trails, docks and airports, should support future community economic and population growth.

¹ The 2001 Homer Area Transportation Plan prepared by Mike Taurianinen, P.E. Consulting Engineers, Inc. et al. adopted in 2005.

GOAL 3: Homer's transportation system and services should be developed in a manner that supports community land use, design, and social goals.

Context: Transportation in Homer

Much of Homer's commercial development is spread along Pioneer Avenue, East End Road, and Ocean Drive. Homes and businesses are relatively spread out, with room provided for parking along the side or in front of most buildings. While this pattern makes it easy to get around Homer by car, it creates challenges for those who would like to have a more compact, walkable community.

Community concern, as evidenced by committee and public participation in the meetings held for the 2008 Comprehensive Plan, focused on how the community is to evolve and what it will be like to live in Homer in the future. The role of transportation is to support the development of the type of community that resident's desire. Homer residents have consistently spoken in favor of a community that has a more compact and walkable center with attractive streets that support pedestrians, bicycles, as well as cars. These objectives can be achieved. Conscious and consistent efforts to use road and property development standards that support community goals are necessary to achieve these objectives.

Awareness of the key role of transportation in community development has lead to a significant amount of local transportation planning in Homer. Relevant work includes the following plans:

- The Homer Intersections Planning Study, October 2005
- Homer Non-Motorized Transportation and Trail Plan, June 2004
- The Homer Area Transportation Plan – 2001, updated and adopted 2005
- Homer Master Roads and Streets Plan, July 1985

Goals and Objectives for Transportation

GOAL 1: The street system should be configured to include arterial, collector, and local streets. Through street connections should be encouraged, while considering the impact on the integrity of existing neighborhoods.

Objective A: Ensure that collector-level streets are planned, designed, and constructed in addition to arterials and local streets.

The primary job of arterial streets is to move traffic from one place to another, rather than to provide access to adjoining property. Arterials are the generally the responsibility of the State.

Collector streets move traffic from one neighborhood to another, from local streets to arterials, or from one neighborhood to other areas of the community. Predominant travel distances are shorter than on arterial routes and consequently, more moderate speeds are typical. Collectors may provide access to adjacent properties but mobility is typically a more important function. Collectors are typically constructed, owned and maintained by the local government. Because Alaska communities have been slow to adopt road powers and actively contribute to the development of their street systems, the importance of collector street development has often come too late to inexpensively locate and construct these streets. Homer adopted the 1986 Master Roads and Streets Plan to address the development of Homer's road network.



Figure 8: Collector streets and local streets being constructed at the same time.

Local streets and roads are usually built as part of residential development, then transferred to local government ownership. Their primary purpose is to provide access to adjacent land. Local streets provide the lowest level of traffic mobility and serve relatively short distances. They provide access from individual residences to the community street network by connecting to collector-level roads. Through-traffic movement is discouraged.

Identifying future collector street locations is important for a number of reasons. Early location of collector and arterial roads reduces the chance that too much traffic will use residential streets. If subdivisions are developed with minimal land-use controls, what could be called “creeping collectors” may result. For example, an early subdivision is located close to the main road. The streets built for the subdivision are all local streets with driveways opening directly onto the streets, appropriate for serving a single subdivision. Later, a second subdivision is built behind the first. The streets built for the second subdivision are connected to the first subdivision's streets. As houses are built in the second subdivision, traffic slowly increases on the first subdivision's streets, and in particular on the streets providing the most direct link to the main road. If the process is allowed to continue with no thought to the location and construction of collector streets, congestion, the fair distribution of road maintenance costs, safety and other issues arise. It is also much more expensive to establish collector-level streets in a developed area with higher land costs and limited location choices.

- Early location of collector and arterial roads minimizes the cost of right-of-way. Establishing future collector routes to serve rural development would allow Homer to plan for, reserve, and over time acquire the right-of-way for the street, so that by the time it is needed, it can be designed and built cost-effectively. It is appropriate for the developers of larger subdivisions to build portions of collectors that border and serve the subdivision.

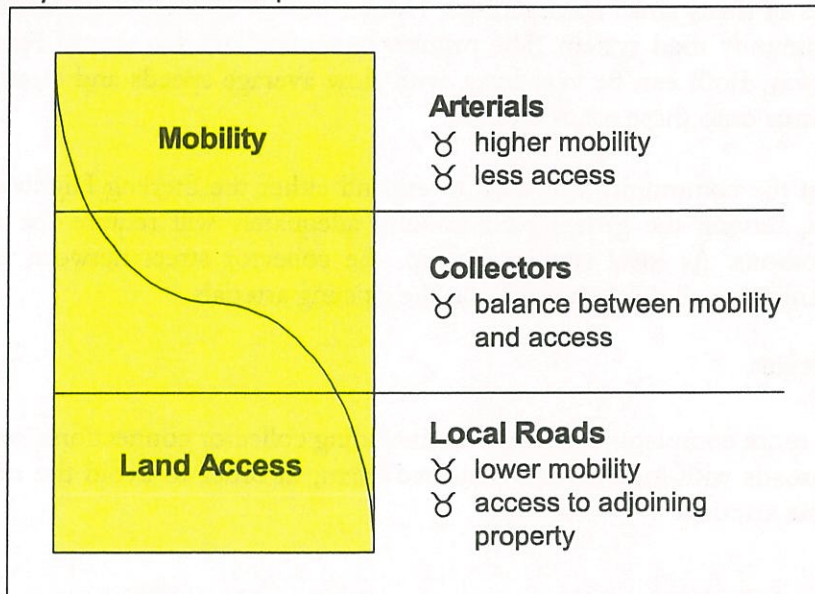
- Early road location minimizes hard feelings. Without locating and designating future collector roads, subdivisions are built and lots occupied before residents know where future main roads will be located. It is far preferable for those who buy land in a development to know, for example, that the western boundary of the development will, at some time in the future, have a collector route built along it, rather than for the property buyers to expect (unrealistically) that the natural area “behind the house” will stay the way it is indefinitely.

Homer has had some success in building collector routes and critical connections through the Special Assessment District (SAD) process in which residents of an area come together and cost share with the City for necessary improvements. This is one way the City can work with residents to improve Homer’s road system.

Implementation Strategies

1. Update the 1986 Master Roads and Streets Plan.
2. Update the 2005 Transportation Plan as needed.

Figure 9: The Mobility-Land Access Relationship



Source: Safety Effectiveness of Highway Design Features, Vol. 1 FHWA, 1992

Objective B: Roadway development in Homer should focus on establishing key street connections.

The Homer Intersections Planning Study and other plans have noted that there are a very limited number of streets and roads that provide connectivity from one part of Homer to another. For example, Homer only has two routes for getting up the hill: East Hill Road and West Hill Road. Existing roadways and intersections are generally functioning acceptably, but several are expected to be at capacity by 2020. Adding road connections will help avoid the need for additional lanes on existing streets. The Intersections Planning Study and the Town Center Plan have recommended a group of new roadway connections and roadway improvements. These improvements are listed

below: *See Figure 10.* These street connections should be reviewed, approved and added to the City's capital projects priority list.

Implementation Strategies

1. Improve Heath Street and Pioneer Avenue Intersection.
2. Construct connections between West Hill Road and Fairview Avenue.
3. Link the disconnected portions of Fairview Ave through central Homer
4. Continue to acquire land for the planned east west connection from Bartlett to Lake Street.

Insert Homer map w improvements

Objective C: Homer's street system should operate at acceptable levels of service, delay, and congestion.

Similar to the residents of many small communities, Homer drivers typically experience good levels of service on the community road system. The primary exceptions to this are on Pioneer Avenue and the Sterling Highway. Both can be very busy, with slow average speeds and steady traffic that makes executing left turns onto these roads difficult.

Since it is unlikely that the community will want to expand either the Sterling Highway or Pioneer Avenue to four lanes, serving the growing community adequately will require the simultaneous development considerations. As local streets develop, the collector street network also needs to expand to avoid concentrating all through traffic on the existing arterials.

Implementation Strategies

1. Develop a more complete street network including collector connections, rather than two main roads with local streets that feed them, in order to avoid the need for wide, high-volume arterials.

GOAL 2: The transportation system, including streets, trails, docks, and airport, should support future community economic and population growth.

Objective A: Work in concert with the State of Alaska, the Kenai Peninsula Borough, and private landowners to appropriately develop the Homer street system as the community grows.

One of the biggest challenges in recent years related to State transportation is the fall in oil revenues and resulting budget cuts. Reduced revenue results in less prompt snow removal, less street sweeping, fewer road repairs, and delayed maintenance and construction projects. The City needs to pay particular attention to funding opportunities and lobbying efforts to ensure Homer road projects progress in a timely manner to serve the transportation needs of the community.

Implementation Strategies

1. Continue to ensure adequate streets are built by private and public sponsors that keep pace with current and support future community development.
2. Utilize the State of Alaska STIP process and capital budget requests to continue to build, maintain and upgrade State roads within and near the City.
3. Update the 2005 Transportation Plan to reflect policies that will result in the desired road network.

Objective B: Establish a corridor preservation program.

It is important that Homer ensure that its prospective street system includes collector connections as well as arterials and residential streets. Without the designation of general route locations it will be expensive-to-impossible to build the streets after an area is developed.

A corridor preservation program should identify the location of future roads, so that when a collector-level road is needed to connect subdivisions with highways or other arterials, the right-of-way is in hand or readily available. Without such a program, the cost of acquiring right-of-way can be high for the City. The impact to the residents whose homes and businesses must be relocated or impinged upon is also significant. Locating future collectors and establishing a corridor preservation program should be an important objective of the City's transportation program. It is important to ensure that the corridor management program has a solid foundation. The Homer Transportation Plan designated road connections that will be needed as parcels of private property develop. In the near future, the City will have to take a number of steps to identify and preserve corridors for these connections, shown below. These steps include:

Implementation Strategies

1. Create a variety of options, such as:
 - a. fee simple purchase of land for right-of-way
 - b. require building setbacks from road rights-of-way
 - c. obtain voluntary dedications or donations of right-of-way on a case-by-case basis during the land development process
 - d. other available tools include securing options to purchase, making interim use agreements, land banking, purchase of access rights and density credits
2. Identify existing roadway easements.
3. Finalize future corridor needs as identified in the Homer Transportation Plan.
4. Field verify recommended corridors to make sure the routes are constructible at a reasonable cost.
5. Select alternative alignments in cases in where recommended or existing (section line) rights-of-way are not feasible.
6. Although not important (or possible, in most cases) to have a precise alignment identified before the road is designed, the designated corridors should indicate corridor needs and identify that the road location will be determined by specific engineering design studies.

7. Working with the Borough and State, reserve as much land in the corridors as possible. Consider the following measures as a basket of tools to be developed and in some cases codified as City Ordinances:
 - a. Require subdivision developers to contribute funds toward upgrades on roads that will be more heavily used as a result of their subdivisions.
 - b. Deny requests for waivers by subdivision developers who prefer not to improve roads to City or Borough standards.
 - c. Utilize criteria for right-of-way exactions and a process for determining the amount of right-of-way dedication that is roughly proportionate to the impact of the proposed development.
 - d. Provide a reduction or reprieve from property taxes on property subject to corridor preservation restrictions; e.g., by removing property from the tax roll, reducing the tax rate for preserved land, or providing a tax credit.
 - e. Offer an option for clustering developments by reducing setbacks or other site design requirements to avoid encroachment into the right-of-way.
 - f. Utilize procedures for intergovernmental coordination between the City, the Borough and Alaska DOT&PF.

Objective C: Enhance and protect the Spit's critical role in regional marine transportation, and improve traffic flow and safety on Homer Spit Road.

The Homer Spit Plan further describes goals and objects for transportation on the Spit.

Implementation Strategies

1. Enhance the connectivity and infrastructure needed to support deep water dock cargo activities and Main Dock Areas.
2. Limit number of access points to Homer Spit Road.

Objective D: Work in concert with the State of Alaska to maintain and improve the Homer Airport.

The Homer Airport is owned and operated by the State Department of Transportation, but the City of Homer owns and operates the terminal building. The airport provides a 6,700-foot long by 150-foot wide asphalt runway and a 3,000 by 600-foot seaplane "runway" and an adjacent seaplane base on Beluga Lake. The airport is equipped with IFR (instrument flight) capability. The city is served by several scheduled and chartered aircraft services.

The Homer Airport Master Plan provides long-range goals for airport improvements. Current priorities include constructing parallel taxiways and expanding the south apron, replacing the rescue and firefighting building, constructing a chemical storage building, and procuring a de-icing truck. Improvements are also being planned for floatplanes on Beluga Lake, such as a float and haul out road.

It is in the interest of the City of Homer to support a well maintained and improved airport facility. The airport and related support facilities amount to a vital economic engine that contributes to the

local economy. Development decisions near the airport should take into account the externalities that exist with current and future operations.

Implementation Strategies

1. Consider issues such as noise impacts and safety hazards in the permitting of new housing and development near the airport.
2. During the zoning map amendment process discussed in the Land Use Section, consider the relationship of the airport and surrounding development. Evaluate and amend the map accordingly.
3. The City of Homer will participate in planning activities and comment on plans involving the maintenance and improvement of the airport.

GOAL 3: Homer's transportation system and services should be developed in a manner that supports community land use, design and social goals.

Homer has expressed a consistent opinion as to how the city should grow and the "look and feel" that residents want for the community. Key desires include a more focused and walkable downtown, a more walkable and bike-able community, and the development of an attractive community that mirrors the natural beauty of Homer's setting. The community roadway system will be an important component of Homer's development and play an important role in whether the community's goals will be realized.

In general, all of the pedestrian improvements noted in other adopted plans and included in this plan will benefit children, the elderly and citizens with disabilities. Homer remains a desirable location for retirement living. As the population over 65 years of age continues to grow, consideration of the transportation needs of the aging population continue to be important. Without linked sidewalks, trails, crosswalks, and pedestrian ways, it is often difficult for seniors to navigate on foot and often impossible for those with disabilities requiring a wheel chair. Additionally, there is a need for community transit type services to serve less mobile populations, such as seniors and residents with disabilities.



Objective A: The trail and sidewalk network should provide an alternative to driving, enhanced recreational opportunities, and create auto-free transportation throughout the community.

In 2004, Homer completed the Homer Non-Motorized Transportation and Trail Plan. As both tourism and the size of the community grow, the traffic loads on Homer's streets will increase. The Non-Motorized Plan indicates that as Homer has grown, residents feel less safe and comfortable while walking and biking in Homer. A combination of increasing traffic on the through-routes, limited sidewalks, and unconnected, low-traffic-volume streets leave pedestrians with a limited number of comfortable routes to use. In a small community, it is reasonable to expect substantial

non-motorized travel if the trails and sidewalks are in place to support walkers and bikers. The plan provides a comprehensive examination of walkability and bike-ability in Homer and suggests a number of improvements to make Homer more walkable and bike friendly.

Implementation Strategies

1. Build pedestrian/bicycle friendly street networks.
2. Implement the Non-Motorized Transportation and Trail Plan. Pages 15-19, 26-31 and 33-36 list specific improvements.

Objective B: City street design standards and cross sections should be bicycle and pedestrian friendly, and include provisions for the elderly, citizens with disabilities, and safe walking routes for children.

The development of a comprehensive sidewalk and trail system will require that the appropriate facilities be included with the construction of each new street. Important elements include standard designs for sidewalks, trails, street side planting, paving requirements, and the inclusion of traffic calming elements in residential streets.

The Homer Non-Motorized Transportation and Trail Plan (2004) provides sample street cross-section designs with locations for both pedestrian and bicycle facilities. These or similar cross-sections should be adopted as standards for the community core. A second set of cross-sections should be developed for more outlying areas. The primary differences between the two would include the presence of curb and gutter and facilities on both sides of the street in the community core, with facilities on one side of the street and no curb and gutter in the outlying areas. A key element of the maintenance of roadside trails in Alaska pertains to how snow is handled. Sidewalks next to the street only work if snow is plowed to the center of the street. For outlying areas with a trail along the side of the road, a key design element is sufficient trail setback to allow plowing and stockpiling of snow between the road surface and the trail.

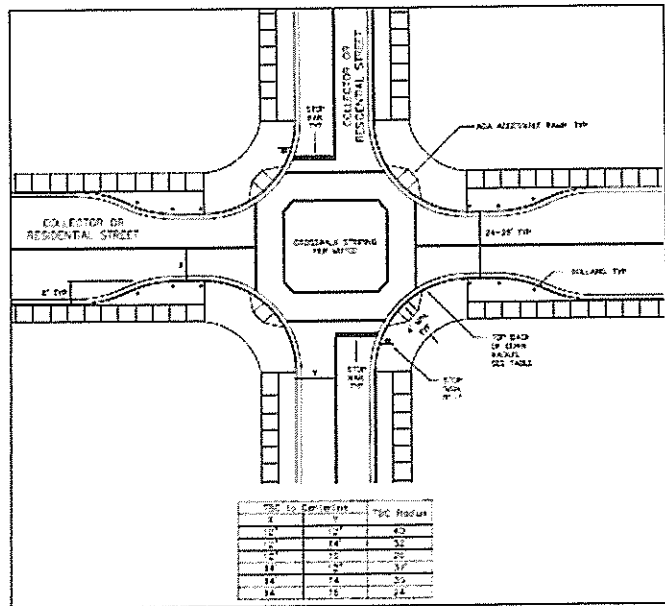


Figure 11: Neckdown or bulb-out (Municipality of Anchorage Traffic Calming Protocol Manual)

Landscaping improves the attractiveness of the streetscape, making both motorized and non-motorized travel more pleasant. Plantings can be combined with specialty sidewalk or street

pavements to highlight crosswalks, bulb-outs and other features. Alaska designs also need to incorporate temporary snow storage and snow removal.

Traffic calming has been successfully used on residential streets to reduce the speed of traffic while not limiting auto access. A feature often used in town centers is the sidewalk bulb-out or neckdown at intersections. Bulb-outs have the combined benefits of slowing traffic somewhat and shortening the distance pedestrians must cover to cross the street. They also provide additional sidewalk space for trees or other plantings.

Implementation Strategies

1. Develop bicycle and pedestrian-friendly standard street designs and cross-sections.
2. Create standards for traffic calming, streetscape design, and landscaping.
3. Adopt cross-sections for bike and pedestrian facilities in the downtown core.
4. Amend the Site Design and Connections sections of the 1987 Design Criteria Manual for Streets and Drainage to ensure compliance with the site accessibility requirements set forth in the Americans with Disabilities Act.
5. Consider snow removal and maintenance concerns in design standards.
6. Include sidewalks and trails as appropriate in the construction of new streets.
7. Develop non-motorized transportation routes in accordance with the Americans with Disabilities Act.
8. Work with parents and school groups to create safe walking routes to schools and after school locations frequented by Homer's school aged children.

Objective C: Support community transit service to enhance mobility, support compact development, and help achieve social goals including provisions for the elderly, citizens with disabilities and safe walking routes for children.

There are two aspects of transit in Homer that are worthy of consideration and development. The first is service for community residents who, due to disabilities or other reasons, are not able to provide their own transportation. The second aspect is service for visitors to enhance the connection between central Homer and the Spit.

For community residents with limited mobility, similar operations in other Alaskan communities use



Figure 12: CARTS First Wheelchair Passenger

a combination of vehicles owned by the private-nonprofit agencies and the transit system. On the Kenai Peninsula, Central Area Rural Transit System Inc (CARTS), provides a ride sharing service, providing transportation for a fee to people with reduced mobility or special needs. The advantages of this type of transit organization are that combining of user groups can result in the vehicle fleet being more efficiently utilized, and operations are more productive. Operating costs are low, and these systems have typically been established as demand-responsive small bus or van service rather

than the fixed-route bus systems typically found in larger communities.

As of 2016, Homer businesses and nonprofits offer transit to both community residents and visitors. For summer visitors, a private company offers a popular trolley service between the Spit and downtown. For special populations, the Homer area has two purchase of service voucher programs using contracted cab companies. One is for general public rides using public transportation funds through CARTS, the other provides subsidized rides for the elderly, and persons with disabilities. Additionally, the Ninilchik Village Tribe will receive federal funding to initiate public transportation services for community and tribal members in Ninilchik and Kenai Peninsula, in the amount of \$300,000 in FY 2016.

Implementation Strategies

1. Continue to support enhanced mobility via community transit through private-nonprofit client services.
2. Support nonprofit and private sector efforts to continue shuttle bus service from the Spit and providing a loop around downtown Homer.
3. Support the establishment of a community transit service.

(See attached Implementation Table)

Project	Timeframe				Primary Duty
	Near Term	Mid Term	Longer Term	Ongoing	
1-A-1 Update the 1986 Master Roads and Streets Plan.	x				City
1-A-2 Update the 2005 Transportation Plan as needed.		x			City
1-B-1 Improve Heath Street and Pioneer Avenue Intersection.		x			City AKDOT
1-B-2 Construct connections between West Hill Road and Fairview Avenue.			x		City Private
1-B-3 Link the disconnected portions of Fairview Ave through central Homer		x			City
1-B-4 Continue to acquire land for the planned east west connection from Bartlett to Lake Street.				x	City
1-C-1 Develop a more complete street network including collector connections, rather than two main roads with local streets that feed them, in order to avoid the need for wide, high-volume arterials.				x	City
2-A-1 Continue to ensure adequate streets are built by private and public sponsors that keep pace with current and support future community development.				x	City
2-A-2 Utilize the State of Alaska STIP process and capital budget requests to continue to build, maintain and upgrade State roads within and near the City.				x	City
2-A-3 Update the 2005 Transportation Plan to reflect policies that will result in the desired road network.	x				City
2-B Establish a corridor preservation program. See p xx for steps	x				City
2-C-1 Enhance the connectivity and infrastructure needed to support deep water dock cargo activities and Main Dock Areas.				x	City
2-C-2 Limit number of access points to Homer Spit Road.				x	City AKDOT
2-D-1 Consider issues such as noise impacts and safety hazards in the permitting of new housing and development near the airport.				x	City
2-D-2 During the zoning map amendment process discussed in the Land Use Section, consider the relationship of the airport and surrounding development. Evaluate and amend the map accordingly.	x				City

2-D-3 The City of Homer will participate in planning activities and comment on plans involving the maintenance and improvement of the airport.				x	City
3-A-1 Build pedestrian/bicycle friendly street networks.				x	City
3-A-2 Implement the Non-Motorized Transportation and Trail Plan. Pages 15-19, 26-31 and 33-36 list specific improvements.				x	City
3-B-1 Develop bicycle and pedestrian-friendly standard street designs and cross-sections.	x				City
3-B-2 Create standards for traffic calming, streetscape design, and landscaping.	x				City
3-B-3 Adopt cross-sections for bike and pedestrian facilities in the downtown core.	x				City
3-B-4 Amend the Site Design and Connections sections of the 1987 Design Criteria Manual for Streets and Drainage to ensure compliance with the site accessibility requirements set forth in the Americans with Disabilities Act.	x				City
3-B-5 Consider snow removal and maintenance concerns in design standards.	x			x	City
3-B-6 Include sidewalks and trails as appropriate in the construction of new streets.				x	City
3-B-7 Develop non-motorized transportation routes in accordance with the Americans with Disabilities Act.	x			x	City
3-B-8 Work with parents and school groups to create safe walking routes to schools and after school locations frequented by Homer's school aged children.	x			x	City
3-C-1 Continue to support enhanced mobility via community transit through private-nonprofit client services.				x	City
3-C-2 Support nonprofit and private sector efforts to continue shuttle bus service from the Spit and providing a loop around downtown Homer.				x	City
3-C-3 Support the establishment of a community transit service.				x	City



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue

Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

City Manager's Report

TO: Honorable Mayor Wythe and Homer City Council
FROM: Katie Koester, City Manager
DATE: March 14, 2016
SUBJECT: City Manager's Report

Time to think about replacing COH radio system: \$\$\$

The City of Homer radio system is aging and will have to be replaced by 2022 to be in full compliance with FCC regulations. Chief Robl has an excellent memo attached that details why the system needs replacement, what replacement entails and cost estimates. The bottom line is it is going to cost a lot of money to replace the system: repeaters, dispatch consoles and hand held radios system wide. Chief Robl's estimate is between \$1.3 - \$1.6 million. The City will need to begin replacement as early as 2018, which means at a minimum the next budget will need to include funding for phase 1 of this multi-year project. Current Police Reserves are just over \$100,000.

Letter of support for Carrie Creek

The State Office of Historical Preservation has requested the Mayor's input on the naming of a small, previously unnamed creek in the Homer area "Carrie Creek." The name is to commemorate the daughter of one of the property owners whose land the creek flows through. Unless there is an objection, I will submit a letter of support on behalf of the Mayor and Council before the March 30 deadline. See the attached letter and nomination packet for more information.

Homer Foundation December 31, 2015 Quarterly Report

The Homer Foundation has submitted the attached report for the quarter ending December 31, 2015. According to Executive Director Steward, Homer Foundation investments have suffered a long downward spiral. However, the trend slowed in December and January, and in the month of February investments are starting to rebound and the Fund is showing strong gains.

Invasive Bird Trapping at Ben Walters Park

Fish and Game has been given permission to live trap starlings at Ben Walters Park. The starling is an invasive species that takes over other bird nests and threatens to endanger natural bird habitat. The lower 48 has many problems with this bird, however it has just arrived on the peninsula and the department would like to make sure the species does not take hold. A 6'x8'x6' trap will be placed next to the trees of the park behind the restroom. It

will be placed to minimize disruption of park use and maximize the potential for catching starlings.

The trap is constructed from wood and chicken wire. It is well signed and checked at least once daily. The plan is to bait it with bird seed/dog food and water and keep at least one live starling in it at all times. A live bird helps to attract other individuals. If for some reason Fish and Game is not able to check the trap, it would be closed but left in place. Fish and Game will have the trap in place until the end of May. If all the starlings are not caught, they would like to put the trap out again in November.

Moving Beluga Slough

You may have noticed heavy equipment on Bishop's Beach on Wednesday the 9th near the outlet of Beluga Slough. Property owners who live near the outlet have received a permit from the Corps to move Beluga Slough. The Slough has been relocated back to the west to eliminate erosion of lots in the Ocean Drive Loop neighborhood many times over the years.

US Fish and Wildlife has given the landowners the authority to access the site. The cost of relocating the outlet has been paid for by the property owners.

The permitting agencies require that the City monitor work on the beach as part of their proposed permit conditions. Public Works has met with Fish and Wildlife on site and monitored the project.

What is Next for Beach Policy

The Port and Harbor has large anchors that they received from the Coast Guard that Public Works will place above high tide along the east side of Bishop's Beach to restrict access. The barrier will have a means for emergency response vehicles to get through. The anchors are a great solution for a physical barrier: they have a maritime look, are very sturdy and difficult to move and save money that would otherwise be spent purchasing boulders. Public Works will work on the challenge of moving such heavy items and hopes to have the anchors staged in the next few weeks (see attached picture).

The second part of implementing the beach policy changes Council passed will be signage. Fish and Wildlife has agreed to take the lead on signage and has budgeted \$5,000 for signage at Bishop's Beach. The next step is to get together with Fish and Wildlife and discuss budget and design for not only Bishop's Beach but also Mariner Park, understanding the importance that the signage be uniform and friendly. The Council will likely have to pass a budget ordinance to fund signage at Mariner Park; however, I will have a better handle on what that looks like once we meet with Fish and Wildlife.

Chill, It's a Drill

On Wednesday, March 30 between 10:15 AM and 10:45 AM tsunami sirens may sound, and TV and radio audiences may see or hear a message that a tsunami warning has been issued impacting Alaska. This is a test to make sure that the tsunami warning system works from one end to the other. So tell your friends and family:

- It's not a real emergency
- Do not evacuate your home
- Do not call 911

In short, on March 30, Chill, it's a Drill!

Enc:

Memo from Chief Robl Re: City of Homer's Radio System

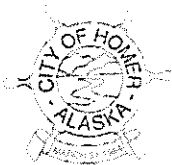
Letter and application packet from DNR Re: Carrie Creek

Homer Foundation December 31, 2015 Quarterly Report

Photo of Coast Guard Buoy Anchors

MOA Between ADOT&PF and City of Homer for Maintenance of Lake Street Bike Path

Economic Benefits of Alaska Ferry System



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

MEMORANDUM

DATE: February 10, 2016
TO: City Manager Koester
FROM: Mark Robl, Chief of Police
SUBJECT: City of Homer's Radio System

The city's radio system is ageing. Critical components of the public safety system will no longer be supported by the manufacturer after 2018. 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. It is time to start financial planning for the replacement of the system.

Public Safety System

The city's public safety radio system serves HVFD and HPD. It is a multi-faceted system designed with the features necessary for public safety including redundancy, interoperability and resilient features. The system has central dispatch, two separate repeater sites for both fire and police, and several subscriber units including handheld and mobile units. This is a very simplistic description of a very complex system. Public safety communications have grown tremendously in technical requirements and capabilities over the last thirty years. The entire system is completely digital and communications are digitally encrypted to comply with HIPAA standards and right to privacy laws. The system pushes data on all transmissions enabling enhanced security features for many different functions. These radios can't be compared to any other radios used for communications. Radios utilized for public safety purposes are essentially computers that have voice communications between users as one of the available functions. Our system is connected to ALMR, (Alaska Land Mobile Radio system). ALMR provides interoperability between responders from state, local and federal agencies allowing us to easily communicate with almost any Alaska based emergency response unit during a multi-agency response. Our police officers operate on ALMR on a daily basis. Both the police and fire departments also have two local repeater controlled channels available. These are used regularly and provide essential back-up should ALMR go down. These are referred to as our "conventional channels" or "legacy system". Additionally, our radios have dozens of other channels allowing conventional communications with almost any agency either fire or police units could need to communicate with. Homer dispatch has a unique piece of equipment called a "Moto-Bridge". The Moto-Bridge provides the ability to electronically connect disparate radios to ensure quality communications are maintained if we have to operate with an agency that we do not share a common channel with.

The City's public safety communications system was built up with grant funded purchases from Homeland Security starting in 2003. Between 2003 and 2005 we received \$892,116 in grant funds utilized completely for our radio system. An additional \$139,000 was obtained in 2007. City funds have been used throughout the years for repairs and maintenance. Approximately \$30,000 in city funds has been needed for equipment replacements since 2010. Our annual radio maintenance contract is \$12,948.

System Replacement

The entire public safety radio system must be replaced soon. There are three primary reasons for this.

First, consider the equipment to be a system of complex interconnected computers. Computers age, become outdated and are subject to on-going security threats posed by hackers, malware and virus manipulation. Our radio system is no exception. All of our equipment is Motorola brand equipment. The dispatch consoles and repeaters will no longer be supported with anti-virus protection or software updates starting in 2018. This is a major concern for ALMR, slightly less of a concern for Homer. ALMR will be replacing all of its gold elite dispatch consoles and quantar repeaters in 2018. Our repeaters and dispatch consoles are identical equipment. If we do not replace the repeaters and consoles when ALMR does, we will slowly begin to lose features because of the changes in software. I cannot currently estimate how long our repeaters and consoles will continue to function after 2018. After consulting with ALMR and state radio technicians my best guess is we'll have 3 to 5 years.

Second, Motorola will cease parts support for our dispatch consoles, repeaters and all of our subscriber units starting in 2018. This is basically the entire system. A critical parts failure in dispatch could possibly shut the system down. Each repeater can be viewed as providing 25% of our main channel support. Therefore, one failed repeater essentially diminishes our systems capability by approximately 25%. For these reasons, my first replacement priorities are the consoles and repeaters. The subscriber units are very durable and we do have a few spares. The DOD uses the same subscriber units and will be updating theirs in 2018. Their old units will almost certainly be available to us for spare parts purposes. We have some more time to work with before we have to replace the subscriber units.

Third, the FCC is in the process of implementing another round of narrow band requirements. Our radio channels operate with a specifically licensed bandwidth. To provide more room in the RF spectrum, the FCC narrowed the allowable bandwidth per channel in 2012. Most of the radios used by the Harbor and Public Works had to be replaced then. Our public safety system radios were already compliant with the mandated change. The FCC will be further restricting bandwidths starting in 2020. I have been told full compliance will be required by 2022. **THIS MEANS EVERY RADIO OWNED BY THE CITY WILL NEED TO BE REPLACED BY 2022.**

If Homer were to decide to contract with the borough for dispatch services, we will still need to maintain our radio system largely in its current state. There would be a couple pieces of equipment that could be eliminated but over 90% of our current system would have to stay in place. Soldotna would simply be connected to our system via a bridged link enabling their dispatchers to operate our equipment remotely. I would strongly argue to keep the system fully functional to provide a back-up when the link fails.

I have applied for Homeland Security grants this year to begin our public safety radio system replacement. I have requested funding to replace our dispatch consoles and repeaters along with a few other projects. Grant funding opportunities are more limited than they were in 2003 and the Homeland Security grant programs have seen a drastic reduction in funding. I think considerable city funds will be needed to replace our radio system. I estimate total system replacement will cost 1.1 to 1.3 million dollars.

Port & Harbor and Public Works

Radios used by harbor and public works personnel are of a simpler design and much cheaper to purchase. They do not have to transmit data or meet encryption requirements. They will have to meet the new FCC bandwidth requirements in 2022 so all of these radios will have to be replaced. Both harbor personnel and public works personnel need to be able to communicate with dispatch, fire and police. This is a basic level of interoperability but it still raises the costs of the radios somewhat over less capable units. Their radios should also be intrinsically safe to allow safe operations in hazardous environmental conditions, such as the presence of gases or other fuels.

The Port and Harbor currently has one base radio, 7 mobile radios and 7 portable radios. They have been considering adding a repeater to their system to provide better system coverage. I think we can expect the replacement of this system to range between forty to seventy thousand dollars based on the radios selected and if a repeater is added or not.

Public Works currently has one base unit, one repeater, 11 portable radios and 22 mobiles. The need for portable radios is likely to increase to as high as 18 to meet new safety requirements with confined space policy changes. I estimate replacement costs to be in the range of one hundred to one hundred and twenty thousand dollars.

Public works maintains a Trimble UHF data radio system used for infrastructure locates. I have not been able to determine how this system will be impacted by the new narrow banding requirements. If it has to be replaced the cost will be in the fifty to eighty thousand dollar range.

Current Grant Applications

Last week we submitted a multi-project grant application to Homeland Security. We requested funding for four different projects, three are radio related.

Project #1 will fund moving two of our repeaters and associated equipment to the new tower proposed to be built on the spit this summer by Spit W Spots. It will also pay for new antennas and coax runs on the tower. One of the repeaters is for a primary police channel; the other is for a primary fire channel. The police repeater was located at the old harbor building and has been out of service since the building was vacated. The fire repeater is in service at the ATT tower on the spit near the harbor maintenance building. The fire repeater is not clearly currently authorized by the lease agreement with ATT to be where it is. ATT has allowed us to leave the repeater in place for now. We anticipate a vast improvement in the performance of these two channels from the new tower site. This grant request is for \$47,363.

Project #2 will fund the purchase and installation of an emergency generator for the new Port and Harbor building. This project is estimated to cost \$110,000.

Project #3 will fund the purchase and installation of five new repeaters for the city's public safety radio system. Four of the new repeaters will be replacements for the repeaters in our current system and starts to address the upgrade of our system. The fifth repeater will provide us with a new 700 MHz frequency. This channel will offer us much better portable radio coverage while inside of buildings, especially larger ones like the high school and buildings with concrete or brick walls. The cost estimate for this project is \$127,650.

Project #4 replaces our two dispatch consoles and some of the associated equipment. This project also addresses a critical need in the required system upgrade. \$296,000 was requested for this project.



THE STATE
of ALASKA
GOVERNOR BILL WALKER

Department of Natural Resources

DIVISION OF PARKS
Office of History & Archaeology

550 West 7th Ave., Suite 1310
Anchorage, Alaska 99501 3565
Main 907.269.8721
E mail oha@alaska.net

February 17, 2016

Re: 3050-3 Carrie Creek

Mary E. Wythe, Mayor
City of Homer
491 E Pioneer Ave
Homer AK 99603

Attn: Jo Johnson, City Clerk, jjohnson@ci.homer.ak.us

Dear Mayor Wythe:

The Alaska Historical Commission has received a geographic name proposal to make official the name Carrie Creek for an unnamed creek six miles northeast of the City of Homer. The name is to commemorate the daughter of one of the property owners whose land the creek flows through. The proposed name has the support of the only other property owner along the short creek. Enclosed is a copy of the proposal for your review, several maps showing the creek's location, and the guidelines for geographic names the Alaska Historical Commission members have established.

The commission would appreciate your comments on the proposed name. To object or to endorse the proposed name, you must respond in writing. I would appreciate receiving your comments by March 30, 2016. You can respond with a letter, a resolution, or by writing your comments in the space provided below.

If you have any questions about the geographic names program, please contact me at email jo.antonson@alaska.gov or by phone at 907.269.8714.

Sincerely,

Joan M. Antonson
Deputy State Historic Preservation Officer

enclosures

I _____ object / _____ endorse the proposed name because: _____	

Signed: _____	Date: _____

Domestic Geographic Name Report

1. Use this form to recommend a feature name or to suggest a name change.

2. For features on Federal lands, coordinate requests with the agency (U.S. Forest Service, National Park Service, Bureau of Land Management, etc.) For the administrative area in which the land is located.

3. On the reverse side of this form give information on the local usage and authority for recommended name.

4. For more information about the Geographic Names Information System or the National Gazetteer Program, contact the U.S. Board on Geographic Names at 703-648-4544.

5. Return this form to:

Executive Secretary for Domestic Geographic Names
U.S. Geological Survey
523 National Center
Reston, VA 22092

Action Requested:

Proposed New Name:	<input checked="" type="checkbox"/>
Application Change:	<input type="checkbox"/>
Name Change:	<input type="checkbox"/>
Other:	<input type="checkbox"/>

Recommended Name:	Carrie Creek
State:	Alaska
County or Equivalent:	Kenai Peninsula
Administrative Area:	Kenai Peninsula Borough

Specific Area Covered:

Latitude:	59	°	41	'	27	"	N	Longitude:	151	°	27	'	15	"	W
Latitude:		°		'		"		Longitude:		°		'		"	
Center:							Heading End	Heading							
Section(s)	2	Township(s)	6S	Range(s)	13W	Meridian	Seward	Elevation	1417.5 ft						

Type of Feature (stream, mountain, populated place, etc.):		Creek													
Is the feature identified (including other names) in the Geographic Names Information System (GNIS)?															
Yes	No	x	Unknown	If Yes, how is it listed?											
Description of Feature (physical shape, length, width, direction of flow, etc.):															

The creek is approximately 6 miles northeast of the City of Homer. It heads at a small unnamed pond .06 miles north of Skyline Drive, and flows approximately .3 miles north to empty into Twitter Creek.

Maps and other sources using recommended name (include scale and date).	Other name (variants)	Maps and other sources using other name or application (include scale and date).

Name information such as origin, meaning of the recommended name, historical significance, biographic data (if commemorative), nature of usage or application, and any other pertinent information:

The proposed name, Carrie Creek, is commemorative for Carrie Anne Lyon (Kessock), July 29, 1973–September 24, 2010. Her parents own the property at the head of the creek. They proposed the name to remember Carrie's happy childhood playing in the proximity of the creek. The only other property owner along the creek supports the proposed name.

Is the recommended name in local usage?	Yes	X	No		If Yes, approximately how many years?	5
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Is there local opposition to, or conflict with the recommended name (as located)?

None known.

For proposed new name, please provide evidence that feature is unnamed:

The creek is unnamed on USGS topographic maps and a search using the coordinates did not find a name for the creek in the GNIS.

Additional information:

Proposal sent for review with a letter indicating response must be in writing to object or endorse the proposed name.

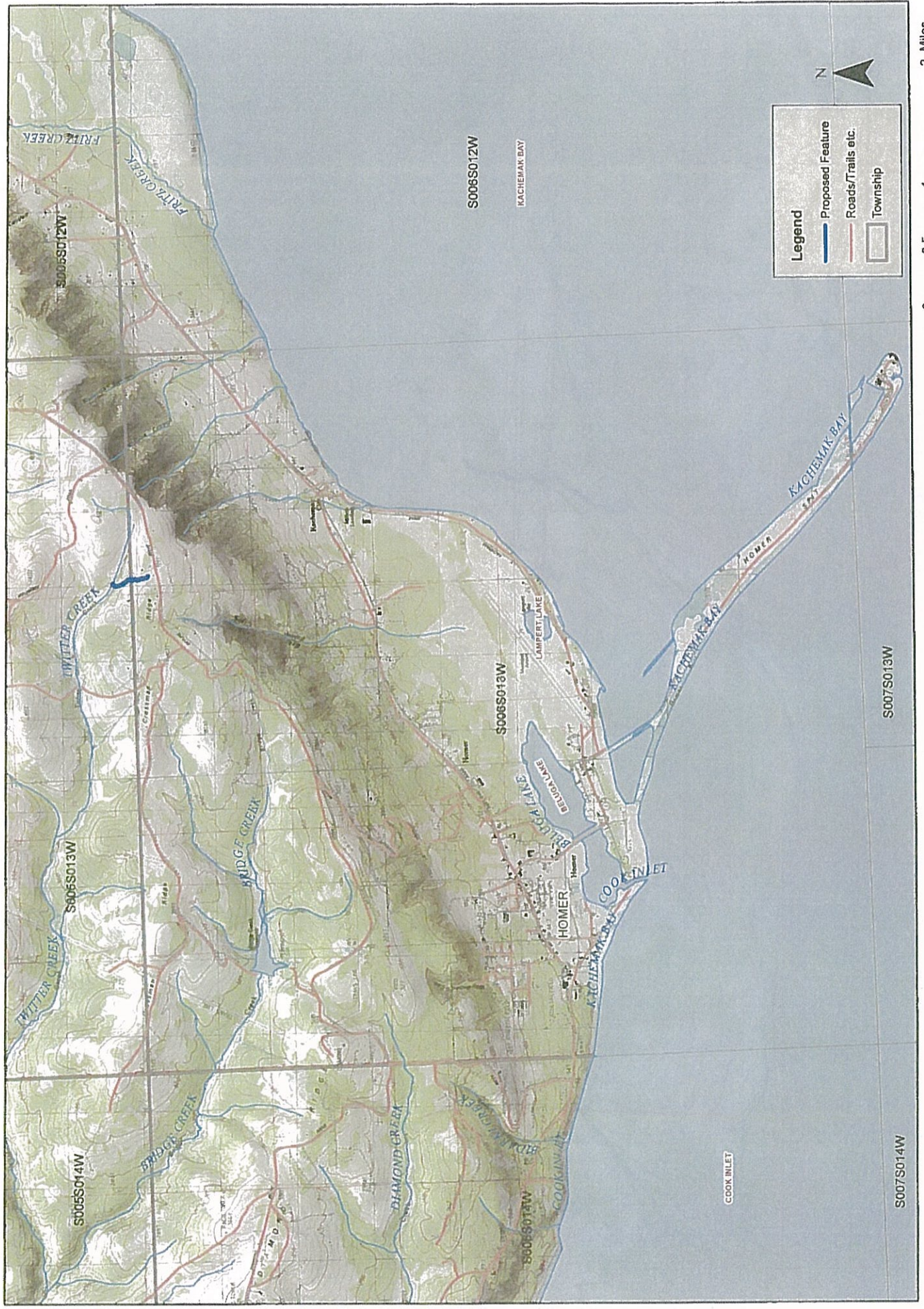
Kenai Peninsula Borough -
 City of Homer
 Kenaitze Indian Tribe
Homer Tribune
Homer News

Mildred Martin, the only other property owner along the creek, supports proposed name, 1.28.2016.

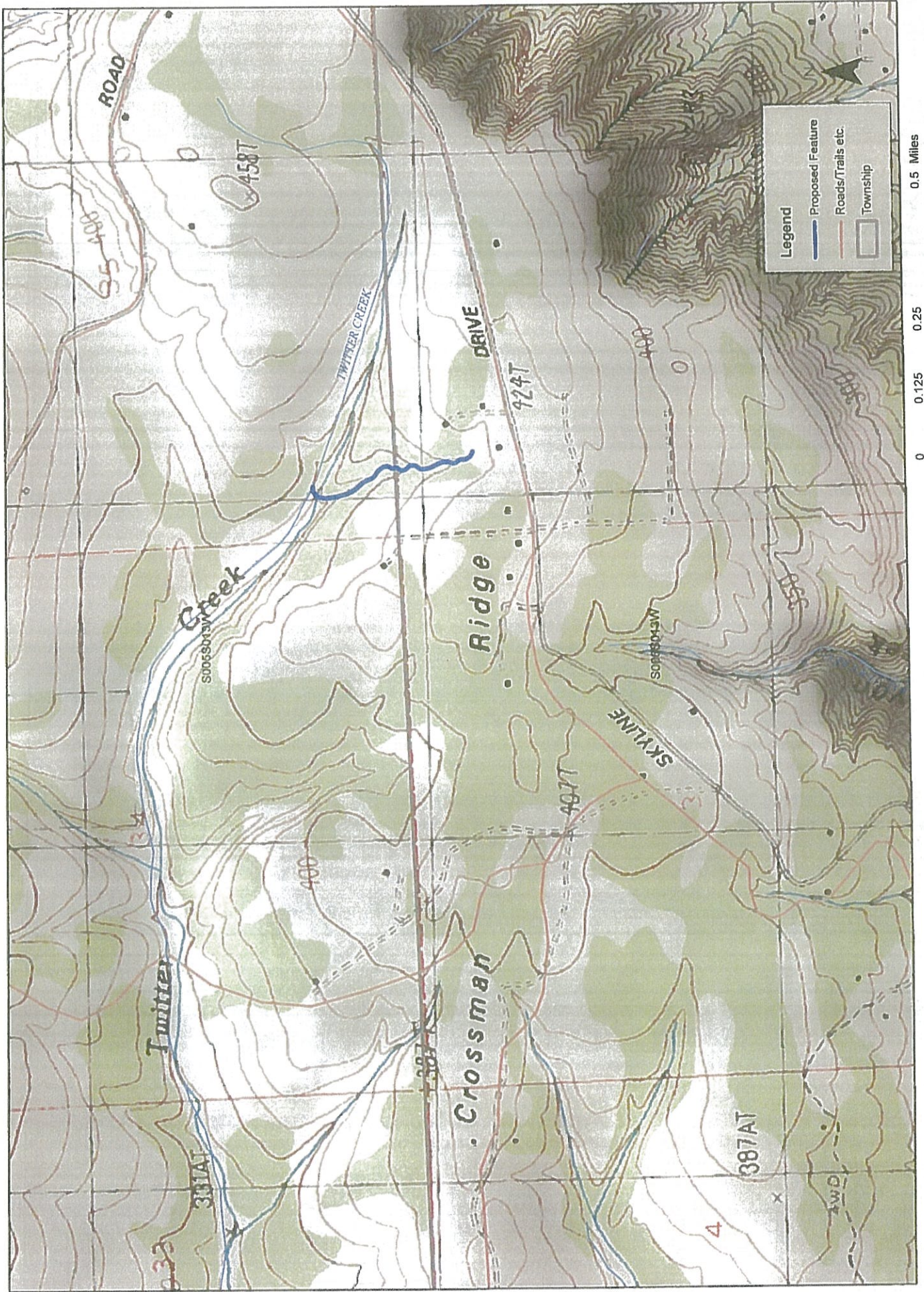
The Alaska Historical Commission will review this proposed name at its fall 2016 meeting.

Copy submitted by: Name (first, M.I., last)		Title	Phone (day)	Date
Gary & Terri Lyon			907.235.8767	1.28.16
Company or Agency		Address (city, State, and Zip)		
		61770 Skyline Dr. Homer, AK 99603 sealion@xvz.net		
Copy Prepared by (if other than above)		Title	Phone (day)	Date
Joan M. Antonson		Deputy SHPO	907.269.8721	2.9.2016
Company or Agency		Address (city, State, and Zip)		
Alaska Department of Natural Resources/Office of History and Archaeology		550 West 7 th Ave., Suite 1310, Anchorage, AK 99501-3565		
Authority for Recommended Name:	Mailing Address and Telephone	Occupation	Years in Area	

Carrie Creek, Ketchikan Peninsula, Alaska



Carrie Creek, Kenai Peninsula, Alaska



HOMER FOUNDATION
 Quarterly Report to Fund Holders
Oct - Dec 2015

Fund Holder City of Homer
 Fund **City of Homer Fund**

Fund Type: Field of Interest
 Fund Code: 1305

PORTFOLIO SHARE (Corpus)

Beginning Balance	187,064.90
Contributions	-
Withdrawals	-
Portfolio Market Change	(4,698.60)
Ending Balance	182,366.30

AVAILABLE FOR DISTRIBUTION (Earnings)

Beginning Balance	6,168.06
Earnings Allocation	685.78
Grants Awarded:	
none from this fund	-
	-
	-
Grants Total	-
Transfers to Restricted Fund	-
Ending Balance	6,853.84



MEMORANDUM OF AGREEMENT

between
CITY OF HOMER
and
STATE OF ALASKA
Department of Transportation and Public Facilities

PROJECT: Homer Lake Street Rehabilitation
PROGRAM NUMBER: Z524610000
LOCATION: Homer, Alaska
LAKE STREET CDS ROUTE NO. 110150
LAKE STREET MILE POINTS: Begin 0.00, End 0.4953

THIS AGREEMENT is made by and between the State of Alaska, acting by and through the Department of Transportation and Public Facilities, hereinafter called the DEPARTMENT, and the City of Homer, hereinafter called the CITY.

WHEREAS: Alaska Statute 19.05.040 provides the DEPARTMENT may enter into agreements with Municipalities relating to highways; and

WHEREAS, the DEPARTMENT will plan, design and construct improvements to Lake Street (hereinafter the PROJECT); and

WHEREAS, it has been determined that the addition of bicycle lanes to Lake Street will serve the public interest and be in accordance with the City of Homer's Non-Motorized Transportation and Trail Plan; and

WHEREAS, Lake Street is a DEPARTMENT owned and maintained roadway; the DEPARTMENT will maintain and operate Lake Street with the exception of bicycle facilities; and

WHEREAS, the CITY will maintain bicycle facilities on Lake Street:

NOW, THEREFORE, the DEPARTMENT and the CITY do hereby agree to the following:

1. PLANNING, DESIGN AND CONSTRUCTION

The DEPARTMENT shall plan, design and construct the PROJECT within the approved scope and funding.

2. SCOPE OF WORK

The DEPARTMENT shall rehabilitate pavement, widen for bike lanes, improve drainage, increase the Sterling Highway intersection radii and rehabilitate pedestrian facilities along the corridor.

3. MAINTENANCE AND OPERATIONS

The DEPARTMENT agrees to maintain and operate Lake Street in accordance with the Alaska Highway Maintenance and Operations Manual and 23 CFR 1.27 and 633.208, with the exception of items maintained and operated by the CITY.

For so long as the Lake Street bicycle facilities, as originally constructed or as thereafter altered or repaired, remain available for public use, the CITY shall perform its activities under this agreement at its sole cost and expense and without reimbursement from the DEPARTMENT. The CITY's maintenance activities include but are not limited to:

- (a) planning, scheduling, administration, and logistics of maintenance activities;
- (b) traffic control and safety;
- (c) maintaining bicycle lane signs and delineators in an as-built condition and replacement, including posts and foundations, when damaged, unreadable, or worn out;
- (d) bicycle lane pavement markings and repainting as required to maintain performance of their intended function;

The CITY's maintenance activities do not include repair or replacement of pavement.

4. INDEMNIFICATION

To the maximum extent allowed by law, the CITY shall indemnify, defend, and hold the DEPARTMENT, its officers, employees, and agents harmless from all liability, claims, causes of action, and costs (including attorney's fees) arising out of the CITY's performance, or failure to perform, the maintenance and operations obligations assigned to the CITY under this AGREEMENT, including, but not limited to, liability, claims, and causes of action alleging or arising out of a negligent act or omission by one of the Indemnified Parties.

5. TERMS OF THE AGREEMENT

The CITY agrees to maintain and operate bicycle facilities, commencing upon the substantial completion of the construction of the project. The DEPARTMENT shall inform the CITY of that date.

6. RESERVATION OF RIGHTS

The DEPARTMENT reserves the right to alter or remove the bicycle lanes at any time and is under no obligation to reconstruct them.

7. AMENDMENT OF AGREEMENT

This AGREEMENT may only be modified or amended by written agreement on the prescribed Supplemental Agreement forms signed by both parties.


8. THE WHOLE AGREEMENT

This AGREEMENT constitutes the entire agreement between the parties. There are no other understandings or agreements between the parties, either oral or memorialized in writing regarding the matters addressed in this AGREEMENT. The parties may not amend this AGREEMENT unless agreed to in writing with both parties signing through their authorized representatives.


9. AUTHORIZED REPRESENTATIVES

By signature below, the DEPARTMENT and the CITY certify that the individuals listed in this AGREEMENT are authorized representatives.

**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
APPROVED:**

Signature:  Date: 2/24/16
Name: Joel St. Aubin, P.E.
Title: Director of Design & Construction, Central Region

**CITY OF HOMER
OFFICE OF THE MAYOR
APPROVED:**

Signature:  Date: 3-7-16
Name: Katie Koester
Title: City Manager



FOR IMMEDIATE RELEASE

No. 16-08

Contact: Katie Marquette, Press Secretary – (907) 465-5801
Aileen Cole, Deputy Press Secretary – (907) 465-3985

Study Finds Widespread Economic Benefits of Alaska Ferry System

February 4, 2016 JUNEAU – Governor Bill Walker and the Alaska Department of Transportation and Public Facilities today released a report on the economic impacts of the Alaska Marine Highway System. The report, prepared by the Juneau-based McDowell Group, found that the state-run ferry system generates a return of more than \$2 to the state for every \$1 invested.

“The ferry system provides a critical link for many communities,” Governor Bill Walker said. “But I was surprised to learn just how widespread the economic impacts are, accounting for 1,700 Alaska jobs and more than \$100 million in wages and benefits.”

The report found Anchorage residents were the number two source of bookings, after Juneau. Other key findings include:

- Two-thirds of AMHS users are Alaska residents.
- The state’s general fund investment of \$117 million in 2014 resulted in a total return on investment of \$273 million.
- Over half of all summer ferry passengers visit Anchorage.
- AMHS nonresident summer passengers spend an average of \$1300 per person while in Alaska
- Nonresident summer passengers who enter or exit Alaska via AMHS spend an average of \$1700 – compared to \$941 average of among all Alaska summer visitors.
- AMHS carried 319,000 passengers, 108,000 vehicles, and almost 4,000 container vans in 2014.

“This study demonstrates why our marine highway system is a vital part of Alaska’s transportation system,” Lieutenant Governor Byron Mallott said. “I look forward to working with Alaskans to strengthen this system in the coming years.”

The report also studied three ferry-dependent communities in depth, finding that the marine highway system is integral to their economies. For example, Copper River Seafoods in Cordova relies on ferry service to transport millions of pounds of fresh seafood from Cordova to Whittier, where it is trucked to Anchorage. The company supports 250 seasonal and 100 full-time jobs in Anchorage.

“A dependable transportation system helps fuel the economy,” said DOT Commissioner Marc Luiken. “It’s critical that we maintain a viable marine highway system as we look to reduce state spending.”

Link to AMHS Report: http://www.dot.state.ak.us/amhs/doc/reports/econ_15.pdf

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