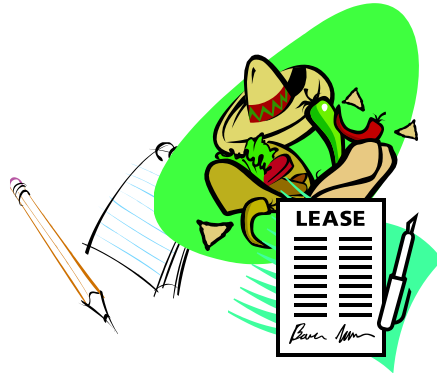
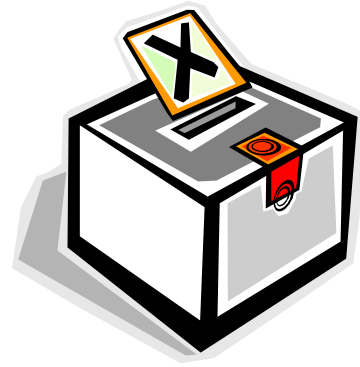


City Council
October 13, 2014
Monday

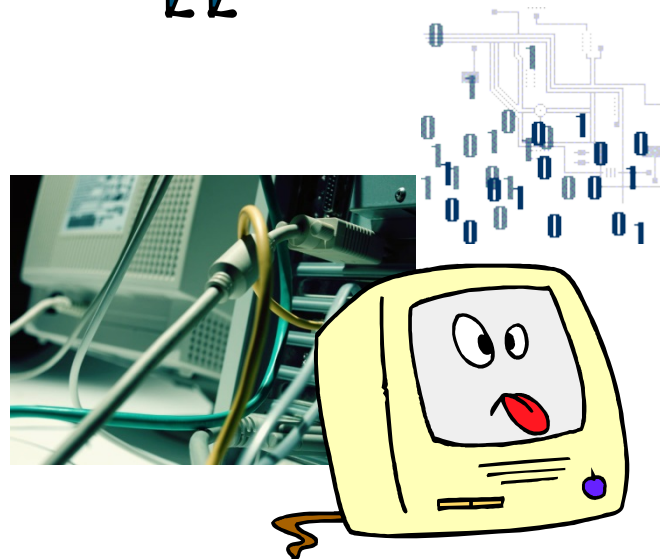


Committee of the Whole 5:00 P.M.
Regular Meeting 6:00 P.M.



Cowles Council Chambers
City Hall
491 E. Pioneer Avenue
Homer, Alaska

Produced and
Distributed by the City Clerk's Office -10/8/2014-rk



2014 OCTOBER

- Monday 13th:** **CITY COUNCIL**
Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.
- Tuesday 14th:** **ECONOMIC DEVELOPMENT ADVISORY COMMISSION**
Regular Meeting 6:00 p.m.
- Wednesday 15th:** **PLANNING COMMISSION**
Worksession 5:30 p.m. and Regular Meeting 6:30 p.m.
- Thursday 16th:** **PARKS AND RECREATION ADVISORY COMMISSION**
Worksession 4:45 p.m. and Regular Meeting 5:30 p.m.
- Friday 17th:** **CITY OFFICES CLOSED** in observance of Alaska Day
- Monday 20th:** **PARKS AND RECREATION ADVISORY COMMISSION**
Fall Park Walk Thru 5:30 p.m.
- CITY COUNCIL**
Special Meeting 6:00 p.m.
- Wednesday 22nd:** **PORT AND HARBOR ADVISORY COMMISSION**
Regular Meeting 5:00 p.m.
- CITY MANAGER SELECTION COMMITTEE**
Regular Meeting 5:30 p.m.
- Thursday 23rd:** **CITY COUNCIL/PLANNING COMMISSION**
Joint Worksession 6:00 p.m.
- Friday 25th:** **CITY COUNCIL**
Strategic Planning Worksession 9:00 a.m. – 4:30 p.m.
- Monday 27th:** **CITY COUNCIL**
Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.

Regular Meeting Schedule

City Council 2nd and 4th Mondays 6 p.m.

Library Advisory Board 1st Tuesday 5 p.m.

Economic Development Advisory Commission 2nd Tuesday 6 p.m.

Parks and Recreation Advisory Commission 3rd Thursday of the Month with the Exception of July & December 5:30 p.m.

Planning Commission 1st and 3rd Wednesday 6:30 p.m.

Port and Harbor Advisory Commission 4th Wednesday 5:00 p.m. (May – August 6:00 p.m.)

Public Arts Committee Quarterly 2nd Thursday 5:00 p.m.

Permanent Fund Committee Quarterly 2nd Thursday 5:15 p.m.

MAYOR AND CITY COUNCILMEMBERS AND TERMS

BETH WYTHE, MAYOR – 14

FRANCIE ROBERTS, COUNCILMEMBER – 15

BARBARA HOWARD, COUNCILMEMBER – 14

BRYAN ZAK, COUNCILMEMBER – 16

DAVID LEWIS, COUNCILMEMBER – 14
BEAUREGARD BURGESS, COUNCILMEMBER – 15
GUS VAN DYKE, COUNCILMEMBER – 16

City Manager, Walt Wrede
City Attorney, Thomas F. Klinkner

<http://cityofhomer-ak.gov/cityclerk> for home page access, Clerk's email address
is: clerk@ci.homer.ak.us City Clerk's office phone number: direct line 235-3130, other number
435-3106.

HOMER CITY COUNCIL
491 E. PIONEER AVENUE
HOMER, ALASKA
www.cityofhomer-ak.gov



COMMITTEE OF THE WHOLE
5:00 P.M. MONDAY
OCTOBER 13, 2014
COWLES COUNCIL CHAMBERS

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

COMMITTEE OF THE WHOLE AGENDA

- 1. CALL TO ORDER, 5:00 P.M.**
- 2. AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)
- 3. ALICE Training, Police Chief Robl**
- 4. 2015 Budget**
- 5. CONSENT AGENDA**
- 6. REGULAR MEETING AGENDA**
- 7. COMMENTS OF THE AUDIENCE**
- 8. ADJOURNMENT NO LATER THAN 5:40 P.M.**
Next Regular Meeting is Monday, October 27, 2014 at 6:00 p.m. and Committee of the Whole 5:00 p.m. A Special Meeting is scheduled for Monday, October 20, 2014 at 6:00 p.m. Worksessions are scheduled for Thursday, October 23 at 6:00 p.m. and Saturday, October 25, 2014 9:00 a.m. – 4:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

CALL TO ORDER
PLEDGE OF ALLEGIANCE
AGENDA APPROVAL

HOMER CITY COUNCIL
491 E. PIONEER AVENUE
HOMER, ALASKA
www.cityofhomer-ak.gov



**REGULAR MEETING
6:00 P.M. MONDAY
OCTOBER 13, 2014
COWLES COUNCIL CHAMBERS**

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

REGULAR MEETING AGENDA

Committee of the Whole 5:00 p.m. in Homer City Hall Cowles Council Chambers.

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Department Heads may be called upon from time to time to participate via teleconference.

2. AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

4. RECONSIDERATION

5. CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Regular meeting minutes of September 22 and Special meeting minutes of September 29, 2014. City Clerk. Recommend adoption.

Pages 23/43/47

- B. **Memorandum 14-149**, from Deputy City Clerk, Re: Liquor License Transfer for Alice's Champagne Palace. **Page 55**
- C. **Memorandum 14-154**, from City Clerk, Re: Travel Authorization for Mayor Wythe, Councilmember Zak, and Newly Elected Councilmember Catriona Reynolds to Attend the Alaska Municipal League 64th Annual Local Government Conference in Anchorage, Alaska, November 17 – 21, 2014. **Page 73**
- D. **Ordinance 14-48**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Grant from the State of Alaska in the Amount of \$36,691.21 for Homer Police Department Project Drive and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Police Chief. Recommended dates: Introduction October 13, 2014, Public Hearing and Second Reading October 27, 2014. **Page 75**
Memorandum 14-150 from Police Chief as backup. **Page 79**
- E. **Ordinance 14-49**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 21.03.040, Definitions; Homer City Code 21.12.030, 21.14.030, 21.16.030, 21.18.030, 21.24.030, 21.26.020, 21.26.030, 21.28.030, 21.30.030, and 21.32.030, Conditional Uses and Structures; and Homer City Code and Permitted Uses and Structures, to Define the Terms Helipad and Hospital, to Delete Heliport as a Conditional Use in the Rural Residential, Urban Residential, Central Business District, General Commercial 1, Marine Commercial and Open Space – Recreation Zoning Districts; to Delete Heliport as a Permitted Use in the General Commercial 2 District, to Add Helipad as a Conditional Use Accessory to a Hospital in the Residential Office Zoning District and as a Conditional Use in the General Commercial 2 and Marine Industrial Zoning Districts, and to Add Heliport as a Conditional Use in the General Commercial 2 District. Planning. Recommended dates: Introduction October 13, 2014, Public Hearing and Second Reading October 27, 2014. **Page 89**
Memorandum 14-155 from City Planner as backup. **Page 101**
- F. **Ordinance 14-50**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2014 Operating Budget by Transferring \$67,500 From the Information System Budget to a Designated Project Expense Account Within the Information System Depreciation Reserve Fund. City Manager. Recommended dates: Introduction October 13, 2014, Public Hearing and Second Reading October 27, 2014. **Page 201**

Memorandum 13-130 from IT Manager as backup. **Page 207**

- G. **Resolution 14-102**, A Resolution of the Homer City Council Encouraging the Alaska Department of Transportation and Public Facilities to Fix the Bumps on the East End Bike Path. Roberts. Recommend adoption. **Page 211**

- H. **Resolution 14-103**, A Resolution of the Homer City Council in Support of the Alaska Maritime Workforce Development Plan. Mayor. Recommend adoption. **Page 239**

- I. **Resolution 14-104**, A Resolution of the City Council of Homer, Alaska, Approving a New Five Year Lease on One Fourth of Lot 12 (Chip Pad) for Alaska Scrap and Recycling, and Authorizing the City Manager to Begin Lease Negotiations. City Manager. Recommend adoption. **Page 243**

Memorandum 14-151 from Lease Committee as backup. **Page 245**

Memorandum 14- 152 from Port and Harbor Advisory Commission as backup.

Page 247

- J. **Resolution 14-105**, A Resolution of the City Council of Homer, Alaska, Expressing Its Support for Kachemak Nordic Ski Club Application to the Recreational Trail Grant Program of the State of Alaska Division of Parks and Outdoor Recreation to Complete the Maintenance Building at the Lookout Mountain Ski Area in the Amount of \$50,000. Mayor/City Council. Recommend adoption. **Page 249**

- K. **Resolution 14-106**, A Resolution of the City Council of Homer, Alaska Requesting That the Alaska Department of Transportation and Public Facilities Construct a Bridge and “Daylight” Woodard Creek as Part of the Pioneer Avenue Rehabilitation Project. City Manager. Recommend adoption. **Page 251**

- L. **Resolution 14-107**, A Resolution of the Homer City Council Extending the Vessel Haul-Out Task Force and Amending the Make-Up of the Task Force to Allow Barbara Howard to Continue Serving as the Chair. Mayor/Council. Recommend adoption.

Page 255

- M. **Resolution 14-108**, A Resolution of the Homer City Council Awarding the Contract for the Refurbishment of Homer Fire Department Apparatus Engine 4 to the Firm of U.S. Fire Equipment LLC of Sumner, Washington, in the Amount of \$148,998.18 and

Authorizing the City Manager to Execute the Appropriate Documents. City Clerk.
Recommend adoption. **Page 257**

Memorandum 14-153 from Fire Chief as backup. **Page 259**

6. VISITORS

A. Municipal Election Report, Deputy City Clerk Jacobsen, 5 minutes.

B. Tom Stroozas, Homer Chamber of Commerce, Annual Report, 10 minutes.
Page 263

7. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

A. **Mayor's Proclamation** – Extra Mile Day – November 1, 2014 **Page 279**

B. Borough Report

C. Commissions/Board Reports:

1. Library Advisory Board

2. Homer Advisory Planning Commission

a. Minutes of September 17, 2014 **Page 281**

3. Economic Development Advisory Commission

4. Parks and Recreation Advisory Commission

5. Port and Harbor Advisory Commission

D. Letter of Thanks from the Homer Hockey Association **Page 289**

E. Hospice of Homer Open House Invitation **Page 291**

8. PUBLIC HEARING(S)

A. **Budget 2015**

- B. **Ordinance 14-19**, An Ordinance of the City Council of the City of Homer, Alaska, Amending the Homer City Zoning Map to Rezone Portions of the Rural Residential (RR), Urban Residential (UR) and Residential Office (RO) Zoning Districts to East End Mixed Use (E-MU). Van Dyke. Introduction May 12, 2014, Referred to the Planning Department, Public Hearing October 13, 2014. **Page 295**

Memorandum 14-139 from City Planner as backup. **Page 315**

- C. **Ordinance 14-46**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 8.12.200(d) "Chauffeur's License - Required", to Remove the Enumerated Chauffer Application Fee and Instead Identify Chauffer License Fees in the City of Homer Fee Schedule Determined by City Council Resolution. City Manager/City Clerk. Introduction September 22, Public Hearing and Second Reading October 13, 2014. **Page 317**

Memorandum 14-145 from City Clerk as backup. **Page 321**

- D. **Ordinance 14-47(A)**, An Ordinance of the Homer City Council Amending the FY 2014 Operating Budget by Appropriating \$105,000 from the Port and Harbor Depreciation Reserve for Barge Mooring Facility Phase 2 - Uplands Improvements. City Manager/Port and Harbor Director. Introduction September 22, Public Hearing and Second Reading October 13, 2014. **Page 325**

Memorandum 14-146 from Vessel Haul-Out Task Force as backup.

Page 329

9. **ORDINANCE(S)**

10. **CITY MANAGER'S REPORT**

A. City Manager's Report

1. Memorandum 14-156 from Public Works Director, Re: 2015 Budget Adjustments. **Page 349**

2. Memorandum 14-158 from Community & Economic Development Coordinator,
Re: Strategic Implementation Planning. **Page 357**
3. Memorandum 14-159 from City Manager, Re: Special Report on Employee
Health Insurance. **Page 381**

11. CITY ATTORNEY REPORT

- A. City Attorney's Report – September 2014 **Page 389**

12. COMMITTEE REPORT

- A. Public Arts Committee
- B. Permanent Fund Committee
- C. Employee Committee Report
- D. Port and Harbor Building Task Force
- E. Public Safety Building Review Committee
- F. Vessel Haul-Out Task Force

13. PENDING BUSINESS

- A. **Resolution 14-093**, A Resolution of the Homer City Council Adopting the 2015-2020
Capital Improvement Plan and Establishing Capital Project Legislative Priorities for
Fiscal Year 2016. Mayor/City Council. (Postponed from September 8, 2014.)
Page 395
Memorandums 14-134, 14-144, and 14-157 from Community and Economic
Development Coordinator as backup. **Pages 397/401/403**

14. NEW BUSINESS

15. RESOLUTIONS

- A. **Resolution 14-109**, A Resolution of the Homer City Council Certifying the Results of
the City of Homer Regular Election Held October 7, 2014 to Decide Ballot Proposition

#1 “Shall a Charter Commission be Elected to Prepare a Proposed Charter?” and to Elect the Mayor and Two Council Members. City Clerk/Canvass Board.

Page 483

- 16. COMMENTS OF THE AUDIENCE**
- 17. COMMENTS OF THE CITY ATTORNEY**
- 18. COMMENTS OF THE CITY CLERK**
- 19. COMMENTS OF THE CITY MANAGER**
- 20. COMMENTS OF THE MAYOR**
- 21. COMMENTS OF THE CITY COUNCIL**

22. ADJOURNMENT

Next Regular Meeting is Monday, October 27, 2014 at 6:00 p.m. and Committee of the Whole 5:00 p.m. A Special Meeting is scheduled for Monday, October 20, 2014 at 6:00 p.m. Worksessions are scheduled for Thursday, October 23 at 6:00 p.m. and Saturday, October 25, 2014 9:00 a.m. – 4:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PUBLIC COMMENTS
UPON MATTERS
ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA

Session 14-23 a Regular Meeting of the Homer City Council was called to order on September 22, 2014 at 6:00 p.m. by Mayor Mary E. Wythe at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS: BURGESS, HOWARD, LEWIS, ROBERTS,
VAN DYKE, ZAK (telephonic)

STAFF: CITY MANAGER WREDE
CITY CLERK JOHNSON
CITY PLANNER ABBOUD
COMMUNITY AND ECONOMIC DEVELOPMENT
COORDINATOR KOESTER
FINANCE DIRECTOR LI
IT MANAGER POOLOS
PORT AND HARBOR DIRECTOR HAWKINS

The Council met for a Worksession from 4:00 p.m. to 4:39 p.m. to hear the final report from the Vessel Haul-Out Task Force. From 5:01 p.m. until 5:35 p.m. the Council met as a Committee of the Whole to discuss Resolution 14-093 and Consent and Regular Meeting Agenda items.

Councilmember Zak has requested telephonic participation.

Mayor Wythe called for a motion to allow Councilmember Zak to participate by telephone.

HOWARD/BURGESS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Department Heads may be called upon from time to time to participate via teleconference.

AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

The following changes were made:

CONSENT AGENDA - Resolution 14-099, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Apply for a Safe Routes to Schools Planning Grant in the Amount of \$15,000 and Expressing Commitment to Provide In-Kind Staff Time as a Contribution. City Manager. Written public comments. **PUBLIC HEARINGS - Ordinance 14-45**, An Ordinance of the Homer City Council Amending Homer City Code 21.93.060 Standing – Appeal to Board of Adjustment and 21.93.500 Parties Eligible to Appeal to Board of Adjustment – Notice of Appearance, Providing for the City Planner or Designee to Participate in Appeals to the Board of Adjustment. City Manager. Memorandum 14-147 from City Planner as backup. **PENDING BUSINESS - Resolution 14-075**, A Resolution of the City Council of Homer, Alaska, Approving and Accepting the Donation From the Bunnell Street Arts Center of a Fanciful Loon Windsock Sculpture by Alaskan Artist Rachelle Dowdy to be Placed at Bishop’s Beach Park. City Clerk/Public Arts Committee. Memorandum 14-148 from Parks and Recreation Advisory Commission as backup. Written public comments.

Mayor Wythe called for a motion to approve the agenda as amended.

LEWIS/ROBERTS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Steve Delehanty, city resident, spoke in support of adding the Homer Hockey Association project to the CIP by Resolution 14-093.

Travis Brown, city resident, spoke in support of adding the Homer Hockey Association project to the CIP by Resolution 14-093.

Phineas and Tucker Weston, brothers and city residents, spoke in support of adding the Homer Hockey Association project to the CIP by Resolution 14-093.

Ted Schmidt, city resident, commented on Resolution 14-075, expressing concern with the sculpture and susceptibility to damage. As to Resolution 14-100, he suggested Council look conservatively and questioned why everything is being combined in one large building.

Adele Person spoke in favor of Resolutions 14-075 and 14-099.

Sue Mauger, Homer resident and Friends of the Public Library, thanked City staff for the tree clearing near the library. She invited the Council and members of the community to a talk about the western lot at the library scheduled for September 29th at 6:00 p.m.

Kate Crowley, city resident, spoke on the City Manager's Report, amending the deed restriction on the HERC property (Resolution 13-096).

Jeanne Parker, city resident, commented on Resolutions 14-093 and 13-096. She does not support a public safety building as being so grandiose and urged the Council to be fiscally conservative.

Sharon Whytal, city resident, supports Resolution 14-075.

Sharlene Kline, Homer resident, supports adding the Homer Council on the Arts Renovation project to the CIP by Resolution 14-093.

Suzanna Webster, city resident, supports Resolution 14-099.

Asia Freeman, city resident, supports Resolution 14-099, HERC recreation and healthy activity, and Resolution 14-075.

Deb Lowney, city resident, spoke against the public safety building at the HERC site and suggested maintaining the current site on Pioneer Avenue with renovations to the Fire Department.

Bill Ostwald, city resident, supports Resolution 14-075.

John Cowan, city resident, commented on Resolution 13-096 and encouraged the Council to consider another site for the public safety building besides the HERC.

Rika Mouw, city resident, supports Resolution 14-075.

Jim Lumy, city resident, supports the HERC for dancing, pickle ball, and winter use.

Shirley Thompson, city resident, spoke about the devastation to the Baycrest Subdivision bluff from Enstar by digging a trench instead of boring under the trees for the gas line project.

Kelly Cooper, Homer resident, commented on the site selection for the public safety building. She noted the various activities at the HERC and that she was looking at a service area for parks and recreation and the library.

Lindianne Sarno, city resident, would like to preserve the HERC building for its cultural and educational opportunities. It could be a place for nonprofits to gather and bring in a lot of grant money.

Angie Newby, city resident, expressed support for Resolution 14-075.

Ken Landfield, city resident, expressed support for Resolution 14-097.

Michael Walsh, city resident, expressed support for Resolution 14-075. He read a letter of support from Charlie Gibson and Debbie Poore.

RECONSIDERATION

CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Regular meeting minutes of September 8, 2014 and Special meeting minutes of September 15, 2014. City Clerk. Recommend adoption.
- B. **Memorandum 14-138**, from Deputy City Clerk Re: Liquor License Transfer of Stock Ownership for Oaken Keg.
- C. **Ordinance 14-46**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 8.12.200(d) "Chauffeur's License – Required", to Remove the Enumerated Chauffer Application Fee and Instead Identify Chauffer License Fees in the City of Homer Fee Schedule Determined by City Council Resolution. City Manager/City Clerk. Recommended dates: Introduction September 22, Public Hearing and Second Reading October 13, 2014.

Memorandum 14-145 from City Clerk as backup.

- D. **Ordinance 14-47**, An Ordinance of the Homer City Council Amending the FY 2014 Operating Budget by Appropriating \$105,000 from the General Fund / Fund Balance for Barge Mooring Facility Phase 2 – Uplands Improvements. City Manager/Port and Harbor Director. Recommended dates: Introduction September 22, Public Hearing and Second Reading October 13, 2014.

Memorandum 14-146 from Vessel Haul-Out Task Force as backup.

Moved to Ordinances.

- E. **Resolution 14-097**, A Resolution of the City Council of Homer, Alaska, Calling for an Amendment to the Constitution of the United States to Abolish Corporate Personhood. Lewis/Burgess. Recommend adoption.
- F. **Resolution 14-098**, A Resolution of the City Council of Homer, Alaska, Expressing Support for the Pratt Museum's Grant Request in the Amount of \$1.65 Million for its New Facility. Roberts. Recommend adoption.
- G. **Resolution 14-099**, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Apply for a Safe Routes to Schools Planning Grant in the Amount of \$15,000 and Expressing Commitment to Provide In-Kind Staff Time as a Contribution. City Manager. Recommend adoption.

Memorandum 14-141 from Deputy City Planner as backup.

Memorandum 14-142 from Parks and Recreation Advisory Commission as backup.

- H. **Resolution 14-100**, A Resolution of the City Council of Homer, Alaska, Declaring and Stating for the Record That It Finds it to be in the Public Interest for the City to Own the Proposed New Public Safety Building and It is Not Interested in Leasing the Building From a Third Party. Mayor/Council. Recommend adoption.
- I. **Resolution 14-101**, A Resolution of the City Council of Homer, Alaska, Approving a New Five Year Sublease at the Homer Airport Terminal for Hertz/Pioneer Car Rental, Inc., Approving a New Owner, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Recommend adoption.

Memorandum 14-143 from City Manager as backup.

Ordinance 14-47 was moved to Ordinances A. (Howard)

Mayor Wythe called for a motion for the approval of the recommendations of the consent agenda as amended.

LEWIS/HOWARD - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Wythe called for a recess at 7:03 p.m. and reconvened the meeting at 7:10 p.m.

VISITORS

A. Vessel Haul-Out Task Force, Final Report

Port and Harbor Director Bryan Hawkins provided a PowerPoint presentation of the final report of the Vessel Haul-Out Task Force. Location and weather in Homer make it a great location for a haul-out facility. There are benefits and challenges. A survey was sent to vessel owners and fleet managers and the task force reviewed costs, methods, management plans and policies of other communities. Twelve public meetings were held.

Benefits would be to larger vessels that have to leave the city to take business elsewhere. Local marine trades' people, other business owners, and the City of Homer would benefit from the facility. Option 1 at the old chip pad next to Pier One Theatre and Option 2, a 5-acre industrial pad, were both evaluated. The task force determined a haul-out facility needs to happen as soon as possible. Last year seven large vessels were hauled out. Extra revenue in the shoulder season will provide revenue opportunities for the community.

Different methods for haul-out include marine ways, lifts, trailers, pneumatic bags, or combinations of these methods. The yard could be open to allow vessel owners to work on their own vessels and hire contractors from an approved list of vendors, or a closed yard where vessel owners would contract with the repair facility and yard employees perform the work. The task force viewed city vs. private management.

Recommendations include:

1. Continue large vessel haul-out at Barge Haul-Out Area September through May
2. Resolve land use issues to provide for year-round use
3. Support the Barge Mooring and Marine Ways CIP's
4. Fund the design, engineering, and permitting for upland improvements for repair yard
5. Develop and advertise an RFP for developing the facility

The task force provided key points to include in the Request for Proposals and provided the Council with the option of disbanding the task force or remaining intact to meet only when needed.

Councilmember Lewis referenced the Option 1 location and its history. In 1983 land was owned by a fish processor that went bankrupt. Both City and harbor funds were used to purchase the land. In 1989 the City Council passed a resolution to keep the land from Pier One Theatre to the Fishing Hole in recreation as long as fish are jumping in the hole. The haul-out facility would be for vessels 58 ft. and larger that Northern Enterprises is not able to haul.

Councilmember Lewis recommended that Councilmember Howard still be allowed to be chairman of the task force even though she is leaving the Council. A resolution will be forthcoming at the October 13th meeting to do so.

ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

- A. **Mayor's Proclamation** - September 28th - October 4th as Childhood Cancer Awareness Week
- B. Borough Report
- C. Commissions/Board Reports:
 - 1. Library Advisory Board
 - 2. Homer Advisory Planning Commission
 - a. Minutes of September 3, 2014
 - 3. Economic Development Advisory Commission
 - 4. Parks and Recreation Advisory Commission

Parks and Recreation Advisory Commissioner Deb Lowney reported the commission unanimously supports the loon sculpture and the placement at Bishop's Beach. The commission chose Karen Hornaday Park as the highest priority CIP project. Other projects selected were the HERC, Bayview Park, and changing Rogers Loop Trailhead from a non-profit to a City project. The HERC building is of great concern to the commission. The commission supports the building and the gym being well maintained as a recreation facility. They are requesting \$20,000 to hire a hydrologist to do some research on Woodard Creek and the whole watershed. This is in conjunction of seeking support and funds for restoration to Woodard Creek through the Rivers, Trails, and Conservation Assistance Program. The commission has requested funds for various connector trails to provide for a walkable, non-motorized community. The goal is to keep pedestrians off streets without sidewalks and away from heavy traffic. The commission supports the safe routes to schools and the recent trail clearing projects. At Karen Hornaday Park the Land and Water Conservation Grant is

being completed at the campground. Saturday, October 11th at 10:30 a.m. the commission and interested community members will be working in the park on clean-up and small maintenance concerns. The committee has been working with Agnew:Beck on the Parks, Art, Recreation and Culture (PARC) Needs Assessment. The website survey and project roll out will begin the second week in October. A community meeting on the results will be November 13th at Islands and Ocean. The commission recognizes the Old Town community and improvements there. The commission requested a representative from the Homer Police Department attend their next meeting to address the inappropriate activities in the Bishop's Beach parking lot and along the beach that is affecting private properties.

5. Port and Harbor Advisory Commission

PUBLIC HEARING(S)

- A. **Ordinance 14-45**, An Ordinance of the Homer City Council Amending Homer City Code 21.93.060 Standing – Appeal to Board of Adjustment and 21.93.500 Parties Eligible to Appeal to Board of Adjustment – Notice of Appearance, Providing for the City Planner or Designee to Participate in Appeals to the Board of Adjustment. City Manager. (Introduction August 25, 2014, Referred to Planning Commission, Public Hearing September 22, 2014.

Memorandums 14-123 and 14-147 from City Attorney as backup.

Mayor Wythe opened the public hearing. In the absence of public testimony Mayor Wythe closed the public hearing.

Mayor Wythe called for a motion for the adoption of Ordinance 14-45 by reading of title only for second and final reading.

LEWIS/ROBERTS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ORDINANCE(S)

- A. **Ordinance 14-47**, An Ordinance of the Homer City Council Amending the FY 2014 Operating Budget by Appropriating \$105,000 from the General Fund / Fund Balance for Barge Mooring Facility Phase 2 – Uplands Improvements. City Manager/Port and

Harbor Director. Recommended dates: Introduction September 22, Public Hearing and Second Reading October 13, 2014.

Memorandum 14-146 from Vessel Haul-Out Task Force as backup.

Mayor Wythe called for a motion for the introduction of Ordinance 14-47.

HOWARD/LEWIS - SO MOVED.

HOWARD/LEWIS - MOVED TO AMEND THAT THE FUNDING COME FROM THE PORT AND HARBOR (DEPRECIATION) FUND RATHER THAN THE GENERAL FUND.

Funds have been transferred to the Port and Harbor Depreciation Fund so that the enterprise stays in the enterprise fund.

VOTE: (amendment) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VOTE: (main motion as amended) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

CITY MANAGER'S REPORT

A. City Manager's Report

1. HERC Building Property / Deed Restrictions: The Homer City Council adopted Resolution 13-096 on September 23, 2013. This is the resolution which requests that the Kenai Peninsula Borough amend the deed restrictions on the HERC property to provide the City with the option of selling the property and using the proceeds for the benefit of the general public. A copy of the resolution is attached. You will recall that Mayor Navarre spoke in favor of this option and said he would support it. I reported to the Council about six months ago that I had checked in with the Mayor requesting a status report. The Mayor reported that the Council's request was undergoing a legal review. We also discussed the fact that the Council was actively considering this property as the site of a new public safety building and therefore, quick Borough action was not needed and could be delayed until the site selection process is

completed. There was no further discussion about this until last week when suddenly there was a flurry of activity. First, Assembly Member Bill Smith called to say that the Council's resolution had just come to his attention and that he would be sponsoring an ordinance to remove the deed restrictions. His intent was to get it introduced before he left office. A day later, I received an e-mail from the Mayor's staff which included an application form for amendments to deed restrictions and indicated that the Administration was preparing to go ahead with its own ordinance. So, things are moving. The situation on the ground has changed somewhat since the Council adopted this resolution. Please let me know if the Council no longer supports Resolution 13-096.

2. Bishops Beach Mischief: The City continues to receive reports and complaints about problems at Bishops Beach, including Bishops Beach Park and the beach itself. These reports are coming from Old Town residents and as far up the beach as the Crittenden / Hidden Way and Salt Water Drive neighborhoods. The complaints include parties, loud noise, dangerous campfires, habitat damage, reckless driving, harassment of other beach and park users, drugs and alcohol, litter, etc. I am aware that Councilmembers are receiving calls also. This week I will be getting together with U.S. Fish and Wildlife staff who are concerned about habitat damage there and want to do some restoration.

This is a topic that might need in-depth Council discussion. Below is a range of possible options that could be taken to address the issue. Some of them could be done administratively. Others would require specific Council action and/or appropriation. Support for all of these options has been expressed over time by various members of the community and by community organizations.

- Rehire Beach Patrol Officer
 - Install a gate that keeps vehicles out of the park and closes off the beach access point to vehicles during certain hours.
 - Install surveillance cameras
 - Establish park hours and close the Park during the evening.
 - Amend the Beach Policies with respect to where vehicles are allowed
 - Prohibit camping on the beach
 - Establish a permit system for motorized access to the beach
 - Organize a Neighborhood Watch / Beach Patrol effort
 - Start a reward system for information leading to arrests.
3. FEMA Flood Maps: FEMA has completed new preliminary flood maps for the Homer coastline. The new maps incorporate recent changes to the Spit Floodplain maps and new updated information about the rest of the coast within the City limits. In short, very little has changed in terms of flood hazards. The biggest change is good news for the City. The Public Works complex has been removed from the VE, 100 year flood

zone. FEMA held a meeting for City staff and a public meeting on September 11th. These are preliminary maps and can be viewed on line or in the City planning office. An appeal period will begin on October or November of 2014. The appeal period will end in February of 2015. The City is eligible to appeal parts or all of the maps because it is the participant in the National Flood Insurance Program. Aggrieved property owners would bring complaints to the City, along with evidence and back-up, and the City would forward the information to FEMA for review and determination. Appeals must include specific data and facts. Letters of final determination will be issued in May of 2015. The effective date of the new maps will be November 2015. For more information, you can consult the Planning Department.

4. Candidates for Public Office and Information Requests: As you know, it is the campaign season. Candidates for public office often request documents or data from the City for their own information in order to get up to speed on City issues. Sometimes these documents or information are used for campaign purposes. This can be a tricky issue and must be handled carefully. City staff are required to be nonpartisan in local elections and must treat candidates equally. Additionally, incumbent candidates are prohibited from using their offices, or implied authority or influence to get City staff to assist them with their campaigns. An incumbent mayor in an Alaska city was recently publically chastised for using his office to obtain information used for campaign purposes that other candidates might not have access too or know existed. So, in order to address this, we have been proceeding under the following policy. If a candidate requests information that is a public record, is routine, and could be obtained by any member of the public, we provide the information without asking the candidate to fill out a public records request. We do this because it is in the public interest to have well informed candidates and a well informed electorate. If the records request is not routine, requires a great deal of staff time to produce, or requires the staff to compile new records or records presentation, then a public records request is required and the provisions in HCC 2.84 (Public Release of Records) and the associated regulations apply like they would to any citizen. I think this is a way for the City to be fair and nonpartisan but at the same time, facilitate information release that leads to informed public discourse.
5. Kachemak City Sewer Agreement and Fee Schedule Changes: The Kachemak City Council reviewed the latest amendments to the draft Wastewater Agreement at its meeting on September 10th. I am scheduled to meet with Mayor Morris on September 18 to discuss his Council's reaction and comments. I can provide more information on this discussion at the meeting.
6. 2015 Budget: The Finance Department and the department heads are working hard on the draft 2015 operating budget. We are scheduled to bring the budget to the Council on October 13. One of the things Finance and PW is spending a lot of time on is re-evaluating how labor costs are allocated between Public Works and the Water and Sewer operation. Public Works has undergone some internal re-organization and now is a good time to take a look at labor allocation. This is still under active discussion

but Council should expect that some level of labor costs will be shifted from the Water and Sewer Fund to the General Fund. This appears to be the right things to do however, it will have definite implications for the General Fund.

7. Employee Health Insurance: Jeff Paxton will be here on September 30 to meet with us and then the Employee Committee. John, Andrea, and I will have a phone conference with him next week in preparation for the meeting with the Employee Committee. The purpose of the meeting is to go over the year to date performance of the self insurance fund and to review the proposals we have received from the private sector. We have received several attractive bids from the private sector which look attractive and will receive further analysis. We are on track to provide Council with a recommendation on how to proceed as part of the upcoming budget process.
8. Natural Gas Project: The construction project is complete. Final invoices have been submitted and the accounts are closed. Enstar representatives will be here on September 25 to work with the City on a final project close-out.

City Manager Wrede commented on the good discussion about the HERC building during the Committee of the Whole.

Last week he met with Fish and Wildlife to talk about habitat damage along Bishop's Beach. Folks are driving on berms and doing things they should not be. The Parks and Recreation Advisory Commission will be approached by Fish and Wildlife for amendments to the Beach Policies regarding driving on beaches. The area of concern at Bishop's Beach is traveling left from the entrance point. People don't traditionally go left to gather coal. Mr. Griswold pointed out the Beach Policies do not prohibit driving left on Bishop's Beach, only that it is discouraged.

The East End Road Bike Trail is of real concern with the number of dangerous bumps on it. One person was hurt pretty badly. It is a State trail and the engineers have expressed an interest in making repairs to it while they are here working on East End Road. He will contact DOT to see if they can find the money to fix the bike trail. A resolution will be forthcoming at the October 13th meeting.

City Manager Wrede met with the Woodard Creek Coalition. The culvert where Woodard Creek travels under Pioneer Avenue is problematic since the water does not flow. Some of the water is lost and is going on adjacent lots and damaging buildings. Project money they have can do some limited drainage work. The coalition would like to see a bridge instead of a culvert on Pioneer Avenue. It would fit in the efforts to daylight Woodard Creek. The Pratt is working on that now. A resolution will be presented at the next meeting for DOT to consider a bridge.

Councilmember Howard commented the public records act applies to existing records. It is very different from asking that a new record be created. She suggested checking with the City Attorney to see how we develop a procedure if we don't already have one in place.

Councilmember Van Dyke asked how the traffic speed bump project for Old Town was progressing. City Manager Wrede did not have an answer, but will provide a timetable for the next meeting packet.

Jeff Paxton will meet with Administration and then the Employee Committee. We are on track to have a recommendation to the Council timely as part of the budget process.

Councilmember Burgess commented on the issues surrounding the HERC building. We have explored costs to operate, renovate, and maintain the existing building and costs to tear down the building. We are one of only a few communities without a dedicated recreation space. There is an intense fervor to associate the recreation need with the HERC building. The goal of the PARC Needs Assessment is to find a viable solution. He asked people to be open minded to the results of the study. No one wants to tear down the HERC building and no one wants to sell the HERC property. It is prime real estate in Homer. If we want to improve the lot we may want to seek lending or funding. The deed restriction on the lot says it cannot be sold or repossessed. We are limiting our options to leverage a capital improvement to the lot. We need the freedom to say this is the best spot for a recreation or a public safety facility. He asked people to look to the long term of how we are going to solve our recreation and public safety needs.

Mayor Wythe commented the concept of removing deed limitations was not about selling the property, but making it the most useful building. The HERC is a facility on the lot that in many ways has exceeded its useful life. Councilmember Lewis worked in the HERC building and recollected that the people who worked there thought it was a lousy building other than the gym. The gym is the one important piece in the building.

B. Bid Report

CITY ATTORNEY REPORT

COMMITTEE REPORT

A. Public Arts Committee

Public Arts Committee Chair Michele Miller reported the committee unanimously approved the loon sculpture. The vandalism and graffiti issues were discussed. The committee would be proud to have a Rachelle Dowdy sculpture in the City's collection.

- B. Permanent Fund Committee
- C. Employee Committee Report
- D. Port and Harbor Building Task Force
- E. Public Safety Building Review Committee

Mayor Wythe announced the next meeting: Wednesday, September 24th at 5:30 p.m. in the Conference Room. She urged people to stay involved in the process if they are interested. If you are not involved it leaves room for misunderstanding. At the recent Open House there were about twenty people who attended.

- F. Vessel Haul-Out Task Force

Councilmember Howard thanked the Council for their support.

PENDING BUSINESS

- A. **Ordinance 14-19**, An Ordinance of the City Council of the City of Homer, Alaska, Amending the Homer City Zoning Map to Rezone Portions of the Rural Residential (RR), Urban Residential (UR) and Residential Office (RO) Zoning Districts to East End Mixed Use (E-MU). Van Dyke. (Introduction May 12, 2014, Referred to the Planning Department. Recommend Public Hearing October 13, 2014.)

Memorandum 14-139 from City Planner as backup.

Motion on the floor from May 12, 2014: MOTION FOR THE ADOPTION OF ORDINANCE 14-19 FOR INTRODUCTION AND FIRST READING BY READING OF TITLE ONLY.

Mayor Wythe called for a motion to postpone to October 13, 2014 for a Public Hearing.

ROBERTS/VAN DYKE – SO MOVED.

There was no discussion.

VOTE: YES. LEWIS, ROBERTS, HOWARD, ZAK, VAN DYKE

VOTE: NO. BURGESS

Motion carried.

- B. **Resolution 14-075**, A Resolution of the City Council of Homer, Alaska, Approving and Accepting the Donation From the Bunnell Street Arts Center of a Fanciful Loon Windssock Sculpture by Alaskan Artist Rachelle Dowdy to be Placed at Bishop's Beach Park. City Clerk/Public Arts Committee. (Referred to the Public Arts Committee June 23, 2014.)

Memorandums 14-103 and 14-140 from Public Arts Committee as backup.

Memorandums 14-107 & 14-148 from Parks and Recreation Advisory Commission as backup.

Motion on the floor from June 23, 2014: MOTION FOR THE ADOPTION OF RESOLUTION 14-075 BY READING OF TITLE ONLY.

The Council expressed support for the sculpture, but expressed concerns about vandalism and maintenance.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Resolution 14-093**, A Resolution of the Homer City Council Adopting the 2015-2020 Capital Improvement Plan and Establishing Capital Project Legislative Priorities for Fiscal Year 2016. Mayor/City Council. (Postponed from September 8, 2014.)

Memorandums 14-134 and 14-144 from Community and Economic Development Coordinator as backup.

Motion on the floor from September 8: MOTION FOR THE ADOPTION OF RESOLUTION 14-093 BY READING OF TITLE ONLY.

LEWIS/HOWARD - MOVED TO ADD THE KEVIN BELL ARENA UNDER OTHER PROJECTS.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ROBERTS/LEWIS – MOVED TO ADD THE RECONFIGURATION FOR HOMER COUNCIL ON THE ARTS TO THE OTHER SECTION OF THE CIP LIST.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LEWIS/ROBERTS - MOVED TO ADD HAVEN HOUSE SECURITY UPGRADES TO THE OTHER SECTION.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ROBERTS/BURGESS – MOVED TO ADD REPLACEMENT AMBULANCE TO THE CITY OF HOMER CIP PROJECT LIST.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LEWIS/ROBERTS – MOVED TO ADD THE SEAFARERS MEMORIAL PARKING PROPOSAL TO THE CIP.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ROBERTS/LEWIS – MOVED TO ADD THE STORM WATER PLAN TO THE CITY OF HOMER CIP LIST.

Brief discussion ensued on the eligibility of the project.

City Planner Abboud clarified it is a study to plan for what might be necessary for storm water, not for the actual capital improvement.

Mayor Wythe called for a recess at 8:01 p.m. and reconvened the meeting at 8:05 p.m.

Community and Economic Development Koester reported the project is eligible for the CIP since it is a non-recurring and non-operational expense over \$50,000, that may result in a fixed asset.

VOTE: YES. ROBERTS, HOWARD, LEWIS, ZAK, VAN DYKE

VOTE: NO. BURGESS

Motion carried.

ROBERTS/LEWIS – MOVED TO ADD BAYVIEW PARK RESTORATION PROJECT TO THE CITY OF HOMER CIP LIST.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ZAK/VAN DYKE - MOVED TO ADD THE HERC BUILDING UPGRADES PROPOSED BY PARKS AND RECREATION.

Councilmember Burgess suggested waiting until the PARC Needs Assessment comes back to make an informed decision.

VOTE: YES. ZAK

VOTE: NO. HOWARD, ROBERTS, VAN DYKE, BURGESS, LEWIS

Motion failed.

LEWIS/HOWARD - MOVED TO ADD THE HOMER SPIT TRAILHEAD RESTROOMS TO THE CIP.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ROBERTS/LEWIS – MOVED TO ADD BACKUP GENERATOR FOR THE HOMER PUBLIC LIBRARY ON THE CIP LIST.

Councilmember Burgess acknowledged that the library functions as a secondary municipal command post. He suggested an electrical shunt with a portable generator to reduce costs.

Community and Economic Development Koester advised the Council the library could be an alternate emergency operations center, a joint operational center, and a child care center. Generally we look for homeland security grants.

IT Manager Poolos explained it could be 6-10 hours of staff time breaking things down when there is a power outage. When the library has no power, online catalogs are not available. The library is a 3-phase building so does not provide an option for a portable generator.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Rogers Loop Trail Land Acquisition is currently on the CIP as proposed by Nordic Ski Club. They request that this become a city parks project. It is a \$70,000 purchase of land that is north of the trailhead.

LEWIS/ROBERTS - MOVED TO ADD THE KACHEMAK NORDIC SKI CLUB ACQUISITION OF ROGERS LOOP TRAILHEAD LAND ACQUISITION.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was brief discussion on Kachemak Shellfish Growers remaining in the CIP.

ROBERTS/LEWIS - MOVED TO POSTPONE RESOLUTION 14-093 TO THE OCTOBER 13, 2014 MEETING.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

RESOLUTIONS

COMMENTS OF THE AUDIENCE

Adele Person, city resident, commented on the East End Road trail with the culverts that have heaved. She is working on a solution to fix the culverts while the construction crews are still working on East End Road.

Deb Lowney, city resident, asked that the Public Safety Building Review Committee slow down on a site selection and wait until the PARC needs assessment is completed. She expressed concern about losing the HERC as a recreation facility.

Christine Szocinski, city resident, expressed frustration on the track record of the City's insurance broker and the staff making decisions that have no education in insurance benefits. She requested a second opinion on health benefit options.

COMMENTS OF THE CITY ATTORNEY

City Attorney Klinkner was not present.

COMMENTS OF THE CITY CLERK

City Clerk Johnson announced absentee voting is underway for the City's election.

COMMENTS OF THE CITY MANAGER

City Manager Wrede commented that it was a good meeting.

COMMENTS OF THE MAYOR

Mayor Wythe reiterated the discussion regarding the HERC is the HERC, but community recreation is not lost on this council. The Council allocated funds for a PARC needs assessment to find the scope of the need so that some type of planning may take place. She encouraged participation in the Public Safety building meetings.

COMMENTS OF THE CITY COUNCIL

Councilmember Roberts commented on the face from the Citizens Academy that offered valuable input. She appreciates that program and encouraged people to sign up next year. She is interested in bringing a resolution forward at the next meeting to repair the speed bumps for the East End Road bike path.

Councilmember Van Dyke thanked everyone that came to express their opinion. There is a considerable amount of passion in regard to certain things. Tonight we have gone over so

much with public safety and public needs for recreation. As a grandfather of hockey players, he too is passionate for recreation needs.

Councilmember Burgess commented the Mayor's comments on the HERC and the broader concern of community recreation are well received. The Public Safety building, the HERC gym, and the idea of a community parks and recreation department or program are separate issues. As a policy maker there is an element of frustration. He sees certain people using the idea of keeping the HERC building open as a point of leverage to de-facto fund parks and recreation programs without getting the buy in of the larger community. The Council asked what the consensus looks like and started with the PARC needs assessment. What is the consensus of the community? We are charged with spending taxpayers' money. It's not fair to say we can spend \$250,000 per year heating and maintaining the HERC building and not adequately house the police and fire departments. A certain amount of rhetoric around a certain structure to drive the discussion does not give us a long-term facility. No one likes the idea of closing the HERC or the idea of an expensive Public Safety building, but we would like to have our citizens adequately protected.

Councilmembers Lewis, Howard, and Zak had no comment.

ADJOURNMENT

There being no further business to come before the Council, Mayor Wythe adjourned the meeting at 8:35 p.m. The next Regular Meeting is Monday, October 13, 2014 at 6:00 p.m. and Committee of the Whole 5:00 p.m. Special Meetings are scheduled for Monday, September 29, 2014 at 6:00 p.m., October 20, 2014 at 6:00 p.m., and Saturday, October 25, 2014 9:00 a.m. – 4:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

JO JOHNSON, MMC, CITY CLERK

Approved: _____

Session 14-24 a Special Meeting of the Homer City Council was called to order on September 29, 2014 at 5:00 p.m. by Mayor Mary E. Wythe at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS: BURGESS, HOWARD, LEWIS, ROBERTS,
VAN DYKE, ZAK (telephonic)

STAFF: CITY CLERK JOHNSON
HR COORDINATOR BROWNING
CITY PLANNER ABBOUD

Councilmember Zak has requested telephonic participation.

Mayor Wythe called for a motion to allow Councilmember Zak to participate by telephone.

BURGESS/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Councilmember Howard arrived at 5:07 p.m.

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

Mayor Wythe called for a motion to approve the agenda as presented.

LEWIS/ROBERTS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Catriona Lowe, city resident, wondered if the home rule will create difficulties in attracting a city manager.

NEW BUSINESS

A. CITY MANAGER RECRUITMENT

With City Manager Wrede's notice to resign when his contract expires at the end of year, the Council is trying to avoid a big gap in service.

The Council consented to a smaller group to review applications. HR Director Browning can push applications to the Mayor and Council as they come in since the City uses the online application portal for all applicants.

Mayor Wythe proposed a first opening to internal applicants. The employment notice could be posted tomorrow, applications due by the end of the week, and interviews scheduled for October 13. If there was no determination we could go public on October 14.

The consensus of the Council was to forego the internal recruitment and see all applicants together with a national recruitment. It is likely a few people within the City qualify for the position with education and experience. Their applications will be considered with all applicants.

HR Director Browning advised the Council there was \$2,000 to \$3,000 budgeted for local advertising. Alaska Municipal League allows job postings and they have an interim city manager process.

LEWIS/BURGESS - MOVED THAT WE DO THE REVIEW PROCESS WITH A SMALL GROUP.

The Council requested all initial applications be sent to the Mayor and Council.

VOTE: YES. LEWIS, BURGESS, HOWARD, ZAK, VAN DYKE

VOTE: NO. ROBERTS

Motion carried.

ROBERTS/BURGESS - MOVED TO COMPOSE OUR SMALL GROUP OF THE MAYOR AND THREE COUNCILMEMBERS.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VAN DYKE/ROBERTS - MOVED TO APPROVE ZAK, VAN DYKE, ROBERTS, AND THE MAYOR AS A SHORT COMMITTEE TO ELECT THE CITY MANAGER.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

The Council discussed salary but did not set an amount for potential candidates. They requested applicants have a bachelor's degree and at least one year experience with a coastal community.

Meetings for the City Manager Selection Committee were scheduled for October 8 and 22, November 12 and 26 at 5:30 p.m.

LEWIS - MOVED THAT INTERVIEWS WITH PEOPLE OUT OF STATE BE CONDUCTED ON A SATURDAY.

Motion died for lack of a second.

ADJOURNMENT

There being no further business to come before the Council, Mayor Wythe adjourned the meeting at 5:44 p.m. The next Regular Meeting is Monday, October 13, 2014 at 6:00 p.m. and Committee of the Whole 5:00 p.m. A Special Meeting is scheduled for Monday, October 20, 2014 at 6:00 p.m., and a Worksession on Saturday, October 25, 2014 9:00 a.m. – 4:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

JO JOHNSON, MMC, CITY CLERK

Approved: _____

Session 14-25 a Special Meeting of the Homer City Council was called to order on September 29, 2014 at 6:00 p.m. by Mayor Mary E. Wythe at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS: BURGESS, HOWARD, LEWIS, ROBERTS,
VAN DYKE, ZAK (telephonic)

STAFF: CITY CLERK JOHNSON
CITY ATTORNEY LEVESQUE
CITY PLANNER ABBOUD

Councilmember Zak has requested telephonic participation.

Mayor Wythe called for a motion to allow Councilmember Zak to participate by telephone.

BURGESS/LEWIS – SO MOVED.

Appellant Griswold objected from the audience.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

AGENDA APPROVAL. (Only those matters on the noticed agenda may be considered, and HCC 2.08.040(c); 2.08.040(e)(3)).

Mayor Wythe called for a motion to approve the agenda as presented.

LEWIS/ROBERTS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. APPEAL TO THE BOARD OF ADJUSTMENT

Regarding the Planning Commission Decision on Conditional Use Permit 14-05 to Build a Covered Deck Which Will Extend 10 Feet Into the 20 Foot Building Setback Along 320 W. Pioneer Avenue, Homer, Alaska. Frank Griswold, Appellant.

This is an Appeal to the Board of Adjustment of the Homer Advisory Planning Commission Decision of May 13, 2014 for Approval of Conditional Use Permit 14-05 to Build a Covered Deck Which Will Extend 10 Feet Into the 20 Foot Building Setback Along 320 W. Pioneer Avenue, Homer, Alaska. We have received opening briefs from the Planning Department and Appellant, Frank Griswold. We also received a reply brief from Frank Griswold. The applicant substantively participated in the commission hearing but did not file any briefing. All parties have standing pursuant to HCC 21.93.060.

Appellant Frank Griswold, Applicants Terry and Jonnie Yager and John Smith, and City Planner Abboud were present.

PRELIMINARY ISSUES

1. Conflicts of Interest

Councilmember Zak declared a potential conflict of interest. As a real estate broker he occasionally has deals with Terry Yager. They just finished one and are working on another one that would result in receiving more than the allowed pecuniary benefit.

Mayor Wythe ruled Councilmember Zak did have a conflict of interest. There was no objection from the Council.

Councilmember Zak was excused from participation.

Councilmember Lewis declared a potential conflict of interest. He met Mr. Yager who is selling his neighbor's house. There is no financial connection.

Mayor Wythe ruled Councilmember Lewis did not have a conflict of interest. There was no objection from the Council.

Councilmember Van Dyke declared a potential conflict of interest. Both Mr. and Mrs. Yager are customers at his mechanic shop. They paid Councilmember Van Dyke more than \$1,000 in the last year.

Mayor Wythe ruled Councilmember Van Dyke did have a conflict of interest. There was objection from the Council.

VOTE: YES. LEWIS, ROBERTS
VOTE: NO. BURGESS, HOWARD

Mayor Wythe broke the tie vote with a YES vote.

Councilmember Van Dyke was excused from participation.

City Clerk Johnson questioned if a quorum vote was required. Attorney Levesque advised four votes are needed.

Appellant Griswold objected from the audience.

Mayor Wythe called for a recess at 6:10 p.m. and reconvened the meeting at 6:12 p.m.

Mayor Wythe announced it has to be a majority vote of a fully constituted vote of the Board, requiring four votes.

Councilmember Van Dyke returned to his seat.

Appellant Griswold objected from the audience.

Mayor Wythe disclosed her potential conflict since the Yager's are members of her church congregation, their children have grown up together, but they have no external activities. There was no objection from the Council.

Councilmember Howard disclosed from 2009 through 2012 Mr. Yager was her landlord. Mayor Wythe identified Mr. Yager was benefitting from her, therefore there was no conflict of interest .

2. Ex Parte communications

There were none stated.

3. Other preliminary issues

Appellant Griswold questioned the legal justification for postponement from September 15 as the decision was made by Attorney Wells. He questioned if it was postponed stating a number of reasons.

Mayor Wythe adjourned the meeting at 6:22 p.m. and reconvened at 6:26 p.m.

Mayor Wythe reviewed the email chain between Attorney Wells and Mr. Griswold. There were concerns about establishing a quorum, therefore, Attorney Wells recommended the meeting be rescheduled.

Appellant Griswold cited HCC 21.93.700 pertaining to quorums and the postponement past the 75-day deadline.

Attorney Levesque advised the Council Mr. Griswold waived days when he requested the original continuance.

Appellant Griswold told the Council the vote on Councilmember Van Dyke was in error. The Council needs a firm ruling on how many votes it takes for a quorum. He cited past cases on appeal.

Mayor Wythe explained a quorum is established as a party of four. A fully constituted board is six people plus the mayor. Any decision that the board made would have to be a consensus vote of four or nothing would be approved pursuant to HCC 21.93.550.

The Council discussed the definition of a fully constituted board.

Mayor Wythe stood corrected.

Councilmember Van Dyke was excused from participation.

Mayor Wythe reiterated the reasons for the reasoning of Attorney Wells to postpone the hearing.

Appellant Griswold objected to the postponement since Attorney Wells had no authority to make the decision. He questioned why Attorney Wells was replaced by Attorney Levesque and Attorney Levesque's role.

Attorney Levesque answered he is not a party; he has an engagement letter with the City, therefore, there is no reason to make an entry of appearance. He talked with Attorney Wells and she felt with the issues before the Board and her limitation on only procedural matters it would be beneficial to have an attorney who could advise the Board on legal and procedural matters and assisting in the writing of a decision.

Appellant Griswold questioned why Attorney Wells was restricted to advising the Board on procedural matters when Attorney Levesque's role was different.

Attorney Levesque told Appellant Griswold he knew the answer since he had filed an ethics complaint against Attorney Wells. Under the bar ruling the only thing the second member of

the firm of Birch Horton can provide is procedural advice. Mr. Klinkner will be representing the planning commission and Ms. Wells will be representing the Board.

Appellant Griswold asserted Mayor Wythe has a bias against him since she nominates people to the Planning Commission. He avowed she has a long-standing animosity towards him pertaining to large box stores, the Blackwell appeal, and his complaint to APOC about the Town Center brochure.

Mayor Wythe passed the gavel to Mayor Pro Tempore Roberts.

Mayor Wythe stated Mr. Griswold keeps a much better record of every activity that has ever engaged him. Her incense with the Council was due to a member of the Council saying the citizens had no idea what they were voting for. That councilmember could not be inside her head to know what she was thinking.

The Council noted they all vote on the appointments of commissioners.

Attorney Levesque advised Mayor Wythe to adequately state if she was impartial and could be fair in issuing a decision.

Mayor Wythe stated when in these situations there is no partiality that comes with her. No one knows how she performs and presents herself better than the people at this table.

Mayor Pro Tempore Roberts asked for a motion regarding Mayor Wythe's partiality. In the absence of a motion the Board accepted her membership in the proceeding.

Mayor Pro Tempore Roberts passed the gavel back to Mayor Wythe.

Appellant Griswold asserted Councilmember Burgess' animosity towards him at the April 14, 2014 city council meeting. The transcript of his comments at that meeting was introduced for procedural purposes and Appellant Griswold read the quote.

Mayor Wythe asked Councilmember Burgess if he could be impartial for the hearing. Councilmember Burgess stated he would be as impartial as any other reasonable person. There was no objection from the Council.

Appellant Griswold requested that the record be supplemented with the corrected minutes of the Homer Advisory Planning Commission (April 15, 2014) for a correction in a footnote.

BURGESS/LEWIS – MOVED THAT WE ADD THE AMENDED MINUTES TO THE PACKET.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Wythe called for a recess at 7:07 p.m. and reconvened the meeting at 7:13 p.m.

PRELIMINARY RULINGS ON PROCEDURAL MATTERS

1. Standing and jurisdictional matters

Mayor Wythe read the definition of standing per HCC 21.93.060. She asked Appellant Griswold how he was aggrieved by the granting of CUP 14-05 since there is not proof within the notice.

Appellant Griswold stated his notice of appeal was not rejected by the Clerk. He owns seven properties in the CBD (Central Business District) in the same zoning district as the subject lot. His properties are closer to this property than Blackwell's property where the superior court ruled he had standing. Approval of CUP 14-05 will set a precedent for other properties in the surrounding neighborhood. If the setback continues throughout the CBD it will affect his enjoyment of walking and bicycling around the CBD. He enjoys areas with green grass and landscaping. He cited HCC 21.01.030, purposes of the zoning code. Approval of the CUP would devalue his property; in time it could lead to total reduction of setbacks detrimental to property values.

Mayor Wythe asked for a motion on Mr. Griswold's standing.

ROBERTS/BURGESS – MOVED THAT MR.GRISWOLD HAS STANDING.

Attorney Levesque referenced page 9 of the record on appeal where Mr. Griswold referenced a superior court had ruled on Blackwell property being 5,000 ft. away yet he still had standing. That was prior to the ordinance change for standing. Since the requirement for standing was passed by the City Council there was a supreme court case *Griswold vs. COH, City Clerk Jo Johnson and the Kachemak Shellfish Agricultural Association*. The supreme court held the standing requirements of the City of Homer as adequate. Mr. Griswold was four miles from Kachemak Shellfish. The Clerk rejected it twice and it went to superior court and then to supreme court. The only difference in that case and this case is that the court acknowledged Mr. Griswold was outside the same zoning district. The key difference here is that Mr. Griswold's property is in the same district. The court ruled that the way someone has to prove standing is that they must show proof of the adverse action taken under the zoning code. That is of the use, enjoyment, and the value of the real property. If the interest is no different than anyone else in the community, that is not standing. To have standing it is reasonable to assume you would have to have proof instead of a belief. It is subjective and speculative as to what will happen to his property. The code requires proof.

Appellant Griswold asked how someone could show proof on a project under appellant review. If he had not shown standing to the Clerk she would have rejected the appeal. Both

cases mentioned were outside of his zoning district. Mr. Griswold corrected Attorney Levesque's description of the appeals that were filed.

Mayor Wythe asked the Clerk if there was a question as to Mr. Griswold's standing.

City Clerk Johnson answered there was a question and she was unable to make a determination if Mr. Griswold had standing.

Mayor Wythe advised the Council they were to make a decision regarding standing.

Appellant Griswold pointed out there was no objection to his standing by any other party.

VOTE: YES. ROBERTS, BURGESS

VOTE: NO. HOWARD, LEWIS

Mayor Wythe broke the tie vote with a NO vote.

Motion failed.

The hearing concluded with the Board's determination that Appellant Griswold had no standing.

ADJOURNMENT

There being no further business to come before the Council, Mayor Wythe adjourned the meeting at 7:34 p.m.

JO JOHNSON, MMC, CITY CLERK

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 14-149

TO: MAYOR WYTHE AND HOMER CITY COUNCIL
FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK
DATE: OCTOBER 7, 2014
SUBJECT: LIQUOR LICENSE TRANSFER FOR ALICE'S CHAMPAGNE PALACE

We have been notified by the ABC Board of an application for a Liquor License transfer in the City of Homer for the following:

Type:	Beverage Dispensary
Lic #:	253
DBA Name:	Alice's Champagne Palace
Licensee/Applicant:	Pioneer Beverages, Inc.
Premise Address:	195 E. Pioneer Ave. Homer, AK 99603
Mailing Address:	203 W. Pioneer Ave. Ste 2b, Homer, AK 99603

RECOMMENDATION: Voice non objection and approval for the liquor license renewals and new liquor license application.

Fiscal Note: Revenues.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Commerce, Community,

and Economic Development

ALCOHOLIC BEVERAGE CONTROL BOARD

2400 Viking Drive
Anchorage, Alaska 99501
Main: 907.269.0350
TDD: 907.465.5437
Fax: 907.334.2285

City of Homer
Attn: Jo Johnson
VIA EMAIL: clerk@cityofhomer-ak.gov

Pioneer Beverages, Inc.

DBA Alice's Champagne Palace – License #253

- New Application Transfer of Ownership Transfer of Location
 Restaurant Designation Permit DBA Name Change

We have received an application for the above listed licenses (see attached application documents) within your jurisdiction. This is the notice as required under AS 04.11.520. Additional information concerning filing a "protest" by a local governing body under AS 04.11.480 is included in this letter.

A local governing body as defined under AS 04.21.080(11) may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the board **and** the applicant with a clear and concise written statement of reasons in support of a protest within 60 days of receipt of this notice. If a protest is filed, the board will not approve the application unless it finds that the protest is "arbitrary, capricious and unreasonable". Instead, in accordance with AS 04.11.510(b), the board will notify the applicant that the application is denied for reasons stated in the protest. The applicant is entitled to an informal conference with either the director or the board and, if not satisfied by the informal conference, is entitled to a formal hearing in accordance with AS 44.62.330-44.62-630. **IF THE APPLICANT REQUESTS A HEARING, THE LOCAL GOVERNING BODY MUST ASSIST IN OR UNDERTAKE THE DEFENSE OF ITS PROTEST.**

Under AS 04.11.420(a), the board may not issue a license or permit for premises in a municipality where a zoning regulation or ordinance prohibits the sale or consumption of alcoholic beverages, unless a variance of the regulation or ordinance has been approved. Under AS 04.11.420(b) municipalities must inform the board of zoning regulations or ordinances which prohibit the sale or consumption of alcoholic beverages. If a municipal zoning regulation or ordinance prohibits the sale or consumption of alcoholic beverages at the proposed premises and no variance of the regulation or ordinance has been approved, please notify us and provide a certified copy of the regulation or ordinance if you have not previously done so.

Protest under AS 04.11.480 and the prohibition of sale or consumption of alcoholic beverages as required by zoning regulation or ordinance under AS 04.11.420(a) are two separate and distinct subjects. Please bear that in mind in responding to this notice.

AS 04.21.010(d), if applicable, requires the municipality to provide written notice to the appropriate community council(s).

If you wish to protest the application referenced above, please do so in the prescribed manner and within the prescribed time. Please show proof of service upon the applicant. For additional information please refer to 13 AAC 104.145, Local Governing Body Protest.

Note: Applications applied for under AS 04.11.400(g), 3 AAC 304.335(a)(3), AS 04.11.090(e), and 3 AAC 304.660(e) must be approved by the governing body.



Maxine Andrews
Business Registration Examiner
Direct line: 907-269-0358
Email: maxine.andrews@alaska.gov

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Maxine Andrews
Business Registration Examiner
Direct line: 907-269-0358
Email: maxine.andrews@alaska.gov

Transfer Liquor License

License is: Full Year OR Seasonal List Dates of Operation:

SECTION A - LICENSE INFORMATION			FEES
License Year: 2014/2015	License Type: Beverage Dispensary License	Statute Reference Sec. 04.11.090	<i>11464</i> Filing Fee: \$100.00
License #: 253			Rest. Desig. Permit Fee: \$ 50.00
Local Governing Body: (City, Borough or Unorganized) Kenai Peninsula		Community Council Name(s) & Mailing Address: City of Homer	Fingerprint: \$51.50 <i>(\$51.50 per person)</i>
Name of Applicant (Corp/LLC/LP/LLP/Individual/Partnership): Pioneer Beverages, Inc.		Doing Business As (Business Name): Alice's Champagne Palace	TOTAL \$201.50
		Business Telephone Number: (907) 398-7475	
		Fax Number:	
Mailing Address: 203 W Pioneer Ave Ste 2b	Street Address or Location of Premise: 195 E Pioneer Ave. Homer, AK 99603		Email Address:
City, State, Zip: Homer AK 99603			
SECTION B - TRANSFER INFORMATION			
<input checked="" type="checkbox"/> Regular Transfer		Name and Mailing Address of <i>CURRENT</i> Licensee: Homer Beverages, Inc. 1637 Stanton Ave. Anchorage AK 99508	
Transfer with security interest: Any instrument executed under AS 04.11.670 for purposes of applying AS 04.11.360(4)(b) in a later involuntary transfer, must be filed with this Application. Real or personal property conveyed with this transfer must be described. Provide security interest documents. <input type="checkbox"/> Involuntary Transfer. Attach documents which evidence default under AS 04.11.670.		Business Name (dba) <i>BEFORE</i> transfer: Alice's Champagne Palace	
		Street Address or Location <i>BEFORE</i> transfer: 195 E Pioneer Ave. Homer, AK 99603	
SECTION C - PREMISES TO BE LICENSED			
Distance to closest school grounds: 0.7 Miles	Distance measured under: <input type="checkbox"/> AS 04.11.410 OR <input type="checkbox"/> Local ordinance No.	<input type="checkbox"/> Premises is GREATER than 50 miles from the boundaries of an incorporated city, borough, or unified municipality. <input type="checkbox"/> Premises is LESS than 50 miles from the boundaries of an incorporated city, borough, or unified municipality. <input type="checkbox"/> Not applicable	
Distance to closest church: 387 Feet	Distance measured under: <input type="checkbox"/> AS 04.11.410 OR <input type="checkbox"/> Local ordinance No.		
Premises to be licensed is: <input type="checkbox"/> Proposed building <input checked="" type="checkbox"/> Existing facility <input type="checkbox"/> New building		<input type="checkbox"/> Plans submitted to Fire Marshall (required for new & proposed buildings) <input checked="" type="checkbox"/> Diagram of premises attached	

Transfer Liquor License

SECTION D – LICENSEE INFORMATION

1. Does any individual, corporate officer, director, limited liability organization member, manager or partner named in this application have any direct or indirect interest in any other alcoholic beverage business licensed in Alaska or any other state?

Yes No If Yes, complete the following. Attach additional sheets if necessary.

Name	Name of Business	Type of License	Business Street Address	State

2. Has any individual, corporate officer, director, limited liability organization member, manager or partner named in this application been convicted of a felony, a violation of AS 04, or been convicted as a licensee or manager of licensed premises in another state of the liquor laws of that state?

Yes No If Yes, attach written explanation.

SECTION E – OWNERSHIP INFORMATION - CORPORATION

Corporations, LLCs, LLPs and LPs must be registered with the Dept. of Community and Economic Development.

Name of Entity (Corporation/LLC/LLP/LP) (or N/A if an Individual ownership): Pioneer Beverages, Inc.		Telephone Number: (907) 398-7475	Fax Number:
Corporate Mailing Address: 203 W Pioneer Ave Ste 2b	City: Homer	State: Alaska	Zip Code: 99603
Name, Mailing Address and Telephone Number of Registered Agent: Michael Todd Boling 203 W Pioneer Ave Ste 2b Homer, AK 99603 907-398-7475		Date of Incorporation OR Certification with DCED: 7/22/14	State of Incorporation: Alaska

Is the Entity in "Good Standing" with the Alaska Division of Corporations? Yes No
 If no, attach written explanation. Your entity *must* be in compliance with Title 10 of the Alaska Statutes to be a valid liquor licensee.

Entity Members (Must include President, Secretary, Treasurer, Vice-President, Manager and Shareholder/Member with at least 10%)

Name	Title	%	Home Address & Telephone Number	Work Telephone Number	Date of Birth
Michael Todd Boling	Pres.	100	3459 Main St., Homer AK 99603	907-398-7475	6/3/68

NOTE: If you need additional space, please attach a separate sheet.

SECTION F – OWNERSHIP INFORMATION – SOLE PROPRIETORSHIP (INDIVIDUAL OWNER & SPOUSE)

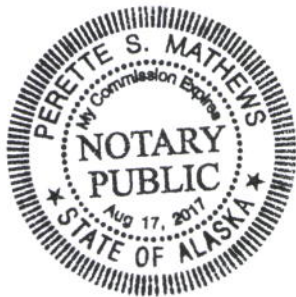
Individual Licensees/Affiliates (The ABC Board defines an "Affiliate" as the spouse or significant other of a licensee. Each Affiliate must be listed.)

Name: Address:	Applicant <input type="checkbox"/> Affiliate <input type="checkbox"/>	Name: Address:	Applicant <input type="checkbox"/> Affiliate <input type="checkbox"/>
Home Phone: Work Phone:	Date of Birth:	Home Phone: Work Phone:	Date of Birth:
Name: Address:	Applicant <input type="checkbox"/> Affiliate <input type="checkbox"/>	Name: Address:	Applicant <input type="checkbox"/> Affiliate <input type="checkbox"/>
Home Phone: Work Phone:	Date of Birth:	Home Phone: Work Phone:	Date of Birth:

Declaration

- I declare under penalty of perjury that I have examined this application, including the accompanying schedules and statements, and to the best of my knowledge and belief it is true, correct and complete, and this application is not in violation of any security interest or other contracted obligations.
- I hereby certify that there have been no changes in officers or stockholders that have not been reported to the Alcoholic Beverage Control Board. The undersigned certifies on behalf of the organized entity, it is understood that a misrepresentation of fact is cause for rejection of this application or revocation of any license issued.
- I further certify that I have read and am familiar with Title 4 of the Alaska statutes and its regulations, and that in accordance with AS 04.11.450, no person other than the licensee(s) has any direct or indirect financial interest in the licensed business.
- I agree to provide all information required by the Alcoholic Beverage Control Board in support of this application.

Signature of Current Licensee(s)	Signature of Transferee(s)
Signature	Signature
Signature	Signature
Name & Title (Please Print) Donald D. Emmal, President	Name & Title (Please Print) Michael Todd Boling, President
Subscribed and sworn to before me this <u>18th</u> day of <u>August</u> , 2014.	Subscribed and sworn to before me this _____ day of <u>August</u> , 2014.
Notary Public in and for the State of Alaska 	Notary Public in and for the State of Alaska
My commission expires: <u>August 17, 2017</u>	My commission expires:



Transfer Liquor License

SECTION F – OWNERSHIP INFORMATION – SOLE PROPRIETORSHIP (INDIVIDUAL OWNER & SPOUSE)

Individual Licensees/Affiliates (The ABC Board defines an "Affiliate" as the spouse or significant other of a licensee. Each Affiliate must be listed.)

Name:	<input type="checkbox"/> Applicant <input type="checkbox"/> Affiliate	Name:	<input type="checkbox"/> Applicant <input type="checkbox"/> Affiliate
Address:		Address:	
Home Phone:	Date of Birth:	Home Phone:	Date of Birth:
Work Phone:		Work Phone:	
Name:	<input type="checkbox"/> Applicant <input type="checkbox"/> Affiliate	Name:	<input type="checkbox"/> Applicant <input type="checkbox"/> Affiliate
Address:		Address:	
Home Phone:	Date of Birth:	Home Phone:	Date of Birth:
Work Phone:		Work Phone:	

Declaration

- I declare under penalty of perjury that I have examined this application, including the accompanying schedules and statements, and to the best of my knowledge and belief it is true, correct and complete, and this application is not in violation of any security interest or other contracted obligations.
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- I agree to provide all information required by the Alcoholic Beverage Control Board in support of this application.

Signature of Current Licensee(s)	Signature of Transferee(s)
Signature	Signature <i>M. Todd Boling</i>
Signature	Signature
Name & Title (Please Print)	Name & Title (Please Print) Michael Todd Boling, President
Subscribed and sworn to before me this _____ day of _____	Subscribed and sworn to before me this <u>28</u> day of <u>August</u> , 2014
Notary Public in and for the State of Alaska	Notary Public in and for the State of Alaska <i>R. Lynn Monroe</i>
My commission expires:	My commission expires: <u>10-17-16</u>

STATE OF ALASKA
NOTARY PUBLIC
R. LYNN MONROE
 My Commission Expires 10-17-16

STATE OF ALASKA
ALCOHOLIC BEVERAGE CONTROL BOARD
APPLICATION FOR RESTAURANT DESIGNATION PERMIT - AS 04.16.049 & 15 AAC 104.715-794
FEE: \$50.00

The granting of this permit allows access of persons under 21 years of age to designated licensed premises for purposes of dining, and persons under the age of 19 for employment. If for employment, please state in detail, how the person will be employed, duties, etc. (13 AAC 104.745)

This application is for designation of premises where: (please mark appropriate items)

- 1 Under AS 04 16.010(c) Bona fide restaurant eating place
- 2 Persons between 16 & 21 may dine unaccompanied.
- 3 Persons under 16 may dine accompanied by a person 21 years or older.
- 4 Persons between 16 and 19 years may be employed (See note below).

LICENSEE: Pioneer Beverages, Inc.

D/B/A: Alice's Champagne Palace

ADDRESS: 195 E Pioneer Ave Homer AK 99603

1. Hours of Operation: 11am-1am Telephone # 907-398-7475

2. Have police ever been called to your premises by you or anyone else for any reason: Yes No
If yes, date(s) and explanation(s)

3. Duties of employment: Server, host, kitchen staff, cleaning staff

4. Are video games available to the public on your premises? No

5. Do you provide entertainment: Yes No If yes, describe live music

6. How is food served? Table Service Buffet Service Counter Service Other*

7. Is the owner, manager, or assistant manager always present during business hours? Yes No

*** A MENU AND A DETAILED LICENSED PREMISES DIAGRAM MUST ACCOMPANY THIS APPLICATION

This permit remains in effect until the liquor license is transferred OR at the discretion of the Alcoholic Beverage Control Board (13 AAC 104.795)

I certify that I have read AS 04.16.049, AS 04.16.060, 13 AAC 104.715-795 and have instructed my employees about provisions contained therein.

M. Mubelo
Applicant(s) signature

Subscribed and sworn to before me this 28 day of August 2014

R. Lynn Monroe
Notary Public in and for Alaska

Application approved (13 AAC 104.725(c))
Governing Body Official

Date _____

My Commission expires 10-17-16

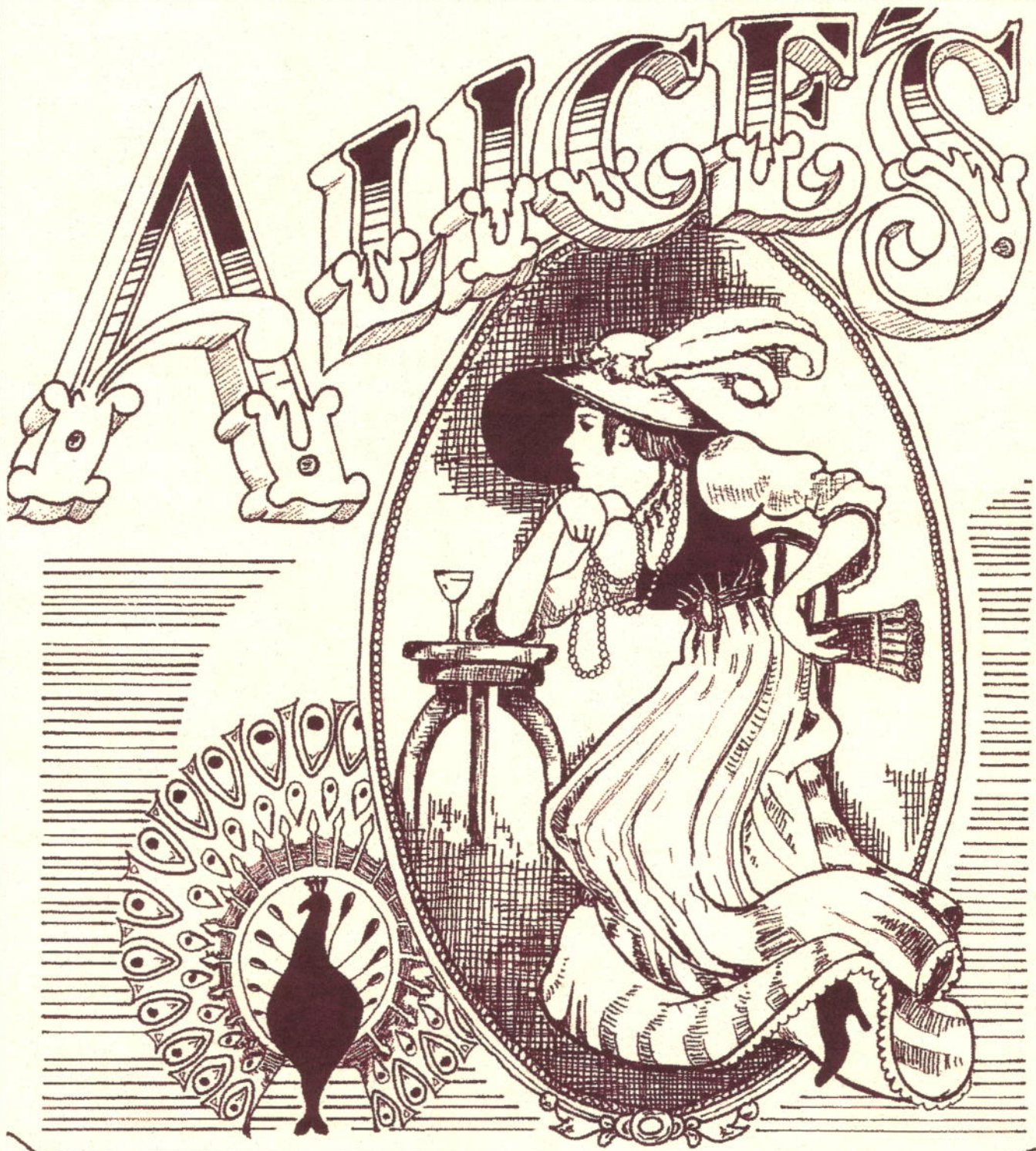
**STATE OF ALASKA
NOTARY PUBLIC
R. LYNN MONROE
My Commission Expires 10 17 16**

Director, ABC Board

Date _____

NOTE: AS 04.16.049(c) requires that written parental consent and an exemption by the Department of Labor must be provided to the licensee by the employee who is under 19 years of age. Persons 19 and 20 years of age are not required to have the consent or exemption.

* Describe how food is served on back of form.



Champagne Palace
70 HOMER, ALASKA

Appetizers

Chicken Wings
Kachemak Bay Oysters
Yard of Onion Rings
Calamari
Crab and Artichoke Dip
House Made Soft Pretzel
Peel and Eat Shrimp
Sweet Potato Fries

Salads

Spinach Salad
Spicy Thai Salad
Blue Cheese Wedge
Garden Salad
Blackened Chicken Caesar

Sandwiches

Blackened Shrimp Po Boy
Ruben
Blackened Chicken Club
BLT

Entrees

Fish Taco
Hand Ground Burger Your Way
Reindeer Sausage
Veggie Burger
Shredded Pork Sliders

Kids

Grilled Cheese
Chicken Strips
Shrimp Basket

Drinks

Soda
Iced Tea
Lemonade

STATE OF ALASKA
ALCOHOL BEVERAGE CONTROL BOARD
Licensed Premises Diagram

INSTRUCTIONS: Draw a detailed floor plan of your present or proposed licensed premises on the graph below; show all entrances and exits, and all fixtures such as tables, booths, games, counters, bars, coolers, stages, etc.

DBA: Alice's Champagne Palace

PREMISES LOCATION: 195 East Pioneer Avenue, Homer Alaska 99603

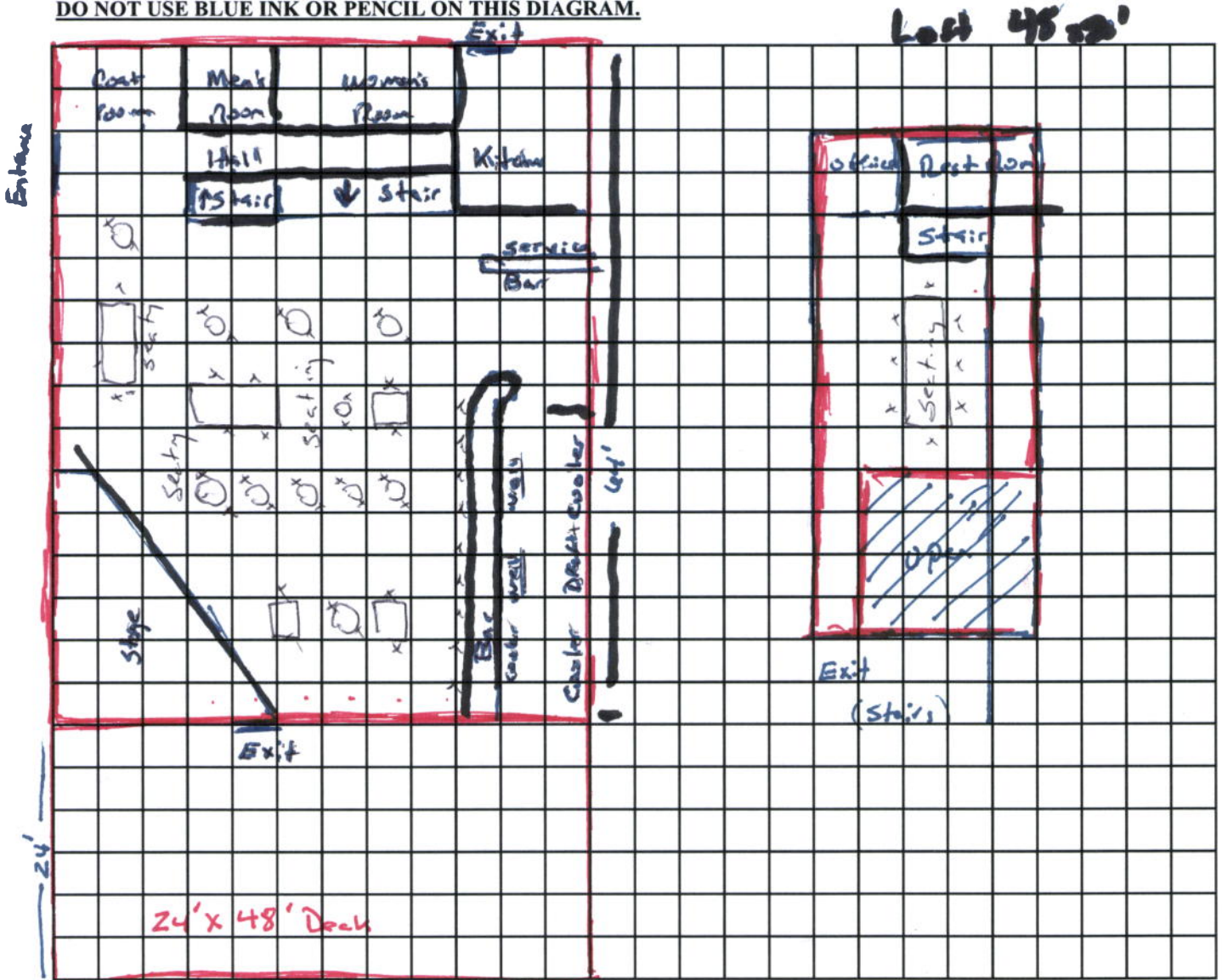
Indicate scale by x after appropriate statement or show length and width of premises.

SCALE A: 1 SQ. = 4 FT. SCALE B: 1 SQ. = 1 FT.

Length and width of premises in feet:

Outline the area to be designated for sale, service, storage, and consumption of alcoholic beverages in red.

DO NOT USE BLUE INK OR PENCIL ON THIS DIAGRAM.



Revised 6/16/06 Me Floor
48' x 64'
+ 24' x 48' Deck

STATE OF ALASKA
ALCOHOL BEVERAGE CONTROL BOARD
Licensed Premises Diagram

INSTRUCTIONS: Draw a detailed floor plan of your present or proposed licensed premises on the graph below; show all entrances and exits, and all fixtures such as tables, booths, counters, bars, coolers, stages, etc.

DBA: Alice's Champagne Palace

PREMISES LOCATION: 195 East Pioneer Avenue, Homer Alaska 99603

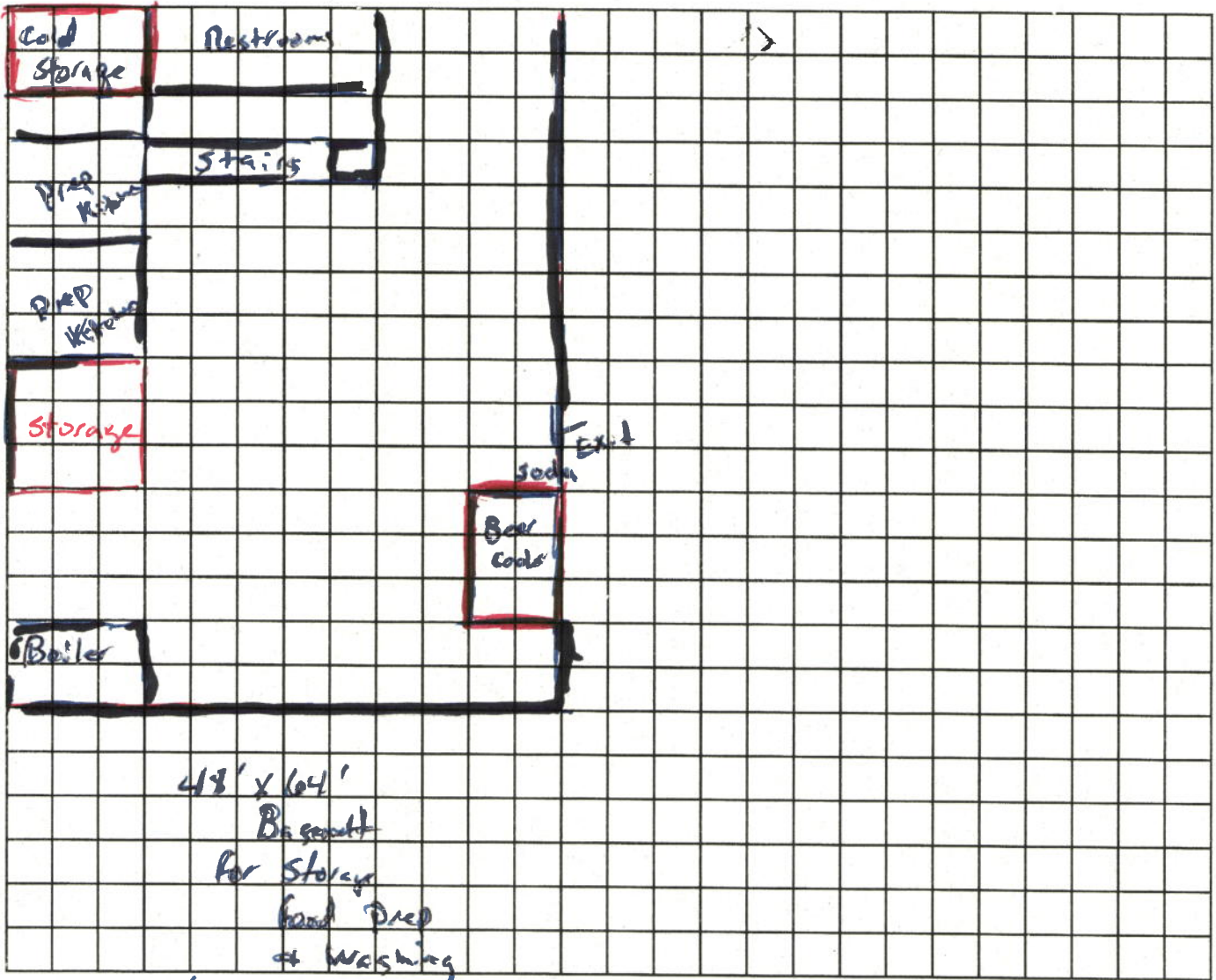
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SCALE A: 1 SQ. = 4 FT. SCALE B: 1 SQ. = 1 FT.

Length and width of premises in feet:

Indicate the area to be designated for sale, service, storage, and consumption of alcoholic beverages in red.

DO NOT USE BLUE INK OR PENCIL ON THIS DIAGRAM.



(Not currently in use
for Customer Access)



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: MARK ROBL, POLICE CHIEF
FROM: MELISSA JACOBSEN, DEPUTY CITY CLERK
DATE: SEPTEMBER 26, 2014
SUBJECT: LIQUOR LICENSE TRANSFER FOR ALICE'S CHAMPAGNE PALACE

We have been notified by the ABC Board of an application for a Liquor License transfer in the City of Homer for the following:

Type: Beverage Dispensary
Lic #: 253
DBA Name: Alice's Champagne Palace
Licensee/Applicant: Pioneer Beverages, Inc.
Premise Address: 195 E. Pioneer Ave. Homer, AK 99603
Mailing Address: 203 W. Pioneer Ave. Ste 2b, Homer, AK 99603

This matter is scheduled for the October 13, 2014 City Council meeting. Please respond with objections/non-objections to these liquor license renewals by **Wednesday, October 8, 2014**.

Thank you for your assistance.



City of Homer

www.cityofhomer-ak.gov

Police Department

4060 Heath Street
Homer, Alaska 99603


police@cityofhomer-ak.gov

(p) 907-235-3150

OCT - 3 2014

(f) 907-235-3151/ 907-226-3009

Memorandum:

To: Melissa Jacobsen, Deputy City Clerk
From: Mark Robl, Chief of Police 
Date: September 29, 2014
Subject: Liquor License Transfer for Alice's Champagne Palace

We have no objection to the liquor license transfer listed below:

Type:	Beverage Dispensary
Lic #:	253
DBA Name:	Alice's Champagne Palace
Licensee/Applicant:	Pioneer Beverages, Inc.
Premise Address:	195 E. Pioneer Ave. Homer, AK 99603
Mailing Address:	203 W. Pioneer Ave. Ste 2b, Homer, AK 99603



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 14-154

TO: MAYOR WYTHE AND HOMER CITY COUNCIL

FROM: JO JOHNSON, MMC, CITY CLERK

DATE: OCTOBER 8, 2014

SUBJECT: TRAVEL AUTHORIZATION FOR MAYOR WYTHE, COUNCILMEMBER ZAK, AND NEWLY ELECTED COUNCILMEMBER CATRIONA REYNOLDS TO ATTEND THE ALASKA MUNICIPAL LEAGUE 64TH ANNUAL LOCAL GOVERNMENT CONFERENCE IN ANCHORAGE, ALASKA, NOVEMBER 17 - 21, 2014.

Mayor Beth Wythe, Councilmember Bryan Zak, and Newly Elected Councilmember Catriona Reynolds would like to attend the Alaska Municipal League (AML) 64th Annual Local Government Conference in Anchorage, Alaska, November 17 – 21, 2014.

The AML is a voluntary, nonprofit, nonpartisan, statewide organization of 140 cities, boroughs, and unified municipalities, representing over 97 percent of Alaska's residents. Originally organized in 1950, the League of Alaska Cities became the Alaska Municipal League in 1962 when boroughs joined the League.

Meetings include Alaska Conference of Mayors, board committees and meeting with Legislators.

Cost estimates for travel include round trip airfare from Homer to Anchorage at \$280.00 and room rates at \$100.00 per night. Per diem is \$58.00 per day, for three meals.

For FY 2014 Council budgeted \$4,000 for transportation and \$2,500 for subsistence. To date \$1,980.14 has been expended from Transportation Acct. No. 100.0100.5236, leaving a balance of \$2,019.86; and \$788.73 has been expended from Subsistence Acct. No. 100.0100.5237, with a balance of \$1711.27 remaining.

RECOMMENDATION:

Discuss the travel and if approved allocate funds for transportation.

Fiscal Note: Mayor and Council 2014 Budget: 100.0100.5236 - Transportation: \$4,000.00 and 100.0100.5237 - Subsistence: \$2,500.00.

ORDINANCE REFERENCE SHEET
2014 ORDINANCE
ORDINANCE 14-48

An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Grant from the State of Alaska in the Amount of \$36,691.21 for Homer Police Department Project Drive and Authorizing the City Manager to Execute the Appropriate Documents.

Sponsor: City Manager/Police Chief

1. City Council Regular Meeting October 13, 2014 Introduction
 - a. Memorandum 14-150 from Police Chief as backup

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Manager/
4 Police Chief

5 **ORDINANCE 14-48**
6

7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
8 ACCEPTING AND APPROPRIATING A GRANT FROM THE STATE OF
9 ALASKA IN THE AMOUNT OF \$36,691.21 FOR HOMER POLICE
10 DEPARTMENT PROJECT DRIVE AND AUTHORIZING THE CITY
11 MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.
12

13 WHEREAS, The City submitted an application for the Homer Police Department Project
14 Drive to purchase a Utility Go Kart Vehicle, Safety Helmets, Fatal Vision Goggles, Traffic
15 Cones, and an Enclosed Trailer; and
16

17 WHEREAS, The Go Kart will be used to conduct clinics at local schools to increase
18 awareness of impaired driving while under the influence of drugs or alcohol; and
19

20 WHEREAS, The State awarded the grant in the amount of \$36,691.21, requiring a local
21 match of \$4,076.80; and
22

23 WHEREAS, The match of \$4,076.80 was included in the 2014 budget.
24

25 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
26

27 Section 1. The Homer City Council hereby accepts and appropriates a Grant from the
28 State of Alaska in the amount of \$36,691.21 for Homer Police Department Project Drive as
29 follows:
30

31 Revenue:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
151-7003	State of Alaska Project Drive Grant	\$36,691.21

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37 Section 2. The City Manager is authorized to execute the appropriate documents.
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39 Section 3. This is a budget amendment ordinance, is temporary in nature, and shall not
40 be codified.
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42 ENACTED BY THE HOMER CITY COUNCIL this ___ day of _____, 2014.

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CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

YES:

NO:

ABSENT:

ABSTAIN:

First Reading:

Public Hearing:

Second reading:

Effective Date:

Reviewed and approved as to form:

Walt Wrede, City Manager

Thomas F. Klinkner, City Attorney

Date:_____

Date:_____



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

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

Memorandum 14-150

DATE: October 6, 2014
TO: Walt Wrede, City Manager
FROM: Mark Robl, Chief of Police
SUBJECT: Project Drive

We have received a grant from the state to fund our “Project Drive” program. I request that we obtain council approval to accept the grant and proceed with Project Drive.

Project Drive is a program we have been doing for approximately five years. It involves us conducting clinics at local schools and events to teach kids the effects of alcohol and drug impairment on driving. We do so by having the children drive a go-cart with a police officer in it while wearing fatal vision goggles that simulate the effects of impairment. The program has been well received and seems to be very effective. It also provides us with a great opportunity to connect with young teenage children and have positive interaction with them.

We have been conducting Project Drive with borrowed equipment from other police departments. Every time we want to do it we have had to coordinate the equipment loans and scheduling with the departments and send an officer up to either Soldotna or Anchorage to pick-up the equipment and then take it back when we’re finished. This has taken considerable time and expense. This grant funds the purchase of the equipment we need to run the program.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and
Public Facilities

DIVISION OF PROGRAM DEVELOPMENT
Alaska Highway Safety Office

3132 Channel Drive
PO Box 112500
Juneau, Alaska 99801
Main: 907.465.4070
TTY/TDD: 907.465.3652
Fax: 907.465.6984

September 11, 2014

Lieutenant William Hutt
Homer Police Department
4060 Heath Street
Homer, AK 99603

Re: Grant # 402PT-15-06-00(B)

Dear Lieutenant Hutt:

Congratulations! Your Federal Fiscal Year (FFY) 2015 grant application titled Homer PD Project Drive is approved in the amount of \$36,691.21. The attached agreement includes your project budget, required Subgrantee match, project timeline, agreement conditions, and certification regarding federal lobbying. You must complete the information on the first page, and you and your agency's financial manager must sign this form. In addition, your grant project manager must sign both Section 3: Agreement Conditions and Section 4: Certification Regarding Federal Lobbying.

This letter and the attached grant agreement comprise the entire executed agreement for this grant. Any modifications to your initial proposal are reflected in this executed agreement. Any concerns regarding your executed agreement must be addressed and resolved prior to the expenditure of grant funds.

All applicable forms and documents related to your grant can be found online on the AHSO website at <http://www.dot.state.ak.us/stwdplng/hwysafety/forms.shtml>. The "Authorized to Proceed Date" for this agreement is October 1, 2014. The "Agreement Termination Date" is September 30, 2015. The only costs eligible for reimbursement under this agreement are those incurred within these dates.

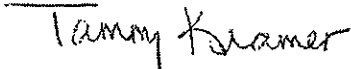
Before receiving a Notice to Proceed (NTP), which will allow your agency to proceed with this agreement, your grant program manager and agency financial officer must participate in and bring the entire grant agreement document with original signature to the mandatory "Pre-Activity" meeting scheduled by the AHSO for Wednesday, October 1, 2014 from 8:30 a.m. – 12:30 p.m., The Pre-Activity meeting will be held at the Alaska DOT&PF Conference Room, 4111 Aviation Avenue in Anchorage. The AHSO representative assigned to this agreement is Sumer Todd-Harding and can be contacted at (907) 465-2446.

"Keep Alaska Moving through service and infrastructure."

Please note that this agreement is to be funded under the federal grant program that begins October 1, 2014. This grant is funded under Catalog of Federal Domestic Assistance (CFDA) Number 20.600, Section 402, State and Community Highway Safety. Funding of this agreement is dependent upon the availability of federal funds as appropriated and obligated by the US Department of Transportation for FFY 2015. Should any change in federal funding adversely affect the AHSO's ability to implement an approved agreement, the AHSO reserves the right to revise or terminate any approved grant in writing. The AHSO reserves the right to limit grant amounts at any time based on performance and/or available funding.

We look forward to working with you in FFY 2015 to improve highway traffic safety in Alaska.

Sincerely,



Tammy Kramer, Acting Administrator
Alaska Highway Safety Office

TK/l/sth

Attachment

Cc: Mark Robl, Chief
John Li



FFY 2015 HIGHWAY SAFETY GRANT AGREEMENT

State of Alaska
Department of Transportation & Public Facilities
Alaska Highway Safety Office (AHSO)
P.O. 112500; Suite #200
Juneau AK 99811-2500
Ph: 907-465-2446
Fax: 907-465-4030
www.dot.alaska.gov/ahso

Subgrantee Agency Name and Address:		Project Title:
Homer Police Department 4060 Heath Street Homer, AK 99603		Homer PD Project Drive
Project Manager: Lieutenant William Hutt		Project Location: Homer
Non-Profit? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Grant Period:		
Begin: 10/01/2014	End: 09/30/2015	Effective Date: 10/01/2014

If previously funded, indicate the total number of months of Federal support: N/A

Other Federal or State Support (If using other Federal support on this project, it must be identified and explained):

COST CATEGORY	AHSO	MATCH	TOTAL
A. Personnel Services	\$15,316.21	\$1,701.80	\$17,018.01
B. Contractual Services			
C. In-State Travel & Per Diem	\$270.00	\$30.00	\$300.00
D. Commodities	\$2,655.00	\$295.00	\$2,950.00
E. Operating Capital Outlay			
F. Equipment	\$18,450.00	\$2,050.00	\$20,500.00
G. Indirect Costs (10% of total budget maximum) allowed ONLY with a current cognizant Federal Agency Letter			
Total	\$36,691.21	\$4,076.80	\$40,768.01

Acceptance of conditions: It is understood and agreed by the undersigned that any grant funds received from the AHSO are subject to all State and Federal government regulations. This project does or will constitute an official part of the Highway Safety Program of the State of Alaska, and will meet all requirements and administrative regulations of the National Highway Traffic Safety Administration and Federal Highway Administration. The undersigned also agree to perform those activities detailed in the attached proposal and will maintain records documenting expenditure of funds for the activities. Subject to the availability of Federal funding, reimbursement will be made upon submission of a reimbursement voucher following completion of monthly grant activities, including an update on grant performance measures. Final reimbursement claim will not be processed until all four Quarterly Reports, Equipment Record (if purchased), and Annual Evaluation Report are submitted to, and received by, the AHSO.

Subgrantee Financial Manager: John Li		Phone: 907-235-8121
Title:		E-mail: zli@ci.homer.ak.us
Signature:	Date:	Fax: 907-235-3140
Subgrantee Authorizing Official: William Hutt		Phone: 907-235-3150
Title: Lieutenant		E-mail: whutt@ci.homer.ak.us
Signature:	Date:	Fax: 907-235-3151

AHSO ONLY:

AHSO Administrator: Tammy Kramer	Grant #: 402PT-15-06-00(B)
	CC:
	LC:
Approved By:	Date:
	PGM: 57870
	Program Area: 402 Police Traffic Svcs

Section 1. Project Budget

	AHSO	Subgrantee Match	Total
A. Personnel Services – Payroll			
1. Sergeant Overtime (70hrs x \$70.17/hr)	\$4,420.83	\$491.20	\$4,912.03
2. Officer Overtime (70hrs x \$81.09/hr)	\$5,108.58	\$567.62	\$5,676.20
3. Lieutenant Overtime (70hrs x \$91.85/hr)	\$5,786.80	\$642.98	\$6,429.78
Personnel Services Total:	\$15,316.21	\$1,701.80	\$17,018.01
B. Contractual Services			
1.			
Contractual Services Total:			
C. In-State Travel & Per Diem			
1. Transportation Costs	\$270.00	\$30.00	\$300.00
2.			
In-State Travel and Per Diem Total:	\$270.00	\$30.00	\$300.00
D. Commodities			
1. Safety Helmets	\$675.00	\$75.00	\$750.00
2. Fatal Vision Multipack	\$810.00	\$90.00	\$900.00
3. Misc. Tools	\$270.00	\$30.00	\$300.00
4. Large Traffic Cones (100)	\$900.00	\$100.00	\$1,000.00
Commodities Total:	\$2,655.00	\$295.00	\$2,950.00
E. Operating Capital Outlay			
1.			
Operating Capital Outlay Total:			
F. Equipment			
1. Side by Side Utility Vehicle	\$9,450.00	\$1,050.00	\$10,500.00
2. Enclosed 16' Trailer	\$9,000.00	\$1,000.00	\$10,000.00
Equipment Total:	\$18,450.00	\$2,050.00	\$20,500.00
G. Indirect Costs			
<small>(10% maximum of total budget, allowed ONLY with a current cognizant Federal Agency letter submitted to AHSO.)</small>			
1.			
Indirect Costs Total:			
TOTAL PROJECT COSTS:	\$36,691.21	\$4,076.80	\$40,768.01

Performance Activities/Milestones	1 st Quarter			2 nd Quarter			3 rd Quarter			4 th Quarter		
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1 Ordinance to City Council to Officially Implement Program	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Meeting w/ local Alaska State Troopers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Homer Police Department Meeting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Mid-Year Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 Meeting with Kenai Peninsula Youth Court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 Clinic @ Local School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Clinic @ Local School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 Clinic @ Local School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 Safe Kids Fair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10 Clinic on 4th of July	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11 Clinic @ School (out of Homer City Limits)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 Clinic @ School (out of Homer City Limits)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 Clinic @ School (out of Homer City Limits)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 Turn in Quarterly Reports SFH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Section 3: Agreement Conditions

THE FOLLOWING CONDITIONS ARE A PART OF THE PROJECT AGREEMENT AND, AS SUCH, ARE BINDING ON ALL PARTIES TO THE PROJECT AGREEMENT

- A. **Contingent Upon Federal Funding:** The award of grant funding is subject to the availability of Federal funding. The AHSO reserves the right to incrementally fund any awarded grant at any time during the grant period.
- B. **Match:** The Subgrantee agency is expected to provide a local hard dollar match when funding for personnel is included in this Agreement. The local match is a minimum of 10 percent for first year projects, 50 percent for the second year of project funding, and 75 percent for the third year of project funding. Funding identified by the Subgrantee to meet the "hard" match requirement shall not originate from other federal funds or be used as match for another federal program.
- C. **BUY AMERICA Requirement:** The Buy America Act, 23 U.S.C. §313, prohibits States from using highway safety grant funds under 23 U.S.C. Chapter 4 to purchase products, unless they are produced in the United States. This prohibition applies to steel, iron, and all manufactured products, unless the Secretary of Transportation has determined that it is appropriate to waive the Buy America Act requirement. There is no minimum purchase threshold that exempts the need for a waiver. The Subgrantee agency agrees not to place any order for, or make any purchase of, any product which is not produced in the United States without documentation of a written waiver from the U.S. Department of Transportation. All requests for such waivers shall be submitted to the Alaska Highway Safety Office (AHSO).
- D. **Property:** State and Local Agencies and Other Non-State Subgrantees: Equipment and other property acquired under this Agreement for use in highway safety projects shall be used and kept in operation for highway safety purposes. State Agencies: Property management standards described in the "State Property Accounting Manual" will be used in accounting for equipment purchased under this Agreement. Local Agencies and Other Non-State Subgrantees: Standards for property management described in 49 CFR 18.32(c) through e) will be used in accounting for equipment purchased under this Agreement. The Applicant Agency shall seek disposition instructions from the AHSO prior to disposing of any item of equipment purchased under this project. Nothing in this Agreement shall prevent the Applicant Agency from following existing property management standards that exceed the requirements set out in 49 CFR 18.32(c) through (e).
- E. **Copyright:** The AHSO and the U.S. Department of Transportation reserves a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for State or Federal government purposes: 1) the copyright in any work developed under a grant, sub grant, or contract under a grant or sub grant; and 2) any rights of copyright to which a grantee, sub grantee, or a contractor purchases ownership with grant support.
- F. **Subcontracts:** Services performed, or materials provided, by a Subgrantee's subcontractor shall align with the objectives and intent of the grant agreement. The AHSO will not reimburse for work performed by any subcontractor until a copy of the subcontract is reviewed by the AHSO and deemed to meet the objectives of the grant agreement.
- G. **Sub Awards to Debarred and Suspended Parties:** Subgrantees must not make any award (sub grant or contract) at any tier to any party which is debarred or suspended or is otherwise excluded from or ineligible for participation in Federal assistance programs under Executive Order 12549, "Debarment and Suspension".
- H. **Standards for Americans with Disabilities:** Subgrantees, contractors, and others who receive funding from the State of Alaska, Department of Transportation and Public Facilities, to provide a service or services to the general public as an agent of the state must certify that all programs, services, and activities operated under the grant or contract are made available to the general public in compliance with the Americans with Disabilities Act of 1990. Grant or contract recipients are subject to state review.
- I. **Procurement Standards:** Subgrantees will use their own procurement procedures which reflect applicable State and local laws and regulations, provided that the procurements conform to applicable Federal law and the standards identified in 49 CFR 18.36.
- J. **Progress Reports:** The Subgrantee agency shall submit quarterly narrative progress reports by mail or electronically which must include an update on grant performance measures, by the 15th of the month following the end of each calendar quarter and an annual evaluation report by November 15th during the life of the project.
- K. **Financial Reports:** The Subgrantee agency certifies it has an accounting system capable of properly accounting for expenditures made under this project. Claims for costs incurred must be submitted on a monthly basis, by the 15th of

the end of the previous month. Claims must be accompanied by supporting documentation which may be submitted by mail or electronically. Original copies of all supporting documentation submitted electronically must be kept in the Subgrantee agency's grant project file for at least three years after the end date of the grant.

- L. **News Releases:** The AHSO encourages Subgrantee agencies to publicize the Highway Safety project award. The "Alaska Highway Safety Office" shall be named as the granting agency in any news releases announcing the project award. Any subsequent news releases written by the Subgrantee agency regarding the project and related activity shall mention the "Alaska Highway Safety Office".
- M. **Highway Safety Tag:** The "Alaska Highway Safety Office" shall be identified as the sponsor or co-sponsor in any public information materials developed under a highway safety project. This requirement includes public service announcements on radio and television, newspaper advertisements, pamphlets and brochures, and promotional "giveaways" such as bumper stickers, key chains, etc. Promotional items must include both AHSO and Alaska's "Target Zero" logo or wording to support the Alaska Strategic Highway Safety Plan as well as the type or national/state slogan of the current national or state driver behavior program: Impaired Driving, Occupant Protection, Traffic Records, Motorcycle Safety, etc. Examples of a national program include "Click It Or Ticket", and "Drive Sober Or Get Pulled Over".
- N. **Record Retention:** All financial and programmatic records, supporting documents, statistical records, and other records of the Subgrantee agency which are required to be maintained by the terms of 49 CFR 18.42 and other records reasonably considered as pertinent to program regulations or the project agreement must be retained for a period of three years after submittal of the final claim. Additional record retention requirements may be found in 49 CFR 18.42 and are incorporated and made part of this Agreement by reference. The AHSO and the Comptroller General of the United States, or any of their authorized representatives, shall have the right of access to any pertinent books, documents, papers, or other records of Subgrantees which are pertinent to the grant, in order to make audits, examinations, excerpts, and transcripts.
- O. **Enforcement:** If the Subgrantee agency materially fails to comply with any term of this Agreement, the AHSO may take one or more of the actions listed in 49 CFR 18.43(a)(1) through (5), as appropriate in the circumstances. Additional provisions for enforcement are listed in 49 CFR 18.45(b) through (d).
- P. **Termination for Convenience:** Except as provided in 49 CFR 18.43, this Agreement may be terminated in whole or in part only as follows: a) by the AHSO with the consent of the Subgrantee agency, in which case the two parties shall agree upon the termination conditions, including the effective date, and, in the case of partial termination, the portion to be terminated, or b) by the Subgrantee agency upon written notification to the AHSO, setting forth the reasons for such termination, the effective date, and, in the case of partial termination, the portion to be terminated. If, however, in the case of a partial termination, the AHSO determines that the remaining portion of this Agreement will not accomplish the purposes for which the award was made, the AHSO may terminate the Agreement in its entirety under either 49 CFR 18.43 or paragraph a) of this section.
- Q. **Audit:** The Subgrantee agency agrees to arrange for a financial and compliance audit as required under the Single Audit Act of 1984 and to provide a copy of the final audit report to the AHSO upon request. The CFDA (Catalog of Federal Domestic Assistance) number of the State and Community Highway Safety Program is 20.600-20.613. The financial agency responsible for arranging for the audit shall be advised by the Subgrantee agency of this number.
- R. **Laws of Alaska:** This Agreement shall be governed in all respects by the laws of the State of Alaska.
- S. **Limited English Proficient Persons (LEP) Guidance:** Two Federal authorities, Title VI of the Civil Rights Act of 1964 and the Presidential Executive Order (EO) 13166, Improving Access to Services for Persons with Limited English Proficiency, require the ADOT&PF to provide LEP persons with meaningful access to programs, activities and services. To fully implement Title VI and EO 13166, the U.S. DOT published guidance to its recipients of Federal assistance on December 14, 2005 in the Federal Register. ADOT&PF is required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons. If you have any questions, please contact the Civil Right Manager, at 907 269-0850.
- T. **Political Activity (Hatch Act):** The Subgrantee agency will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

Signature of Subgrantee Project Manager: _____

Date: _____

Section 4: Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

Signature of Subgrantee Project Manager: _____

Date: _____

ORDINANCE REFERENCE SHEET
2014 ORDINANCE
ORDINANCE 14-49

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 21.03.040, Definitions; Homer City Code 21.12.030, 21.14.030, 21.16.030, 21.18.030, 21.24.030, 21.26.020, 21.26.030, 21.28.030, 21.30.030, and 21.32.030, Conditional Uses and Structures; and Homer City Code and Permitted Uses and Structures, to Define the Terms Helipad and Hospital, to Delete Heliport as a Conditional Use in the Rural Residential, Urban Residential, Central Business District, General Commercial 1, Marine Commercial and Open Space – Recreation Zoning Districts; to Delete Heliport as a Permitted Use in the General Commercial 2 District, to Add Helipad as a Conditional Use Accessory to a Hospital in the Residential Office Zoning District and as a Conditional Use in the General Commercial 2 and Marine Industrial Zoning Districts, and to Add Heliport as a Conditional Use in the General Commercial 2 District.

Sponsor: Planning

1. City Council Regular Meeting October 13, 2014 Introduction
 - a. Memorandum 14-155 from City Planner as backup
 - b. Staff Reports 14-20, 14-23, 14-26, 14-42, 14-46, 14-58, and 14-85
 - c. Excerpts from Planning Commission meeting minutes 2/19/14, 3/05/14, 5/07/14, 5/21/14, 6/18/14, and 9/17/14
 - d. Written public comments
 - e. Draft Ordinance 14-49

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Planning

4 **ORDINANCE 14-49**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AMENDING HOMER CITY CODE 21.03.040, DEFINITIONS; HOMER
8 CITY CODE 21.12.030, 21.14.030, 21.16.030, 21.18.030, 21.24.030,
9 21.26.020, 21.26.030, 21.28.030, 21.30.030, AND 21.32.030,
10 CONDITIONAL USES AND STRUCTURES; AND HOMER CITY CODE
11 AND PERMITTED USES AND STRUCTURES, TO DEFINE THE
12 TERMS HELIPAD AND HOSPITAL, TO DELETE HELIPORT AS A
13 CONDITIONAL USE IN THE RURAL RESIDENTIAL, URBAN
14 RESIDENTIAL, CENTRAL BUSINESS DISTRICT, GENERAL
15 COMMERCIAL 1, MARINE COMMERCIAL AND OPEN SPACE –
16 RECREATION ZONING DISTRICTS; TO DELETE HELIPORT AS A
17 PERMITTED USE IN THE GENERAL COMMERCIAL 2 DISTRICT, TO
18 ADD HELIPAD AS A CONDITIONAL USE ACCESSORY TO A
19 HOSPITAL IN THE RESIDENTIAL OFFICE ZONING DISTRICT AND
20 AS A CONDITIONAL USE IN THE GENERAL COMMERCIAL 2 AND
21 MARINE INDUSTRIAL ZONING DISTRICTS, AND TO ADD HELIPORT
22 AS A CONDITIONAL USE IN THE GENERAL COMMERCIAL 2
23 DISTRICT.
24

25 WHEREAS, The City of Homer, Alaska regulates where permanent facilities for the
26 operation of helicopters may be located through zoning district regulations; and
27

28 WHEREAS, It is in the City’s best interest to limit the operation of heliports and
29 helipads to the areas where the activity is most compatible to the allowed uses of the zoning
30 districts;
31

32 THE CITY OF HOMER HEREBY ORDAINS:
33

34 Section 1. HCC 21.03.040 Definitions, is amended by adding definitions of “helipad”
35 and “hospital” to read as follows:
36

37 “Helipad” means any surface where a helicopter takes off or lands, but excludes permanent
38 facilities for loading or unloading goods or passengers, or for fueling, servicing or storing
39 helicopters.
40

41 “Hospital” has the meaning given in AS 47.32.900.
42

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

43 Section 2. HCC 21.12.030, Conditional uses and structures (Rural Residential), is
44 amended to read as follows:

45
46 21.12.030 Conditional uses and structures. The following uses may be permitted in
47 the Rural Residential District when authorized by conditional use permit issued in
48 accordance with Chapter 21.71 HCC:

- 49 a. Planned unit development, limited to residential uses only;
- 50 b. Religious, cultural and fraternal assembly;
- 51 c. Cemeteries;
- 52 d. Kennels;
- 53 e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown
54 on premises;
- 55 f. Mobile home parks;
- 56 g. Public utility facilities and structures;
- 57 h. Pipelines and railroads;
- 58 i. ~~Heliports;~~
- 59 **ij.** Storage of heavy equipment, vehicles or boats over 36 feet in length as an accessory
60 use incidental to a permitted or conditionally permitted principal use;
- 61 **jk.** Day care facilities; provided, however, that outdoor play areas must be fenced;
- 62 **kl.** Group care home;
- 63 **lm.** Assisted living home;
- 64 **mn.** More than one building containing a permitted principal use on a lot;
- 65 **no.** Indoor recreational facilities;
- 66 **op.** Outdoor recreational facilities;
- 67 **pq.** Public school and private school;
- 68 **qr.** One small wind energy system having a rated capacity exceeding 10 kilowatts,
69 provided that it is the only wind energy system of any capacity on the lot.

70
71 Section 3. HCC 21.14.030, Conditional uses and structures (Urban Residential), is
72 amended to read as follows:

73
74 21.14.030 Conditional uses and structures. The following uses may be permitted in the
75 Urban Residential District when authorized by conditional use permit issued in accordance
76 with Chapter 21.71 HCC:

- 77 a. Planned unit development, excluding all industrial uses;
- 78 b. Townhouse developments;
- 79 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
- 80 d. Religious, cultural and fraternal assembly;

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

- 81 e. Hospitals;
82 f. Pipelines and railroads;
83 ~~g. Heliports;~~
84 **gh.** Storage of heavy equipment or boats over 36 feet in length as an accessory use
85 incidental to a permitted or conditionally permitted principal use;
86 **hi.** Private stables and the keeping of larger animals not usually considered pets,
87 including paddocks or similar structures or enclosures utilized for keeping of such animals as
88 an accessory use incidental to a primary residential use; such use shall be conditioned on not
89 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
90 on sufficient land to harbor such animals;
91 **ij.** Group care home;
92 **jk.** Assisted living home;
93 ~~kl.~~ More than one building containing a permitted principal use on a lot;
94 ~~lm.~~ Indoor recreational facilities;
95 **mn.** Outdoor recreational facilities;
96 **ne.** One small wind energy system having a rated capacity exceeding 10 kilowatts,
97 provided that it is the only wind energy system of any capacity on the lot.
98

99 Section 4. HCC 21.16.030, Conditional uses and structures (Residential Office), is
100 amended to read as follows:

101
102 21.16.030 Conditional uses and structures. The following uses may be permitted in the
103 Residential Office District when authorized by conditional use permit issued in accordance
104 with Chapter 21.71 HCC:

- 105 a. Planned unit developments, excluding all industrial uses;
106 b. Townhouses;
107 c. Public or private schools;
108 d. Hospitals and medical clinics;
109 e. Public utility facilities and structures;
110 f. Mortuaries;
111 g. Day care facilities; provided, however, that outdoor play areas must be fenced;
112 h. More than one building containing a permitted principal use on a lot;
113 i. Group care homes;
114 **j. Helipads, but only as an accessory use incidental to a hospital conditional use;**
115 **kj.** One small wind energy system having a rated capacity exceeding 10 kilowatts;
116 provided, that it is the only wind energy system of any capacity on the lot;
117 **lk.** Other uses approved pursuant to HCC 21.04.020.
118

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

119 Section 5. HCC 21.18.030, Conditional uses and structures (Central Business District),
120 is amended to read as follows:

121
122 21.18.030 Conditional uses and structures. The following uses may be permitted in the
123 Central Business District when authorized by conditional use permit issued in accordance
124 with Chapter 21.71 HCC:

- 125 a. Planned unit developments, excluding all industrial uses;
- 126 b. Indoor recreational facilities and outdoor recreational facilities;
- 127 c. Mobile home parks;
- 128 d. Auto fueling stations;
- 129 e. Public utility facilities and structures;
- 130 f. Pipeline and railroads;
- 131 ~~g. Heliports;~~
- 132 ~~gh.~~ Greenhouses and garden supplies;
- 133 ~~hi.~~ Light or custom manufacturing, repair, fabricating, and assembly, provided such
134 use, including storage of materials, is wholly within an enclosed building;
- 135 ~~ij.~~ Shelter for the homeless, provided any lot used for such shelter does not abut a
136 residential zoning district;
- 137 ~~jk.~~ More than one building containing a permitted principal use on a lot;
- 138 ~~kl.~~ Group care homes and assisted living homes;
- 139 ~~lm.~~ Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber
140 Subdivision to Heath Street;
- 141 ~~nn.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts;
142 provided, that it is the only wind energy system of any capacity on the lot;
- 143 ~~no.~~ Other uses approved pursuant to HCC 21.04.020.

144
145 Section 6. HCC 21.24.030, Conditional uses and structures (General Commercial 1), is
146 amended to read as follows:

147
148 21.24.030 Conditional uses and structures. The following uses may be permitted in the
149 General Commercial 1 District when authorized by conditional use permit issued in
150 accordance with Chapter 21.71 HCC:

- 151 a. Campgrounds;
- 152 b. Crematoriums;
- 153 c. Multiple-family dwelling;
- 154 d. Public utility facility or structure;
- 155 e. Mobile home parks;
- 156 f. Planned unit developments;

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

- 157 g. Townhouses;
- 158 h. Pipelines and railroads;
- 159 ~~i. Heliports;~~
- 160 **ij.** Shelter for the homeless, provided any lot used for such shelter does not abut an
- 161 RO, RR, or UR zoning district;
- 162 **jk.** More than one building containing a permitted principal use on a lot;
- 163 **kl.** Day care facilities; provided, however, that outdoor play areas must be fenced;
- 164 ~~lm.~~ Other uses approved pursuant to HCC 21.04.020;
- 165 **mn.** Indoor recreational facilities;
- 166 **no.** Outdoor recreational facilities.

167
168 Section 7. HCC 21.26.020, Permitted uses and structures (General Commercial 2), is
169 amended to read as follows:

170
171 The following uses are permitted outright in the General Commercial 2 District, except
172 when such use requires a conditional use permit by reason of size, traffic volumes, or other
173 reasons set forth in this chapter:

- 174
- 175 a. Production, processing, assembly and packaging of fish, shellfish and seafood
- 176 products;
- 177 b. Construction, assembly and storage of boats and boat equipment;
- 178 c. Manufacture and assembly of pottery and ceramics, musical instruments, toys,
- 179 novelties, small molded products, electronic instruments and equipment and electrical
- 180 devices;
- 181 d. Research and development laboratories;
- 182 e. Trade, skills or industrial schools;
- 183 f. Publishing, printing and bookbinding facilities;
- 184 g. Auto, trailer, truck, recreational vehicle and heavy equipment sales, rentals, service
- 185 and repair, excluding storage of vehicles or equipment that is inoperable or in need of repair;
- 186 h. Storage and distribution services and facilities, including truck terminals,
- 187 warehouses and storage buildings and yards, contractors' establishments, lumberyards and
- 188 sales, or similar uses;
- 189 i. Airports and air charter operations;
- 190 ~~j. Heliports;~~
- 191 **jk.** Underground bulk petroleum storage;
- 192 **kl.** Cold storage facilities;
- 193 **lm.** Parking lots and parking garages, in accordance with Chapter 21.55 HCC;
- 194 **mn.** Mobile commercial structures;

[**Underlined added.** Deleted language stricken through.]

195 **no**. Accessory uses to the uses permitted in the GC2 district that are clearly
196 subordinate to the main use of the lot or building, such as wharves, docks, restaurant or
197 cafeteria facilities for employees; or caretaker or dormitory residence if situated on a portion
198 of the principal lot; provided, that separate permits shall not be issued for the construction of
199 any type of accessory building prior to that of the main building;

200 **op**. Taxi operation;

201 **oq**. Mobile food services;

202 **or**. Itinerant merchants, provided all activities shall be limited to uses permitted
203 outright under this zoning district;

204 **rs**. Recreational vehicle parks, provided they shall conform to the standards in
205 Chapter 21.54 HCC;

206 **st**. Hotels and motels;

207 **tu**. Dormitory;

208 **uv**. As an accessory use, one small wind energy system per lot;

209 **vw**. Open air business. [Ord. 14-20(S) § 1, 2014; Ord. 09-34(A) § 17, 2009; Ord. 08-29,
210 2008].

211

212 Section 8. HCC 21.26.030, Conditional uses and structures (General Commercial 2), is
213 amended to read as follows:

214

215 21.26.030 Conditional uses and structures. The following uses may be permitted in
216 the General Commercial 2 District when authorized by conditional use permit issued in
217 accordance with Chapter 21.71 HCC

218 a. Mobile home parks;

219 b. Construction camps;

220 c. Extractive enterprises, including the mining, quarrying and crushing of gravel, sand
221 and other earth products and batch plants for asphalt or concrete;

222 d. Bulk petroleum product storage above ground;

223 e. Planned unit developments, excluding residential uses;

224 f. Campgrounds;

225 g. Junk yard;

226 h. Kennels;

227 i. Public utility facilities and structures;

228 j. Pipelines and railroads;

229 k. Impound yards;

230 l. Shelter for the homeless, provided any lot used for such shelter does not abut an
231 urban, rural or office residential zoning district;

232 m. More than one building containing a permitted principal use on a lot;

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

- 233 n. Day care facilities; provided, however, that outdoor play areas must be fenced;
- 234 o. Group care homes and assisted living homes;
- 235 p. Other uses approved pursuant to HCC 21.04.020;
- 236 q. Indoor recreational facilities;
- 237 r. Outdoor recreational facilities. [Ord. 08-29, 2008].

238 **s. Helipads**

239 **t. Heliports.**

240

241 Section 9. HCC 21.28.030, Conditional uses and structures (Marine Commercial), is
242 amended to read as follows:

243

244 21.28.030 Conditional uses and structures. The following uses may be permitted in the
245 Marine Commercial District when authorized by conditional use permit issued in accordance
246 with Chapter 21.71 HCC:

247 a. Drinking establishments;

248 b. Public utility facilities and structures;

249 ~~c.~~ Heliports;

250 ~~cd.~~ Hotels and motels;

251 ~~de.~~ Lodging;

252 ~~ef.~~ More than one building containing a permitted principal use on a lot;

253 ~~fg.~~ Planned unit developments, limited to water-dependent and water-related uses,
254 with no dwelling units except as permitted by HCC 21.28.020(o);

255 ~~gh.~~ Indoor recreational facilities;

256 ~~hi.~~ Outdoor recreational facilities;

257 ~~ij.~~ The location of a building within a setback area required by HCC 21.28.040(b). In
258 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the
259 building must meet the following standards:

260 1. Not have a greater negative effect on the value of the adjoining property
261 than a building located outside the setback area; and

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

264

265 Section 10. HCC 21.30.030, Conditional uses and structures (Marine Industrial), is
266 amended to read as follows:

267

268 21.30.030 Conditional uses and structures. The following uses may be permitted in the
269 Marine Industrial District when authorized by conditional use permit issued in accordance
270 with Chapter 21.71 HCC:

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

- 271 a. Planned unit development, limited to water-dependent or water-related uses and
272 excluding all dwellings;
273 b. Boat sales, rentals, service, repair and storage, and boat manufacturing;
274 c. Extractive enterprises related to other uses permitted in the district;
275 d. Campgrounds;
276 e. Bulk petroleum storage;
277 **f. Helipads;**
278 **gf.** Heliports;
279 **hg.** Indoor recreational facilities;
280 **ih.** Outdoor recreational facilities;
281 **ji.** Public utility facilities and structures;
282 **kj.** The location of a building within a setback area required by HCC 21.30.040(b). In
283 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the
284 building must meet the following standards:
285 1. Not have a greater negative effect on the value of the adjoining property than a
286 building located outside the setback area; and
287 2. Have a design that is compatible with that of the structures on the adjoining
288 property.

289
290 Section 11. HCC 21.32.030, Conditional uses and structures (Open Space --
291 Recreation), is amended to read as follows:

292
293 21.32.030 Conditional uses and structures. The following uses may be conditionally
294 permitted in the Open Space – Recreation District when authorized by conditional use permit
295 issued in accordance with Chapter 21.71 HCC:

- 296 a. Public utility facilities and structures;
297 b. Any structures used for uses permitted outright in the district;
298 c. Fishing gear and boat storage;
299 d. Campgrounds;
300 e. Pipelines and railroads;
301 f. Parking areas;
302 ~~g. Heliports;~~
303 **gh.** Other open space and recreation uses;
304 **hi.** Indoor recreational facilities;
305 **ij.** Outdoor recreational facilities.

306
307 Section 12. This Ordinance is of a permanent and general character and shall be
308 included in the City Code.

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

309 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
310 _____ 2014.

311

312

CITY OF HOMER

313

314

315

316

MARY E. WYTHE, MAYOR

317

318 ATTEST:

319

320

321

322 JO JOHNSON, MMC, CITY CLERK

323

324 YES:

325 NO:

326 ABSTAIN:

327 ABSENT:

328

329 First Reading:

330 Public Hearing:

331 Second Reading:

332 Effective Date:

333

334 Reviewed and approved as to form:

335

336

337

338 Walt Wrede, City Manager

Thomas F. Klinkner, City Attorney

339

340 Date: _____

Date: _____

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



City of Homer

www.cityofhomer-ak.gov

Planning

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Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

Memorandum 14-155

TO: MAYOR WYTHE AND HOMER CITY COUNCIL

FROM: RICK ABOUD, CITY PLANNER

DATE: October 7, 2014

SUBJECT: AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE 21.03.040, DEFINITIONS; HOMER CITY CODE 21.12.030, 21.14.030, 21.16.030, 21.18.030, 21.24.030, 21.26.020, 21.26.030, 21.28.030, 21.30.030, AND 21.32.030, CONDITIONAL USES AND STRUCTURES; AND HOMER CITY CODE AND PERMITTED USES AND STRUCTURES, TO DEFINE THE TERMS HELIPAD AND HOSPITAL, TO DELETE HELIPORT AS A CONDITIONAL USE IN THE RURAL RESIDENTIAL, URBAN RESIDENTIAL, CENTRAL BUSINESS DISTRICT, GENERAL COMMERCIAL 1, MARINE COMMERCIAL AND OPEN SPACE – RECREATION ZONING DISTRICTS; TO DELETE HELIPORT AS A PERMITTED USE IN THE GENERAL COMMERCIAL 2 DISTRICT, TO ADD HELIPAD AS A CONDITIONAL USE ACCESSORY TO A HOSPITAL IN THE RESIDENTIAL OFFICE ZONING DISTRICT AND AS A CONDITIONAL USE IN THE GENERAL COMMERCIAL 2 AND MARINE INDUSTRIAL ZONING DISTRICTS, AND TO ADD HELIPORT AS A CONDITIONAL USE IN THE GENERAL COMMERCIAL 2 DISTRICT.

The Planning Commission started an extensive review of the zoning code in relation to the many references for the allowance of heliports found in most zoning districts after taking public testimony in relation to a proposed heliport on a deck directly adjacent to the spit road. Operation of helicopter facilities in the city was a subject of 6 Planning Commission meetings that included a public hearing. Several people provided material at meetings and the public hearing. Most wished to limit operations to the airport and other places where service is most necessary.

As the length of the title suggests, the Planning Commission wishes to narrow down the current extensive zones of operation. In a nutshell, it is proposed that operation be limited to the GC2, Marine Industrial and RO districts. Heliports and helipads would be conditional uses in the GC2 and Marine Industrial Districts while helipads would be a conditional use associated with a hospital in the RO district. Airport operations would not be subject to gaining a conditional use.

The term “helipad” was added to code to differentiate from “heliport”. A heliport is a more extensive

operation that could include service, fueling and storage, while a helipad would just support loading and unloading, such as found at the hospital. The Planning Commission believes that this amendment allows for reasonable use of helicopter facilities while protecting the integrity of residential and other uses not compatible with the frequent use of helicopters.

Recommendation:

The Homer Advisory Planning Commission recommends the City Council adopt the amendments.

Attachments:

Staff Reports 14-20, 14-23, 14-26, 14-42, 14-46, 14-58, and 14-85

Excerpts from Planning Commission meeting minutes 2.19.14, 3.5.14, 5.7.14, 5.21.14, 6.18.14, and 9.17.14

Written public comments

Ordinance 14-



City of Homer

www.cityofhomer-ak.gov

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STAFF REPORT PL 14-20

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: February 19, 2013

SUBJECT: Heliports

Last summer the "heliport" conversation was spurred by a proposal for a "heliport" on the Spit. Per your request, staff has outlined Homer's standards, researched standards from other communities and seeks feedback on several questions:

Background: The common uses for "heliports" are to provide a staging area for disaster relief, air ambulance and police/fire responses, land management, cargo transportation, off-shore servicing, executive travel, flight seeing, TV, radio and newspaper. The versatility of helicopters allows the landing and take-off areas to be located at ground level, on building top, docks, and boats, in the city to rural areas where access is limited.

The FAA regulates the safe and efficient use of airspace, while local zoning controls land use issues. This report explores the definitions, zoning districts, and seeks the Commissions' input.

Definitions: At the heart of a "heliport" conversation is what does a "heliport" include? Homer's definition HCC 21.03.040:

"Heliports" means any place including airports, fields, rooftops, etc., where helicopters regularly land and take off, and where helicopters may be serviced or stored."

Homer's definition is very inclusive of the landing site, a hanger/shop to service and store the helicopter(s). Some communities separate the "helispot" meaning the landing/take-off site, "helipad" as in the landing/take-off/parking site, from a "heliport" which includes refueling, hangers and shops.

Some communities distinguish the difference between:

“Helistop” means a designated land area or roof structure used for the pickup or discharge of passengers and cargo, which does not provide helicopter maintenance and repair facilities or fueling services.
 Staff: South Peninsula Hospital’s roof top is considered a “helispot” in that helicopters don’t tiedown.

“Helipad” refers to land used for take-off and landing of a helicopter, with or without a permanent landing pad, but without permanent facilities for assembly and distribution of goods or passenger. ¹
 Staff: “Helipad” includes parking and tie-downs.

“Heliport” refers to permanent facilities where helicopter take-off and land, with hanger(s) to service the helicopters and refueling stations.

Zoning Districts: in Homer, a “heliport” is permitted outright in the GC2 district. That’s a good thing, because the GC2 district includes the airport. Oddly, a “heliport” is not listed in the Residential Office district which includes the hospital. Yet, in the Urban Residential district, which includes West Homer Elementary, Paul Banks Elementary and Homer High School, a “heliport” would be allowed with a Conditional Use Permit (CUP). So there is certainly room for improvements. The grid below illustrates which zoning district “heliports” are currently allowed and if they are “Allowed with a CUP”, Permitted outright” or “Not Allowed” in a particular district.

Homer’s “Heliports” by zoning district:

“Heliports”	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	OSR	BCWP
Allowed with CUP	X	X		X			X		X	X	X	
Permitted outright								X				
Not Allowed			X		X	X						X

1. Should the “heliport” definition be separated into definitions “Helispot,” “Helipad” and/or “Heliport?” If yes, any comments on the three definitions above would be helpful.
2. When does helicopter activity become a land use? One community describes flight frequency as a threshold for land use. Helicopter activity becomes a land use is based on the number of flights per day and/or month, with each take-off and landing being a separate flight. For example and permit was not needed if the flights did not exceed: ¹

8 flights in 30 days, and
 4 flights in 24 hours
 Time of day from 7am to sunset or no later than 8 pm

Separation, distance, frequency and time limits can ensure than the impact of flights to the surrounding areas is minimized.

Separation and distance: When communities implement separation distances, the distance is measured from the perimeter of the *helipad*, not a lot line. The most common separation from other uses was child care centers and schools. Homer High and Paul Banks Elementary are in the UR district. Paul Banks is in the Rural Residential district.

3. **Are there districts in Homer where we do NOT want "helispots," "helipads" or "heliports"?** Staff: Probably Urban Residential.
4. **Are there districts in Homer where a "helipad" would be acceptable?** Meaning landing and taking-offs, parking and tie-downs. No refueling, hangers or shops.
5. **Are there districts in Homer where a "heliport" would be acceptable (beyond the airport)?** Meaning landing and taking-offs, refueling, hangers/shops.

Accessory use: Some communities consider a corporate *helipad* that serves the travel needs of the corporation's executives and clients as an "accessory use." This may also apply to hospitals where the "helipad" provides an air ambulance service or large rural tracts.

6. **Are there any district(s) in Homer where "helispot" or "helipad" could be permitted as an "accessory use?"** Staff: Residential Office.

Noise: There are numerous factors in the way rotorcraft sound is perceived. Land use standards tend to avoid the fine details like the model of aircraft, height above the ground, flight pattern, RPM, wind speed and rotorcraft speed. A typical *heliport* sound event lasts for approximately 45 second for one landing or one take off." Flight patterns that approach the landing pad over water or above a highway (which already produces noise) helps to mitigate the perception of noise. To date, staff has not explored noise standards related to rotorcraft.

Lighting: The FAA has lighting standards for night time landings and take-offsⁱⁱⁱ so staff did not explore lighting standards pertaining to "heliports."

Summary: Staff would appreciate feedback on these questions:

1. **Should the "heliport" definition be revised into separate definitions "Helispot", "Helipad" and/or "Heliport?"** If yes, comments of the definitions on the top of page 2 would be helpful.
2. **When does a helipad become a land use?** Number of flights per day/month or time.
3. **Are there districts in Homer where we do NOT want "helipads" or "heliports"?** Staff: Probably Urban Residential.
4. **Are there districts in Homer where a "helipad" would be acceptable?** Meaning landing and taking-offs only. No refueling, hangers or shops.
5. **Are there districts in Homer where a "heliport" would be acceptable (beyond the airport)?** Meaning landing and taking-offs, refueling, hangers/shops.
6. **Are there any district(s) in Homer where "helispot" and/or "helipad" could be permitted outright as an "accessory use?"** Staff: Residential Office.

ⁱ Victoria Department of Planning and Community Development. *Planning Requirements for Heliports and Helicopter Landing Sites*. t, December 2012. (Attached)

ⁱⁱ Helicopter Association International. *Helicopters: The 25 Most Asked Questions...and Answers*,

ⁱⁱⁱ Architect Suhair Shafeek Sabri. *Heliport Design and Planning for Emergency Service*.

Staff: Maybe a "fill in the box" is helpful, maybe not. Below are three empty grids one for "helispot", "helipads" and the third for "heliports." Mark an X for "Allowed with a CUP", "Permitted outright", or "Not Allowed" or "Accessory Use."

HELISPOT	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	OSR	BCWP
CUP needed												
Permitted outright												
Not Allowed												
Accessory use												

HELIPAD	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	OSR	BCWP
CUP needed												
Permitted outright												
Not Allowed												
Accessory use												

HELIPORT	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	OSR	BCWP
CUP needed												
Permitted outright												
Not Allowed												
Accessory use												



Planning requirements for heliports and helicopter landing sites

The purpose of this practice note is to:

1. Explain how helicopter activity is regulated by the planning system.
2. Provide guidance to applicants and responsible authorities on preparing and assessing an application under Clause 52.15 of the planning scheme. The clause applies to proposals to use or develop land for a heliport or a helicopter landing site.

Helicopter land use definitions

Clause 74 of the *Victoria Planning Provisions (VPP)* defines two helicopter related land uses:

■ Heliport

A heliport is not separately defined in Clause 74 but is included within the definition of transport terminal. A transport terminal is defined as land used to assemble and distribute goods or passengers. It includes facilities to park and manoeuvre vehicles.

A heliport would normally have one or more helipads, with facilities for passenger handling such as a terminal building. It may also include facilities such as a hangar, refuelling and lighting.

■ Helicopter landing site

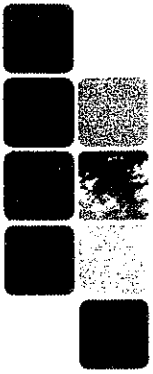
Land used for the take off and landing of a helicopter, with or without a permanent landing pad, but without permanent facilities for the assembly and distribution of goods or passengers.

A helicopter landing site may range from a permanent and constructed landing pad to an unprepared site with no new buildings and works.

When does helicopter activity become land used for a helicopter landing site?

The Victorian Civil and Administrative Tribunal (VCAT) has considered the question of whether a helicopter landing site constitutes a use of land in a number of cases including *Mornington Peninsula SC v Inchalla Nominees Pty Ltd (Red Dot)* [2008] VCAT 399 and *Mornington Peninsula SC v Lindsay Edward Fox (et al)* [2003] VCAT 722.

The Tribunal has found that a helipad use could be regular, intermittent or occasional, but would need to be more than an isolated or fortuitous landing or take off.



Helicopters and airspace

Once a helicopter is in the air, it is beyond planning control.

Two independent statutory authorities are responsible for administering federal legislation and regulations for airspace management, including helicopters in flight:

- **The Civil Aviation Safety Authority (CASA)**

Established by the *Civil Aviation Act 1988* and responsible for administering the *Civil Aviation Regulations 1988*, CASA conducts safety regulation of civil air operations.

- **Airservices Australia**

Established in 1995 and responsible for airspace management, aeronautical information, aviation communications, radio navigation aids, aviation rescue and fire fighting services.

Flying overhead

Planning consideration of a heliport or helicopter landing site does not generally extend to a helicopter flying overhead. For areas of controlled airspace, Airservices Australia is responsible for air traffic services, including managing designated flight paths.

For areas of uncontrolled airspace, *Civil Aviation Regulations 1988* stipulate that a helicopter pilot must not fly over a city, town or populous area at a height lower than 1000 feet, or 500 feet over any other area. This does not apply if a helicopter is flying at a designated altitude, for example a flight path in controlled airspace.

Helicopter flight paths

Helicopters are a unique form of aircraft characterised by flexibility in flight and near vertical ascent and descent. This allows them to land virtually anywhere and this often requires variable flight paths. While land use planning does consider flight paths near to airports, it is not always necessary or appropriate to do so for helicopter landing sites.

Airservices Australia is a federal statutory authority responsible for ensuring that pilots comply with the *Air Navigation (Aircraft Noise) Regulations 1984*. The authority also provides

air traffic management for Melbourne's controlled airspace, which includes designating flight paths for helicopters.

For helicopter landing sites that are not in the vicinity of controlled airspace, flight paths are not approved. The operator must adhere to *Visual Flight Rules* and *Civil Aviation Regulations* which are based on safety.

For helicopter landing sites or heliports that are of significant community concern, there is an opportunity for a third party or the council to participate in a CASA administered process to develop a *Fly Neighbourly Advice* with the helicopter operator (see 'Dispute resolution' on page 5).

If it is imperative that the flight path be maintained for a heliport or helicopter landing site, for example a hospital helipad access, a planning authority may consider implementing a *Design and Development Overlay* on adjacent land to restrict building height levels on sites underlying the designated flight path.

Do I need a planning permit under Clause 52.15?

A planning permit is required to use land for a helicopter landing site or a heliport under Clause 52.15 of the *Victoria Planning Provisions* unless the use meets one of the exemptions below. This includes if it is ancillary to another use of the land.

Any development (buildings and works) related to the use of land for a helicopter landing site or heliport requires a planning permit irrespective of whether the use is exempt. This ensures that any impacts of the development can be adequately assessed.

Exemptions

Victoria's planning system recognises that some helicopter functions are necessary to properly carry out rescue and emergency services, public land management and agricultural activities, which do not require a planning permit in Clause 52.15 to use land for a helicopter landing site.

There are also circumstances where the transient use of land for a helicopter landing site does not require a planning permit, if conditions are met.



- **Emergency services** – No permit is required under any provision of the planning scheme to use land for a helicopter landing site that is used by a helicopter engaged in the provision of emergency service operations.

This can include hospitals, police, search and rescue and fire service helicopter landing sites, including training and the emergency landing of a helicopter due to a weather event or technical problem.

- **Agriculture** – No permit is required under any provision of the planning scheme to use land for a helicopter landing site that is used by a helicopter engaged in agricultural activity in conjunction with the use of any land for agriculture.

This can include flights for purposes such as spraying, dusting and fertilising operations and herding cattle. The purpose of the flight must have a direct link to the carrying out of agricultural activity on the land. It does not include private transport to and from other parts of the property or scenic tourist flights.

- **Public land management** – No permit is required under any provision of the planning scheme to use land for a helicopter landing site that is used by a helicopter engaged in the provision of public land management activities conducted by or on behalf of the Department of Sustainability and Environment (DSE) and Parks Victoria whether on private land or not.

Examples of the type of activity undertaken by helicopters owned or contracted by DSE and Parks Victoria may include bushfire fuel reduction burning operations, sling loading materials, general compliance operations, fire training, crop spraying and locust control.

- **General** – No permit is required under any provision of the planning scheme to use land for a helicopter landing site where the landing point is located more than 500 metres from a building used for a sensitive use that is not associated with the helicopter operation and more than 200 metres from a shipping channel in the Port of Melbourne, provided:
 - **Frequency limitation:** The number of flight movements does not exceed eight in a 30

day period and four in a 24 hour period. The take off and landing of a helicopter are calculated as separate flight movements.

- **Time limitation:** Flight movements do not take place before 7am or after sunset on a weekday. Flight movements do not take place before 8am or after sunset on a weekend or holiday.

The separation distance, frequency and time limits for this exemption ensure that the impact of flights on the amenity of surrounding areas is minimised. This exemption includes any charter, tourism or private transport flights that meet all of the separation distance, frequency and time conditions.

If none of the exemptions apply, a permit is required to use or develop any land for a heliport or helicopter landing site, even if it is ancillary to another use on the land.

That is the case unless the zone provision that applies to the land specifically states otherwise.

To determine whether a helicopter landing site is operating under and adhering to this exemption, the responsible authority may request to view a log book or register of flight movements from the owner (for multiple operators) or operator.

Log books with details of each flight made are required to be maintained by helicopter pilots under the Civil Aviation Regulations 1988.

What is considered a sensitive use?

Uses that are sensitive to the potential adverse amenity impact of a heliport or a helicopter landing site include accommodation, child care centre, education centre and hospital. See Clauses 74 and 75 of the planning scheme for a definition of these sensitive uses and related uses that may be included within these land use terms.

Making an application for a heliport or a helicopter landing site

Applicants should make sure that the application fully describes the proposal, adequately identifies the land affected by the proposal and includes any further relevant information deemed necessary by the council.



Application requirements that must be included in any application to use land for a heliport or helipad are set out in Clause 52.15-2. They include a requirement for a site plan, location plan and written report.

The written report must demonstrate that a suitable separation distance has been met between the landing point of a heliport or helicopter landing site and an existing building used for a sensitive use that is not associated with the helicopter operation. This can be achieved by demonstrating at least one of the following has been met:

- the proposed helicopter landing site or heliport is located at least the distance specified in the clause (varies according to all-up weight of helicopter including passengers, cargo and fuel) away from a sensitive use, or
- an acoustic report is provided that demonstrates the proposed heliport or helicopter landing site does not have an adverse noise impact on a nearby sensitive use. The acoustic report should prove it meets the noise level criteria set out for helicopters in the *Noise Control Guidelines* (Environment Protection Authority, 2008).

Assessing an application for a heliport or a helicopter landing site

The following information may be useful for the responsible authority when assessing the impact a helicopter landing site or heliport may have on the surrounding area.

Planning unit and measurement

A helicopter landing site is considered a specific site on land. There may be more than one suitable landing site on a property and more than one helicopter expected to service the site.

To measure the separation distance between a helicopter landing site or a heliport and the nearest sensitive use, the distance should be measured from the proposed helicopter landing site, rather than the boundary of the property.

The point of landing and take off for a helicopter landing site or heliport is generally a constructed pad or marked area. If the proposal doesn't include a pad or marked area, it can be

considered to have an area equal in size to the undercarriage contact points plus one metre on all sides (consistent with the Landing and Lift Off Area of CASA's CAAP 92-2(1)).

If a landing site is not nominated, the boundary of the property should be used.

Amenity

A responsible authority should consider whether or not the requirement for a written report, that demonstrates a suitable separation distance between the landing site and an existing building used for a sensitive use, has been met. This should be assessed using the specified distances in application requirements (Clause 52.15-2).

If it has not been met, an acoustic report must be provided that outlines the impact helicopter noise will have on any nearby sensitive uses. It may provide flight frequency limitations for a condition on a permit or noise attenuation measures that allows for a smaller separation distance without reducing the amenity impact.

The responsible authority must ultimately decide whether the impact on the surrounding community's amenity is acceptable.

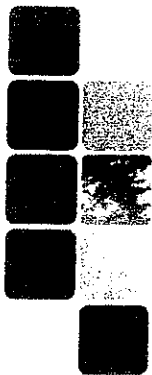
Safety

The helicopter operator is responsible for ensuring a proposed helicopter landing site or heliport meets CASA's *Guidelines for the establishment and use of helicopter landing sites* (CAAP 92-2 (1)). However, safety may be considered a relevant matter (s.60(1A) of the *Planning and Environment Act 1987*) if there is an obvious or suspected safety issue or obstacle within the immediate vicinity of the helicopter landing site. It is recommended the responsible authority discuss the issue with the applicant and seek advice from CASA, if considered necessary.

What to consider

Before deciding on an application for a heliport or helicopter landing site, the responsible authority must consider the decision guidelines at Clause 52.15-3.

The responsible authority should assess that the separation distance provided with the application is suitable. The distance will be determined to be suitable if it meets the distance specified in



the clause or includes an acoustic report that demonstrates it meets the noise level criteria set out in the EPA's *Noise Control Guidelines*.

The all-up weight of a helicopter includes the occupants, fuel quantity, engine fluids and removable equipment or cargo.

The frequency of flight movements and hours of operation are key factors that contribute to a helicopter landing site's noise impact on nearby sensitive uses. The exemption limits provide a guide of what is acceptable at a distance of 500 metres. Acoustic advice, or advice from the Environment Protection Authority may be sought for different circumstances.

Applying planning permit conditions for a heliport or helipad

Permit conditions should not be included that:

- require compliance with the Civil Aviation Safety Authority Publication CAAP 92-2. CASA requirements and regulations apply regardless and CASA is responsible for related enforcement
- require compliance with designated flight paths. This is not a planning consideration and only a concern of CASA and Airservices Australia
- require the helipad to only be used by the owner of the land or an associated business. The operator of a helicopter is of little concern to planning.

Permit conditions could be included that:

- restrict the frequency of flights. This may be in accordance with acoustic advice or an agreement with the operator and community.
- require no flights to be undertaken after designated hours without written consent of the responsible authority
- have the use comply with the *Noise Control Guidelines* (Environment Protection Authority, 2008)
- require that the permit holder keep a logbook of the use of the heliport or helicopter landing site and the logbook be made available for inspection by the responsible authority on request

- require the surface of the helicopter landing site to be treated to the satisfaction of the Responsible Authority so as to prevent any loss of amenity to the neighbourhood by the emission of dust.

Dispute resolution

Fly Neighbourly Advice

A Fly Neighbourly Advice (FNA) is a voluntary code of practice established between aircraft operators and communities or authorities to negotiate a reduction of disturbance or adverse amenity impact in an area. It may be instigated by the local government, business operator or community group that is affected by the operation of the aircraft. The development of the FNA is facilitated by the Office of Airspace Regulation, (+61 2 6217 1570).

FNA's must be consistent with CASA regulations and are not part of the planning system.

See the CASA website for more details at www.casa.gov.au.

Noise complaints

Helicopter noise concerns can be directed to Airservices Australia's Noise Enquiry Unit on 1800 802 584. Their role is a co-ordination point for the community to have its voice heard on aircraft noise issues by reporting community concerns to airlines, airports and the government. They also provide information on flight path changes, unusual flight patterns that are a result of weather events or emergencies and respond to enquiries about air traffic patterns in particular areas.

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Planning Technician Harness-Foster reviewed the staff report. Staff noted there are two laydown items expressing opposition.

Eric Lee, applicant, said he was available to answer questions from the Commission.

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

In response to questions Mr. Lee said he spoke after talking with ACOE the buildings will be on steel pilings. The only fill he is using is for the driveway. Relating to the wetlands he commented that the ground isn't that wet, but because of the vegetation style it is considered wetlands. The property owners who submitted letters in opposition live across the street. Lastly Mr. Lee clarified that the boardwalk will not be dug into the ground, but will be lying on the ground.

Question was raised to staff regarding the submittal of site drawings for applications and if it is acceptable to ACOE. Staff noted the site drawing is adequate for the city and that ACOE is more interested in what is happening with fill.

SLONE/BOS MOVED TO ADOPT STAFF REPORT PL 14-16 CUP14-03 WITH STAFF RECOMMENDATIONS AND FINDINGS.

Commissioner Slone referenced the concerns raised in the written comments about the environment, but the buildings will be on pilings, alleviating that concern. The applicant hasn't expressed any intent to do any clear cutting of the trees as there appears to be an adequate building and parking area. The non-permanent boardwalk will also have minimal effect on the environment. This will be an opportunity for infilling of the area relating to water and sewer and will provide affordable housing opportunities. He sees a lot of positive aspects to the proposal.

Commissioner Highland noted for the record her continued concern for development in wetlands as any development will disrupt natural drainage.

VOTE: YES: BOS, STEAD, HIGHLAND, VENUTI, SLONE

Motion carried.

Plat Consideration

None

Pending Business

None

New Business

A. Staff Report PL 14-20, Heliports

Planning Technician Harness-Foster reviewed the staff report.



Chair Venuti addressed information he reviewed online relating to FAA recommendations for heliports.

The group talked about the definitions and differences between heliport, helistop, and helipad as outlined in the staff report. No specific recommendation was made regarding incorporating one or all of the definitions but it was suggested that there be 2 categories:

- Heliport, such as at the airport for takeoff and landing, servicing, fueling, and storage.
- Helicopter landing site, which would be a place for landing and takeoff.

It was also suggested that the threshold before it becomes a land use issue could be 4 flights, 2 departures and 2 landings in a time frame from 8:00 a.m. to 8:00 p.m. because of the noise.

Some opinions were that the only place for a helicopter landing site, other than the hospital, should be on the spit. An opposing view was that it could negatively impact the recreational uses on the spit, several operators who want to have landing sites on the spit would raise issues, and that helicopters should only be allowed to take off and land at the airport.

For discussion purposes the Commission reviewed the use of a helipad, where a helicopter can take off and land, but not be serviced, in the city's zoning districts. They agreed it is not appropriate in any of the residential districts, with the exception of the hospital, which is located in residential office.

Some members were supportive of the idea of allowing a helipad in the central business, marine industrial, and east end mixed use districts by CUP only. It was suggested that they may want to consider allowing some servicing options in marine industrial since there is already other types of fuel related servicing taking place out there.

B. Training by Deputy City Clerk Jacobsen

Deputy City Clerk Jacobsen reviewed some meeting rules with the Commission, including why meeting rules are in place, main motions, parameters for discussion, and amending motions. She also touched on the disciplinary process that is outlined in HCC 1.18. for instances where a Commissioner feels a violation has occurred and doesn't feel comfortable addressing it with the person or with staff.

The group discussed other aspects of the meeting process and ways to work with the public to help them understand the processes that are in place for the commission.

C. Staff Report PL 14-19, Land Allocation Plan

The Planning Commission had made no recommendation to Council on the Land Allocation Plan.

D. Staff Report PL 14-18 Storm Water/ Green Infrastructure



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STAFF REPORT PL 14-23

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: March 5, 2013
SUBJECT: Heliports

During the February 19, 2014 Planning Commission meeting, the Commission discussed definitions related to “heliports” and permitting options for each zoning district. This staff report summarizes the Commission’s conversation. Please review and make changes if needed. With this information, staff will work with the City Attorney on a draft ordinance for your review.

Heliport: At the heart of a “heliport” conversation is Homer’s “Heliports” definition HCC 21.03.040:

“Heliports” means any place including airports, fields, rooftops, etc., where helicopters regularly land and take off, and where helicopters may be serviced or stored.”

This definition is inclusive of the landing site, a hanger/shop to service and store the helicopter(s) and aligns with the few helicopter operations at the airport. Staff sought to compare Homer’s existing definition with an FAA definition. The challenge is that FAA includes “heliport” within their definition for an airport, in other words, there is no separate “heliport” definition that is adopted by the FAA.ⁱ In addition, Homer’s Title 21 does not include a definition for airport

Based on the Commissioners thumbs, up, down and sideways, “heliports” would be a permitted use at the airport (GC2) and lands in the GC2 district, but location outside of the airport would require a conditional use permit. In the MI district “Heliports” would be a Conditional Use Permit.

Proposed	RR	UR	RO	CBD	TCD	GBD	GC1	GC2*	EEMU	MC	MI	OSR	BCWP
CUP needed								X			X		
Permitted outright								airpt					
Not Allowed	X	X	X	X	X	X	X		X	X		X	X

GC2* refers to airport property only. Proposed "heliports" outside the airport boundary would require a CUP.

Air ambulance

Staff will work with the City Attorney on how best to address the hospital’s existing “helistop” or air ambulance. Solutions may include a definition for hospital that includes air ambulance, or a “helipad/stop” as an accessory use to a hospital. We’ll report back.

Take-off and landings only:

“**Helipad**” refers to land used for take-off and landing of a helicopter, with or without a permanent landing pad, but without permanent facilities for assembly and distribution of goods or passenger.

Based on the Commissioners conversation, “helipad” was not an acceptable use in Homer. Staff reviewed the purpose of each district, including the Bridge Creek Water Protection and the General Commercial 2 districts.

The purpose of the BCWPD is to protect the city’s water supply and a “helipad” does not have much impact to the quality of Homer’s water supply.

I don’t recall a discussion about “helipad” in the GC2 district, outside the airport boundary.

Please discuss and make changes if needed to the “helipad” land use grid.

HELIPAD	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed								？**			X		？***
Permitted outright			Attorney *										
Not Allowed	X	X		X	X	X	X		X	X		X	

* Staff will seek recommendation from City Attorney.

** This refers to the area outside the airport boundary.

*** Please discuss “helipads” as a land use, or not, in the BCWPD.

The Commission also discussed when helicopter activity becomes a land use, as in frequency based on the number of flights per day and/or month, with each take-off and landing being a separate flight. Staff will work with the City Attorney on how best to address this, or the best maybe, not to be too descriptive. We'll report back.

8 flights in 30 days, and
4 flights in 24 hours
Time of day from 87am to sunset or no later than 8 pm

The Commission also discussed FAA's involvement in Heliport certification. Staff confirmed with the FAA experts that FAA does not certify "heliports". Instead, "heliports" are inclusive of airport certification. The reasons cited for not certifying heliports are:ⁱⁱ

- The typical helicopter does not carry a more than 9 passengers
- Few helicopters are used for "scheduled passenger operations."
- Very few air carriers are involved, in fact only one heliport is voluntarily certified under Part 139.
- Heliport operators are encouraged to follow the FAA Advisory Circular "Heliport Design."

Timeline

This spring staff will work with the City Attorney on a draft ordinance for your review. When the HAPC is satisfied with the draft, we can post it on the City's website. Interested parties would have the summer to consider the ordinance and public hearings would be scheduled for the fall of 2014.

ⁱ Federal Aviation Administration, Part 1 – Section 10 Definition of Terms 150/5370-10F Sept., 30, 2011

ⁱⁱ Federal Aviation Administration, Part 139 Airport Certification, Feb. 3, 2014



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STAFF REPORT PL 14-26

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: March 5, 2014

SUBJECT: Heliports March 2014(2)

Since the packet deadline, staff has investigated further the approval process of South Peninsula Hospital's (SPH) heliport. Though these insights are interesting, the Commission's decisions needs to focus on land use.

Glen Radeke, SPH Facilities & Maintenance Supervisor provided the attached *Helicopter Platform and Walkway* which describes the design standards for SPH's heliport. Tom Schuman, the President of FEC Heliports, specializing in site design, manufacture and installation of heliport equipment provided insights on how the Federal Aviation Administration (FAA) advisories work hand-in-hand with the International Building Code. Below is a synopsis of conversations with Glen Radeke of South Peninsula Hospital, Jack Cushing the one-site project engineer, and Tom Shuman, President of FEC Heliports.

1. As the Commission pointed out, the FAA Advisory for Heliport Design is *advisory* and only a requirement "when Federal funds are specifically dedicated for heliport construction." Tom Shuman, President of FEC Heliports, could not recall a project that he worked on where "federal funds are specifically dedicated for heliport construction," instead it's a mixed bag of funding. The *FAA Advisories* are advisories, but the best liability insurance a facility can 'buy' is to follow the *FAA Advisory*.
2. Building specifications come from the International Building Code (IBC) for strength and the IBC references the *FAA Advisories*.
3. Engineers with different specialties worked hand-in-hand to design a heliport that meets the IBC, Fire Marshal standards and the *FAA advisories*.
4. Only, after the heliport is complete does the FAA issues an **Air Space** Determination Letter, emphasis on **air space**. FAA is looking at approaches, potential wires, light post, flags, in the air obstructions. All aircraft needs to follow FAA standards as they approach airports.

Att: SPH's Helicopter Platform and Walkways

P:\PACKETS\2014 PCPacket\Staff Reports\Heliports\SR 14-26 March 5 Heliports laydown.docx

SECTION 13127

HELICOPTER PLATFORM AND WALKWAYS

PART 1 GENERAL

1.1 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 1 Specification Sections, apply to this Section.

1.2 SUMMARY

- A. This Section includes the following:

- 1. Design build rooftop aluminum helistop including ramp, horizontal structural steel for deck, safety netting, fuel/ water separator, lighting, non-skid paint, FAA markings, FAA submittals and installation.

1.3 SYSTEM DESCRIPTION

- A. General Description: Aluminum deck with aluminum walkway per Drawings including safety netting, fuel/ water separator, lighting package, non-skid paint, FAA markings, FAA submittals and installation. ←

1.4 SYSTEM PERFORMANCE REQUIREMENTS

- A. Structural Performance: Provide helistop framing capable of withstanding design loads within limits and under conditions indicated.
1. Helicopter Weight: 16,000 lbs.
 2. Dynamic loading plus gross weight of the helicopter
 3. Dynamic loading plus a uniform live load of 100-lbs./sq. ft.
 4. Dynamic loading plus concentrated loads spaced at 8'feet with each concentrated load having a magnitude of 1.5 times the gross weight of the helicopter
 5. Uniform wind uplift of 24-lbs./sq. ft.
 6. Uniform load of 50-lbs./l.f. applied in any direction to top rail of handrail and concentrated load of 200 lbs. applied at any point in any direction to safety rail and safety rail post as required.
 7. Concentrated load of 250 lbs. applied over any one square foot of safety netting.

1.5 SUBMITTALS

- A. **Product Data:** Submit manufacturer's specifications to evidence compliance with these specifications.
- B. **Shop Drawings:** Manufacture's project specific drawings showing layout, spacings, sizes, and connections of framing; walkways including fabrication, fastening, erection, and anchorage details, including mechanical fasteners. Show reinforcing channels, opening framing, supplemental framing, strapping, bracing, bridging, splices, accessories, connection details, and attachment to adjoining work.
 - 1. For framing and walkways indicated to comply with design loads, include structural analysis data signed and sealed by the qualified professional engineer responsible for their preparation.
 - 2. Helistop manufacturer shall review shop drawings of steel substructure prior to steel fabrication and coordinate helistop shop drawings with substructure.
- C. **Welding certificates.**
- D. **Qualification Data:** For professional engineer.
- E. **Certificate of Approval:** Helistop manufacturer shall be responsible for obtaining the appropriate Airspace Certification from the FAA and State of Alaska.
 - 1. Submit design calculations and erection drawings, bearing the registered structural engineer's stamp, to the Local Building Code Official and Architect.
- F. **Permits:** General Contractor shall be financially responsible for obtaining permit for helistop.

1.6 QUALITY ASSURANCE

- A. **Installer Qualifications:** Manufacturer authorized installer capable of assuming engineering responsibility and performing work of this Section.
- B. **Engineering Responsibility:** Preparation of Shop Drawings, design calculations, and other structural data by a qualified professional engineer.
- C. **Professional Engineer Qualifications:** A professional engineer who is legally qualified to practice in jurisdiction where Project is located and who is experienced in providing engineering services of the kind indicated. Engineering services are defined as those performed for installations of cold-formed metal framing that are similar to those indicated for this Project in material, design, and extent.
 - 1. **Designer Qualification:** Helistop supplier shall have an approved and documented quality control system equal to MIL-I-45208A or ISO 9000.
- D. **Welding:** Qualify procedures and personnel according to AWS D1.1/D1.1M, "Structural Welding Code--Steel," and AWS D1.3, "Structural Welding Code--Sheet Steel."

1.7 COORDINATION

- A. Coordinate helistop support structure with building structural steel.

PART 2 - PRODUCTS

2.1 MANUFACTURERS

- A. Available Manufacturers: Subject to compliance with requirements, manufacturers offering cold-formed metal framing that may be incorporated into the Work include, but are not limited to, the following:
1. FEC Heliports
a division of Federal Equipment Company
*Helislat*TM System
719 W. Pete Rose Way
Cincinnati, Ohio 45203
Phone: 513-621-5260
Fax: 513-621-0524
tom@federaquipment.com
- B. Support Structure: Extruded 6005-T5 aluminum, 6-inch minimum height by 6-inch minimum width. Slats shall interlock in tongue and groove configuration and shall have petroleum resistant sealant inside each tongue and groove. Minimum extrusion thickness not less than 0.19-inches +/- 0.01-inch. Slats shall have a section modulus of not less than 8.72-inches. Slats shall have an internal extruded cavity to accept a snow melting system. Cavity must allow snow-melting element to have contact with deck surface on 6-inch minimum centers. Deck surface shall be coated with a non-slip coating to ensure safe patient transfer when wet and to assist in sealing deck joints against water and fuel leakage.
- C. Walkway: 6005-T5 alloy aluminum, 3-1/2 inch high by 6-inch wide minimum planks. HP0169 design to connect to *Helislat* tongue and groove system. Walkway shall have same internal snow melt cavity as *Helislat*TM system.
- D. Drainage Gutter: Manufacturer's standard HP0238 gutter along perimeter of deck. Provide grating at ramps and steps. Gutter shall have a 4-inch downspout with external threads for downspout connection.
- E. Safety Net: 5-foot wide with connections and configuration as recommended by manufacture. Safety netting shall be from structural tubing and 1-inch by 9-gage chain link fencing. Netting color as selected by Architect from manufacturer's full range of colors. Heliport supplier shall supply netting, supports and all hardware. Safety netting shall be designed to support 250 lbs/sq. ft. uniform loading.

- F. Fuel/Water Separator: HP0285 Weather, gravity separator, having three chambers, discharge and drain cocks, heater with integral thermostat and high level indicator. Tank shall have a minimum fuel storage capacity of 300 gallons. The tank shall have (2) 6-inch inlets. Separator shall be hung from the structural steel in a cradle below the pad. Separator shall discharge on roof utilizing roof drains.
- G. Accessories and Anchors:
 - 1. Provide manufacturer's standard 1/8-inch neoprene isolation between aluminum and steel support structure.
 - 2. Provide manufacturer's standard HP0226 clamping hardware, isolation pads and other items for separation of aluminum members and materials from other non-aluminum metals.
- H. Lighting Fixtures: Provide HP0207G perimeter lights, HP0182 obstruction lights, beacon, and floodlighting.
- I. Wind Cone and Post: HP0807-L8 externally lighted wind cone. Mount in location indicated on Drawings.
- J. Paint: Manufacturers standard non-skid abrasive deck paint.

PART 3 - EXECUTION

3.1 EXAMINATION

- A. Examine and verify that receiving substrate surfaces of the structure have no defects or errors that will result in poor or potentially defective application or cause latent defects in workmanship.
- B. Starting installation shall imply acceptance of surfaces.

3.2 PREPARATION

- A. Verifications: Field measure and verify dimensions of structure, spacing, clearances, and walkway lengths.

3.3 ERECTION

- A. Install in accordance with manufacturer's latest published requirements, instructions, specifications, details and approved Shop Drawings.
- B. Set helistop members level, aligned and anchored in method approved by the helistop manufacturer and approved Shop Drawings.

- C. Coordinate requirements for on-site support required for erection of items supplied and delivered to the site.
- D. Field drill holes in helistop purlins to align with holes provided in steel column studs. Bolt field connections. Use HP0226 Clamping hardware to connect deck to steel structure. Provide temporary shoring and bracing members.
- E. Slope deck surface to perimeter gutter system. Set deck members to proper slope as shown on approved Shop Drawings
- F. Separate dissimilar metals to prevent galvanic action.

3.4 FIELD FINISHING

- A. Comply with requirements in Section 9 "Painting" and as indicated below.
- B. Apply in accordance with manufacturers written instruction.
- C. Paint markings shall be in accordance with colors indicated on approved Shop Drawings and as dictated by FAA AC 150/5390-2A.

END OF SECTION

Motion carried.

Plat Consideration

None

Pending Business

- A. Staff Report 14-24, Ordinance 14-09(A), An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 21.12.020, "Permitted Uses and Structures", to Expand the Permitted Uses in the Rural Residential District to Include the Addition of a Detached Dwelling Unit as an Accessory to a Single Family Dwelling on a Lot Served by City Water and Sewer Services. City Manager/Planning. Introduction February 10, 2014, Public Hearing and Second Reading February 24, 2014

City Planner Abboud reviewed the staff report.

The Commission discussed the proposed amendment to include lots over one acre not serviced by water and sewer. They reviewed the process the city uses for approving plans for homes with septic systems. City Planner Abboud explained that city reviews the plan approved by DEC and that it is being installed by a certified installer.

The general consensus of the group was that it should remain allowable as a conditional use. They expressed concern about ensuring adequacy of the system in place being able to accommodate the additional housing. It was also suggested that there be a separate system in place for the additional dwelling. Another issue raised is that generally people living in the rural district don't want a lot of density in their neighborhoods, and leaving it as a CUP gives people an opportunity to be noticed and give feedback about the development.

The Commission will hold a public hearing at their next meeting and make their recommendations after they hear public input.

- B. Staff Report PL 14-23, Heliports March 2014

Chair Venuti noted that they addressed this during the worksession.

Question was raised whether the hospital heliport will be squared away before they take on the rest of this. City Planner Abboud said there are different ways this can be addressed and he will work with the attorney on the best way to resolve it.

Commissioner Highland expressed her opposition to helipad in the rural office district, with exception of the hospital, and in the bridge creek watershed area. She would be supportive of it in GC2 and marine industrial with a special temporary permit that could be acquired from the Planning Department, but not as a use through a CUP.

Regarding the Bridge Creek Watershed area, City Planner Abboud said he would be reluctant to disallow it as there are areas that are difficult to get to and he doesn't think it would impede on the

water quality that much. The purpose of the area is exclusively to protect the water, aside from that, it's outside the city.

They reviewed the area designated as GC2 and discussed heliport and helipad uses.

SLONE MOVED TO COMBINE THE TWO TERMS AND CALL THEM HELICOPTER OPERATIONS IN CONJUNCTION WITH CUP'S.

Motion failed for lack of a second.

City Planner Abboud said they can continue to work on this topic at future meetings.

C. Staff Report PL 14-25, Itinerant Merchant (IM) and Mobile Food Service Vendors (MFS)

City Planner Abboud reviewed the staff report that included feedback from their February 5th meeting. This is an update and staff will continue to explore solutions with Public Works and the Police Department, and then report back to the Commission.

The Commission didn't have additional input. At their last meeting they had talked about having a hearing in the spring to get feedback from interested parties.

New Business

None

Informational Materials

- A. KPB Plat Committee Notice of Postponement Re: Barnett's South Slope Subdivision Quiet Creek Park Preliminary Plat
- B. KPB Planning Commission Notice of Subdivision/Replat Re: Barnett's South Slope Sub Quiet Creek Park
- C. Email from KPB Platting Staff to Homer Planning Staff with revised Quiet Creek Preliminary Plat
- D. City Manager's Report from the February 24, 2014 City Council Meeting

Comments of the Audience

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

None

Comments of Staff

There were no staff comments.

Comments of the Commission

Commissioner Highland wanted to make sure that the storm water and green infrastructure will be put on the agenda.



City of Homer

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Staff Report PL 14-42

TO: Homer Advisory Planning Commission
 THROUGH: Julie Engebretsen, Deputy City Planner
 FROM: Dotti Harness-Foster, Planning Technician
 DATE: May 7, 2014
 SUBJECT: Heliports Draft Ordinance

Introduction: Attached is a draft ordinance based on the heliports and helipads discussions this spring.

As of the writing of this staff report, staff has not had the opportunity to thoroughly review this ordinance. It is provided to the Commission to allow plenty of time read and discuss the proposed changes.

Section 1 includes a definition for “hospital” as defined in AS 47.32.900 which states: "Hospital" means a public or private institution or establishment devoted primarily to providing diagnosis, treatment, or care over a continuous period of 24 hours each day for two or more unrelated individuals suffering from illness, physical or mental disease, injury or deformity, or any other condition for which medical or surgical services would be appropriate; "hospital" does not include a frontier extended stay clinic;”

GC2 district starting on Line 164: The GC2 district encompasses the airport which permits heliports. On state airport property the City has no zoning authority. Starting on Line 164 “helipads” would be conditionally permitted (outside the airport boundary) in the GC2 district.

Bridge Creek Water Protection District (BCWPD) starting on Line 231: The purpose of the BCWPD is to prevent the degradation of the water quality for the City’s water supply. By definition (Line 29) helipad is for take offs and landings only, no permanent facilities, nor any fueling. In addition, many parcels have substandard access and some have no legal access, therefore staff recommends the helipads be a permitted use in the BCWPD.

As you review the draft ordinance, these grids may be helpful. If you have suggestions or edits please contact staff.

Heliports	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed											X		
Permitted outright								X airport					
Not Allowed	X	X	X	X	X	X	X		X	X		X	x

HELIPAD	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed			X					x					
Permitted outright													x
Not Allowed	X	X		X	X	X	X		X	X		X	

Attachments: Draft ordinance presented May 7, 2014

P:\PACKETS\2014 PCPacket\Ordinance\Heliports\SR 14-42 Heliports May 7 2014 with RA comments.docx

1 CITY OF HOMER
2 HOMER, ALASKA

3
4 ORDINANCE 14-__ Presented May 7, 2014
5

6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AMENDING HOMER CITY CODE 21.03.040, DEFINITIONS;
8 HOMER CITY CODE 21.12.030, 21.14.030, 21.16.030, 21.18.030,
9 21.24.030, 21.26.030, 21.28.030 AND 21.32.030, CONDITIONAL
10 USES AND STRUCTURES; AND HOMER CITY CODE 21.40.050,
11 PERMITTED USES AND STRUCTURES, TO DEFINE THE TERMS
12 HELIPAD AND HOSPITAL, TO DELETE HELIPORT AS A
13 CONDITIONAL USE IN THE RURAL RESIDENTIAL, URBAN
14 RESIDENTIAL, CENTRAL BUSINESS DISTRICT, GENERAL
15 COMMERCIAL 1, GENERAL COMMERCIAL 2, MARINE
16 COMMERCIAL AND OPEN SPACE – RECREATION ZONING
17 DISTRICTS; TO ADD HELIPAD AS A CONDITIONAL USE
18 ACCESSORY TO A HOSPITAL IN THE RESIDENTIAL OFFICE
19 ZONING DISTRICT AND HELIPAD AS A CONDITIONAL USE IN
20 THE GENERAL COMMERCIAL 2 ZONING DISTRICT; AND TO
21 ADD HELIPAD AS A PERMITTED USE IN THE BRIDGE CREEK
22 WATERSHED PROTECTION DISTRICT.
23

24 THE CITY OF HOMER ORDAINS:

25
26 Section 1. HCC 21.03.040 Definitions, is amended by adding definitions of “helipad”
27 and “hospital” to read as follows:
28

29 “Helipad” means any surface where a helicopter takes off or lands, but excludes permanent
30 facilities for loading or unloading goods or passengers, or for fueling, servicing or storing
31 helicopters.
32

33 “Hospital” has the meaning given in AS 47.32.900.
34

35 Section 2. HCC 21.12.030, Conditional uses and structures (Rural Residential), is
36 amended to read as follows:
37

38 21.12.030 Conditional uses and structures. The following uses may be permitted in the
39 Rural Residential District when authorized by conditional use permit issued in accordance with
40 Chapter 21.71 HCC:

- 41 a. Planned unit development, limited to residential uses only;
42 b. Religious, cultural and fraternal assembly;

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

- 43 c. Cemeteries;
- 44 d. Kennels;
- 45 e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown on
- 46 premises;
- 47 f. Mobile home parks;
- 48 g. Public utility facilities and structures;
- 49 h. Pipelines and railroads;
- 50 ~~i. Heliports;~~
- 51 ij. Storage of heavy equipment, vehicles or boats over 36 feet in length as an accessory
- 52 use incidental to a permitted or conditionally permitted principal use;
- 53 ~~jk.~~ Day care facilities; provided, however, that outdoor play areas must be fenced;
- 54 ~~kl.~~ Group care home;
- 55 ~~lm.~~ Assisted living home;
- 56 mn. More than one building containing a permitted principal use on a lot;
- 57 no. Indoor recreational facilities;
- 58 op. Outdoor recreational facilities;
- 59 pq. Public school and private school;
- 60 qr. One small wind energy system having a rated capacity exceeding 10 kilowatts,
- 61 provided that it is the only wind energy system of any capacity on the lot.

62
63 Section 3. HCC 21.14.030, Conditional uses and structures (Urban Residential), is

64 amended to read as follows:

65
66 21.14.030 Conditional uses and structures. The following uses may be permitted in the

67 Urban Residential District when authorized by conditional use permit issued in accordance

68 with Chapter 21.71 HCC:

- 69 a. Planned unit development, excluding all industrial uses;
- 70 b. Townhouse developments;
- 71 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
- 72 d. Religious, cultural and fraternal assembly;
- 73 e. Hospitals;
- 74 f. Pipelines and railroads;
- 75 ~~g. Heliports;~~
- 76 gh. Storage of heavy equipment or boats over 36 feet in length as an accessory use
- 77 incidental to a permitted or conditionally permitted principal use;
- 78 hi. Private stables and the keeping of larger animals not usually considered pets,
- 79 including paddocks or similar structures or enclosures utilized for keeping of such animals as an
- 80 accessory use incidental to a primary residential use; such use shall be conditioned on not
- 81 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
- 82 on sufficient land to harbor such animals;

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

- 83 ~~ij.~~ Group care home;
84 ~~jk.~~ Assisted living home;
85 ~~kl.~~ More than one building containing a permitted principal use on a lot;
86 ~~lm.~~ Indoor recreational facilities;
87 ~~mn.~~ Outdoor recreational facilities;
88 ~~no.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts,
89 provided that it is the only wind energy system of any capacity on the lot.

90
91 Section 4. HCC 21.16.030, Conditional uses and structures (Residential Office), is
92 amended to read as follows:

93
94 21.16.030 Conditional uses and structures. The following uses may be permitted in the
95 Residential Office District when authorized by conditional use permit issued in accordance with
96 Chapter 21.71 HCC:

- 97 a. Planned unit developments, excluding all industrial uses;
98 b. Townhouses;
99 c. Public or private schools;
100 d. Hospitals and medical clinics;
101 e. Public utility facilities and structures;
102 f. Mortuaries;
103 g. Day care facilities; provided, however, that outdoor play areas must be fenced;
104 h. More than one building containing a permitted principal use on a lot;
105 i. Group care homes;
106 **j. Helipads, but only as an accessory use incidental to a hospital conditional use;**
107 ~~kj.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts;
108 provided, that it is the only wind energy system of any capacity on the lot;
109 ~~lk.~~ Other uses approved pursuant to HCC 21.04.020.

110
111 Section 5. HCC 21.18.030, Conditional uses and structures (Central Business District), is
112 amended to read as follows:

113
114 21.18.030 Conditional uses and structures. The following uses may be permitted in the
115 Central Business District when authorized by conditional use permit issued in accordance with
116 Chapter 21.71 HCC:

- 117 a. Planned unit developments, excluding all industrial uses;
118 b. Indoor recreational facilities and outdoor recreational facilities;
119 c. Mobile home parks;
120 d. Auto fueling stations;
121 e. Public utility facilities and structures;
122 f. Pipeline and railroads;

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

- 123 ~~g. Heliports;~~
124 ~~gh. Greenhouses and garden supplies;~~
125 ~~hi. Light or custom manufacturing, repair, fabricating, and assembly, provided such~~
126 ~~use, including storage of materials, is wholly within an enclosed building;~~
127 ~~ij. Shelter for the homeless, provided any lot used for such shelter does not abut a~~
128 ~~residential zoning district;~~
129 ~~jk. More than one building containing a permitted principal use on a lot;~~
130 ~~kl. Group care homes and assisted living homes;~~
131 ~~lm. Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber~~
132 ~~Subdivision to Heath Street;~~
133 ~~na. One small wind energy system having a rated capacity exceeding 10 kilowatts;~~
134 ~~provided, that it is the only wind energy system of any capacity on the lot;~~
135 ~~ne. Other uses approved pursuant to HCC 21.04.020.~~
136

137 Section 6. HCC 21.24.030, Conditional uses and structures (General Commercial 1), is
138 amended to read as follows:

139
140 21.24.030 Conditional uses and structures. The following uses may be permitted in the
141 General Commercial 1 District when authorized by conditional use permit issued in accordance
142 with Chapter 21.71 HCC:

- 143 a. Campgrounds;
144 b. Crematoriums;
145 c. Multiple-family dwelling;
146 d. Public utility facility or structure;
147 e. Mobile home parks;
148 f. Planned unit developments;
149 g. Townhouses;
150 h. Pipelines and railroads;
151 ~~i. Heliports;~~
152 ~~ij. Shelter for the homeless, provided any lot used for such shelter does not abut an RO,~~
153 ~~RR, or UR zoning district;~~
154 ~~jk. More than one building containing a permitted principal use on a lot;~~
155 ~~kl. Day care facilities; provided, however, that outdoor play areas must be fenced;~~
156 ~~lm. Other uses approved pursuant to HCC 21.04.020;~~
157 ~~ma. Indoor recreational facilities;~~
158 ~~ne. Outdoor recreational facilities.~~
159

160 Section 7. HCC 21.26.030, Conditional uses and structures (General Commercial 2), is
161 amended to read as follows:
162

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

163
164 21.26.030 Conditional uses and structures. The following uses may be permitted in the
165 General Commercial 2 District when authorized by conditional use permit issued in accordance
166 with Chapter 21.71 HCC

- 167 a. Planned unit development, excluding all industrial uses;
168 b. Townhouse developments;
169 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
170 d. Religious, cultural and fraternal assembly;
171 e. Hospitals;
172 f. Pipelines and railroads;
173 ~~g. Heliports;~~
174 **gh.** Storage of heavy equipment or boats over 36 feet in length as an accessory use
175 incidental to a permitted or conditionally permitted principal use;
176 **hi.** Private stables and the keeping of larger animals not usually considered pets,
177 including paddocks or similar structures or enclosures utilized for keeping of such animals as an
178 accessory use incidental to a primary residential use; such use shall be conditioned on not
179 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
180 on sufficient land to harbor such animals;
181 **ij.** Group care home;
182 **jk.** Assisted living home;
183 **kl.** More than one building containing a permitted principal use on a lot;
184 ~~lm.~~ Indoor recreational facilities;
185 **ma.** Outdoor recreational facilities;
186 **ne.** One small wind energy system having a rated capacity exceeding 10 kilowatts;
187 provided, that it is the only wind energy system of any capacity on the lot;
188 **o. Helipads.**

189
190 Section 8. HCC 21.28.030, Conditional uses and structures (Marine Commercial), is
191 amended to read as follows:

192
193 21.28.030 Conditional uses and structures. The following uses may be permitted in the
194 Marine Commercial District when authorized by conditional use permit issued in accordance
195 with Chapter 21.71 HCC:

- 196 a. Drinking establishments;
197 b. Public utility facilities and structures;
198 ~~c. Heliports;~~
199 **cd.** Hotels and motels;
200 **de.** Lodging;
201 **ef.** More than one building containing a permitted principal use on a lot;
202 **fg.** Planned unit developments, limited to water-dependent and water-related uses,

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

- 203 with no dwelling units except as permitted by HCC 21.28.020(o);
204 ~~gh.~~ Indoor recreational facilities;
205 ~~hi.~~ Outdoor recreational facilities;
206 ~~ij.~~ The location of a building within a setback area required by HCC 21.28.040(b). In
207 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building
208 must meet the following standards:
209 1. Not have a greater negative effect on the value of the adjoining property than
210 a building located outside the setback area; and
211 2. Have a design that is compatible with that of the structures on the adjoining
212 property.

213
214 Section 9. HCC 21.32.030, Conditional uses and structures (Open Space -- Recreation),
215 is amended to read as follows:

216
217 21.32.030 Conditional uses and structures. The following uses may be conditionally
218 permitted in the Open Space – Recreation District when authorized by conditional use permit
219 issued in accordance with Chapter 21.71 HCC:

- 220 a. Public utility facilities and structures;
221 b. Any structures used for uses permitted outright in the district;
222 c. Fishing gear and boat storage;
223 d. Campgrounds;
224 e. Pipelines and railroads;
225 f. Parking areas;
226 ~~g. Heliports;~~
227 ~~gh.~~ Other open space and recreation uses;
228 ~~hi.~~ Indoor recreational facilities;
229 ~~ij.~~ Outdoor recreational facilities.

230
231 Section 10. HCC 21.40.050, Permitted uses and structures (Bridge Creek Watershed
232 Protection District), is amended to read as follows:

233
234 21.40.050 Permitted uses and structures. The following uses and structures are
235 permitted outright in the BCWP district, except when such use or structure requires a
236 conditional use permit by reason of its nature, size or other reasons set forth in this chapter.
237 Permitted uses and structures remain subject to all applicable provisions of this chapter:

- 238 a. Single-family dwelling;
239 b. Duplex dwelling;
240 c. Multiple-family dwelling, provided the structure conforms to HCC 21.14.040(a)(2);
241 d. Public parks and playgrounds;
242 e. Rooming houses or bed and breakfast establishments;

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

- 243 f. Storage of personal commercial fishing gear in a safe and orderly manner;
- 244 g. Private storage in yards, in a safe and orderly manner, of equipment, including
- 245 trucks, boats, recreational vehicles and automobiles; provided, that all are in good mechanical
- 246 and operable condition, and if subject to licensing, currently able to meet licensing
- 247 requirements; and further provided, that the stored items do not create impervious cover in
- 248 excess of the limits in HCC 21.40.070;
- 249 h. Other customary accessory uses incidental to any of the principal permitted uses
- 250 listed in the BCWP district, such as limited personal use gardening as described in HCC
- 251 21.40.090(c);
- 252 i. Temporary (seasonal) roadside stands for the sale of produce grown on the premises;
- 253 j. Mobile homes, subject to the requirements set forth in HCC 21.54.100;
- 254 k. Day care homes;
- 255 l. Up to four recreational vehicles on a lot as a temporary dwelling not to exceed 90
- 256 days' occupancy per vehicle in any calendar year;
- 257 m. Religious, cultural, and fraternal assembly;
- 258 n. Public schools and private schools;
- 259 o. Day care facilities;
- 260 p. Ministorage;
- 261 q. As an accessory use, one small wind energy system per lot having a rated capacity
- 262 not exceeding 10 kilowatts;
- 263 **r. Helipads.**

264
265 Section 11. This Ordinance is of a permanent and general character and shall be
266 included in the City Code.

267
268 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
269 _____ 2014.

270
271 CITY OF HOMER

272
273
274 _____
275 MARY E. WYTHER, MAYOR

276
277 ATTEST:

278
279
280 _____
281 JO JOHNSON, CMC, CITY CLERK

282
[**Bold and underlined added.** Deleted language stricken through.]

283 YES:
284 NO:
285 ABSTAIN:
286 ABSENT:
287
288 First Reading:
289 Public Hearing:
290 Second Reading:
291 Effective Date:

292
293 Reviewed and approved as to form:

294
295
296 _____
297 Walt E. Wrede, City Manager
298 Date: _____

Thomas F. Klinkner, City Attorney
Date: _____

DRAFT

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

STEAD/BOS - MOVED TO ADOPT STAFF REPORT PL 14-40 AND APPROVE BARNETT SUBDIVISION, QUIET CREEK ADDITION 2014 PRELIMINARY PLAT WITH STAFF RECOMMENDATIONS.

Discussion regarding written documentation from the property owner.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PENDING BUSINESS

A. Staff Report PL 14-42, Draft Ordinance 14-XX Amending Homer City Code 21.03.040 Definitions to include "Hospital" and "Helipad" and redefining where heliports and helipads are permitted.

Deputy City Planner Engebretsen provided a summary of the staff report.

Discussion ensued regarding the commission's previous action on this ordinance.

HIGHLAND/- MOVED THAT THE COMMISSION ONLY ALLOW HELIPORTS IN THE AIRPORT AREA AND THAT HELIPADS ARE ONLY ALLOWED AT THE AIRPORT.

The motion died for lack of a second.

Discussion ensued on allowing heliports and helipads in Marine Industrial; the difference between a heliport and helipad; locations on the spit zoned Marine Industrial; previous lessons learned; a Conditional Use Permit is required;

ERICKSON/HIGHLAND - MOVED THAT HELIPAD IS ALLOWED WITH A CUP IN MARINE INDUSTRIAL AND HELIPORTS ARE NOT ALLOWED IN MARINE INDUSTRIAL.

Further discussion ensued on allowing helipads or heliports on the spit.

VOTE. NO. BOS, HIGHLAND, VENUTI, STROOZAS

VOTE. YES. ERICKSON, STEAD

Motion failed.

STEAD/ERICKSON - MOVED THAT HELIPADS BE ALLOWED IN MARINE INDUSTRIAL WITH A CUP.

There was a brief discussion on supporting points for allowing a helipad would be consistent if a heliport is already allowed.

VOTE. YES. ERICKSON, STEAD, VENUTI, STROOZAS, BOS

VOTE. NO. HIGHLAND.

Motion carried.

HIGHLAND/BOS - MOVED TO CHANGE HELIPADS BEING PERMITTED OUTRIGHT IN THE BRIDGE CREEK WATER PROTECTION (BCWP) TO REQUIRE A CUP FOR HELIPADS.

There was a discussion on the pros and cons to allowing helipads by CUP process only.

VOTE. NO. STEAD, STROOZAS.

VOTE. YES. VENUTI, HIGHLAND, BOS, ERICKSON.

Motion carried.

Staff explained the table for GC2 that Heliports are permitted outright at the airport and that helipads are allowed only by CUP process for GC2.

Commissioners requested the following changes:

- under the RO Helipads CUP needed insert Hospital.
- remove the permitted outright from the table for Helipad
- remove the permitted outright from the table for Heliports and include an explanation for the airport

NEW BUSINESS

A. Staff Report PL 14-41, Draft Ordinance 14-XX Amending Homer City Code 21.60.060 Table 3 Permitted Sign Characteristics by Zoning District to permit Changeable Copy and Internally Illuminated signs in the Gateway Business District

Staff reviewed the report. Recommendation to allow changeable copy signage and discuss allowing internally lit signage at this meeting.

A lengthy discussion was entertained on the pros and cons of changeable copy and whether the signage was internally lit or externally lit. Staff requested the commission come to consensus on what they would like to see and then the public can weigh in on the guidelines as presented. Currently signage that is externally lit is allowed.

Staff stated that the commission initiated an ordinance. This item can be postponed and discussed later. They can vote on it. The commissioners can recommend no changes be made and Council will make the final decisions.

Staff confirmed any commissioner can initiate a zoning ordinance referencing HCC 21.95.010. The next step is a public hearing held by the commission; the commission will then submit a recommendation to City Council will make the final decision.

Further discussion covered allowing permanent changeable copy signs on private property in the gateway business district, urban residential, rural residential and residential office districts; adding the word "permanent"; adding portable signs not permitted.

Staff summarized the recommendations of the commission and stated this would be back before the commission in June.



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Staff Report PL 14-46

TO: Homer Advisory Planning Commission
 THROUGH: Rick Abboud, City Planner
 FROM: Julie Engebretsen, Deputy City Planner
 DATE: May 21, 2014
 SUBJECT: Heliports

Introduction

The Commission discussed the draft ordinance at the last meeting. Staff amended the table as directed. The Commission was going to review the table one more time at the May 21st meeting. If satisfied, staff will have the attorney amend the ordinance to reflect the table. Staff will also put the ordinance on the City website, and contact local helicopter companies about the proposed changes. There will be a public hearing sometime in the fall.

Heliports	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed											X		
Not Allowed	X	X	X	X	X	X	X	X* Airport OK	X	X		X	x

Helipad	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed			X (hospital only)					X			X		X
Not Allowed	X	X		X	X	X	X		X	X		X	

Staff Recommendation:

1. Discuss the definitions, and the districts where heliports and helipads will be permitted.

Attachments

1. May 7th Draft Ordinance (not current with changes to the table)
2. Minutes excerpt of May 7th meeting

1 CITY OF HOMER
2 HOMER, ALASKA

3
4 ORDINANCE 14-__ Presented May 7, 2014

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AMENDING HOMER CITY CODE 21.03.040, DEFINITIONS;
8 HOMER CITY CODE 21.12.030, 21.14.030, 21.16.030, 21.18.030,
9 21.24.030, 21.26.030, 21.28.030 AND 21.32.030, CONDITIONAL
10 USES AND STRUCTURES; AND HOMER CITY CODE 21.40.050,
11 PERMITTED USES AND STRUCTURES, TO DEFINE THE TERMS
12 HELIPAD AND HOSPITAL, TO DELETE HELIPORT AS A
13 CONDITIONAL USE IN THE RURAL RESIDENTIAL, URBAN
14 RESIDENTIAL, CENTRAL BUSINESS DISTRICT, GENERAL
15 COMMERCIAL 1, GENERAL COMMERCIAL 2, MARINE
16 COMMERCIAL AND OPEN SPACE – RECREATION ZONING
17 DISTRICTS; TO ADD HELIPAD AS A CONDITIONAL USE
18 ACCESSORY TO A HOSPITAL IN THE RESIDENTIAL OFFICE
19 ZONING DISTRICT AND HELIPAD AS A CONDITIONAL USE IN
20 THE GENERAL COMMERCIAL 2 ZONING DISTRICT; AND TO
21 ADD HELIPAD AS A PERMITTED USE IN THE BRIDGE CREEK
22 WATERSHED PROTECTION DISTRICT.

23
24 THE CITY OF HOMER ORDAINS:

25
26 Section 1. HCC 21.03.040 Definitions, is amended by adding definitions of “helipad”
27 and “hospital” to read as follows:

28
29 “Helipad” means any surface where a helicopter takes off or lands, but excludes permanent
30 facilities for loading or unloading goods or passengers, or for fueling, servicing or storing
31 helicopters.

32
33 “Hospital” has the meaning given in AS 47.32.900.

34
35 Section 2. HCC 21.12.030, Conditional uses and structures (Rural Residential), is
36 amended to read as follows:

37
38 21.12.030 Conditional uses and structures. The following uses may be permitted in the
39 Rural Residential District when authorized by conditional use permit issued in accordance with
40 Chapter 21.71 HCC:

- 41 a. Planned unit development, limited to residential uses only;
42 b. Religious, cultural and fraternal assembly;

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

- 43 c. Cemeteries;
- 44 d. Kennels;
- 45 e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown on
- 46 premises;
- 47 f. Mobile home parks;
- 48 g. Public utility facilities and structures;
- 49 h. Pipelines and railroads;
- 50 ~~i. Heliports;~~
- 51 ij. Storage of heavy equipment, vehicles or boats over 36 feet in length as an accessory
- 52 use incidental to a permitted or conditionally permitted principal use;
- 53 ~~jk.~~ Day care facilities; provided, however, that outdoor play areas must be fenced;
- 54 ~~kl.~~ Group care home;
- 55 ~~lm.~~ Assisted living home;
- 56 mn. More than one building containing a permitted principal use on a lot;
- 57 no. Indoor recreational facilities;
- 58 op. Outdoor recreational facilities;
- 59 pq. Public school and private school;
- 60 qr. One small wind energy system having a rated capacity exceeding 10 kilowatts,
- 61 provided that it is the only wind energy system of any capacity on the lot.

62
63 Section 3. HCC 21.14.030, Conditional uses and structures (Urban Residential), is

64 amended to read as follows:

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66 21.14.030 Conditional uses and structures. The following uses may be permitted in the

67 Urban Residential District when authorized by conditional use permit issued in accordance

68 with Chapter 21.71 HCC:

- 69 a. Planned unit development, excluding all industrial uses;
- 70 b. Townhouse developments;
- 71 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
- 72 d. Religious, cultural and fraternal assembly;
- 73 e. Hospitals;
- 74 f. Pipelines and railroads;
- 75 ~~g. Heliports;~~
- 76 gh. Storage of heavy equipment or boats over 36 feet in length as an accessory use
- 77 incidental to a permitted or conditionally permitted principal use;
- 78 hi. Private stables and the keeping of larger animals not usually considered pets,
- 79 including paddocks or similar structures or enclosures utilized for keeping of such animals as an
- 80 accessory use incidental to a primary residential use; such use shall be conditioned on not
- 81 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
- 82 on sufficient land to harbor such animals;

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

- 83 ~~ij.~~ Group care home;
84 ~~jk.~~ Assisted living home;
85 ~~kl.~~ More than one building containing a permitted principal use on a lot;
86 ~~lm.~~ Indoor recreational facilities;
87 ~~mn.~~ Outdoor recreational facilities;
88 ~~no.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts,
89 provided that it is the only wind energy system of any capacity on the lot.

90
91 Section 4. HCC 21.16.030, Conditional uses and structures (Residential Office), is
92 amended to read as follows:

93
94 21.16.030 Conditional uses and structures. The following uses may be permitted in the
95 Residential Office District when authorized by conditional use permit issued in accordance with
96 Chapter 21.71 HCC:

- 97 a. Planned unit developments, excluding all industrial uses;
98 b. Townhouses;
99 c. Public or private schools;
100 d. Hospitals and medical clinics;
101 e. Public utility facilities and structures;
102 f. Mortuaries;
103 g. Day care facilities; provided, however, that outdoor play areas must be fenced;
104 h. More than one building containing a permitted principal use on a lot;
105 i. Group care homes;
106 **j. Helipads, but only as an accessory use incidental to a hospital conditional use;**
107 ~~kj.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts;
108 provided, that it is the only wind energy system of any capacity on the lot;
109 ~~lk.~~ Other uses approved pursuant to HCC 21.04.020.

110
111 Section 5. HCC 21.18.030, Conditional uses and structures (Central Business District), is
112 amended to read as follows:

113
114 21.18.030 Conditional uses and structures. The following uses may be permitted in the
115 Central Business District when authorized by conditional use permit issued in accordance with
116 Chapter 21.71 HCC:

- 117 a. Planned unit developments, excluding all industrial uses;
118 b. Indoor recreational facilities and outdoor recreational facilities;
119 c. Mobile home parks;
120 d. Auto fueling stations;
121 e. Public utility facilities and structures;
122 f. Pipeline and railroads;

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

- 123 ~~g. Heliports;~~
124 ~~gh. Greenhouses and garden supplies;~~
125 ~~hi. Light or custom manufacturing, repair, fabricating, and assembly, provided such~~
126 ~~use, including storage of materials, is wholly within an enclosed building;~~
127 ~~ij. Shelter for the homeless, provided any lot used for such shelter does not abut a~~
128 ~~residential zoning district;~~
129 ~~jk. More than one building containing a permitted principal use on a lot;~~
130 ~~kl. Group care homes and assisted living homes;~~
131 ~~lm. Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber~~
132 ~~Subdivision to Heath Street;~~
133 ~~na. One small wind energy system having a rated capacity exceeding 10 kilowatts;~~
134 ~~provided, that it is the only wind energy system of any capacity on the lot;~~
135 ~~ne. Other uses approved pursuant to HCC 21.04.020.~~
136

137 Section 6. HCC 21.24.030, Conditional uses and structures (General Commercial 1), is
138 amended to read as follows:

139
140 21.24.030 Conditional uses and structures. The following uses may be permitted in the
141 General Commercial 1 District when authorized by conditional use permit issued in accordance
142 with Chapter 21.71 HCC:

- 143 a. Campgrounds;
144 b. Crematoriums;
145 c. Multiple-family dwelling;
146 d. Public utility facility or structure;
147 e. Mobile home parks;
148 f. Planned unit developments;
149 g. Townhouses;
150 h. Pipelines and railroads;
151 ~~i. Heliports;~~
152 ~~ij. Shelter for the homeless, provided any lot used for such shelter does not abut an RO,~~
153 ~~RR, or UR zoning district;~~
154 ~~jk. More than one building containing a permitted principal use on a lot;~~
155 ~~kl. Day care facilities; provided, however, that outdoor play areas must be fenced;~~
156 ~~lm. Other uses approved pursuant to HCC 21.04.020;~~
157 ~~ma. Indoor recreational facilities;~~
158 ~~ne. Outdoor recreational facilities.~~
159

160 Section 7. HCC 21.26.030, Conditional uses and structures (General Commercial 2), is
161 amended to read as follows:
162

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

163
164 21.26.030 Conditional uses and structures. The following uses may be permitted in the
165 General Commercial 2 District when authorized by conditional use permit issued in accordance
166 with Chapter 21.71 HCC

- 167 a. Planned unit development, excluding all industrial uses;
168 b. Townhouse developments;
169 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
170 d. Religious, cultural and fraternal assembly;
171 e. Hospitals;
172 f. Pipelines and railroads;
173 ~~g. Heliports;~~
174 **gh.** Storage of heavy equipment or boats over 36 feet in length as an accessory use
175 incidental to a permitted or conditionally permitted principal use;
176 **hi.** Private stables and the keeping of larger animals not usually considered pets,
177 including paddocks or similar structures or enclosures utilized for keeping of such animals as an
178 accessory use incidental to a primary residential use; such use shall be conditioned on not
179 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
180 on sufficient land to harbor such animals;
181 **ij.** Group care home;
182 **jk.** Assisted living home;
183 **kl.** More than one building containing a permitted principal use on a lot;
184 ~~lm.~~ Indoor recreational facilities;
185 **ma.** Outdoor recreational facilities;
186 **ne.** One small wind energy system having a rated capacity exceeding 10 kilowatts;
187 provided, that it is the only wind energy system of any capacity on the lot;
188 **o. Helipads.**

189
190 Section 8. HCC 21.28.030, Conditional uses and structures (Marine Commercial), is
191 amended to read as follows:

192
193 21.28.030 Conditional uses and structures. The following uses may be permitted in the
194 Marine Commercial District when authorized by conditional use permit issued in accordance
195 with Chapter 21.71 HCC:

- 196 a. Drinking establishments;
197 b. Public utility facilities and structures;
198 ~~c. Heliports;~~
199 **cd.** Hotels and motels;
200 **de.** Lodging;
201 **ef.** More than one building containing a permitted principal use on a lot;
202 **fg.** Planned unit developments, limited to water-dependent and water-related uses,

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

- 203 with no dwelling units except as permitted by HCC 21.28.020(o);
204 **gh.** Indoor recreational facilities;
205 **hi.** Outdoor recreational facilities;
206 **ij.** The location of a building within a setback area required by HCC 21.28.040(b). In
207 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building
208 must meet the following standards:
209 1. Not have a greater negative effect on the value of the adjoining property than
210 a building located outside the setback area; and
211 2. Have a design that is compatible with that of the structures on the adjoining
212 property.

213
214 Section 9. HCC 21.32.030, Conditional uses and structures (Open Space -- Recreation),
215 is amended to read as follows:
216

217 21.32.030 Conditional uses and structures. The following uses may be conditionally
218 permitted in the Open Space – Recreation District when authorized by conditional use permit
219 issued in accordance with Chapter 21.71 HCC:

- 220 a. Public utility facilities and structures;
221 b. Any structures used for uses permitted outright in the district;
222 c. Fishing gear and boat storage;
223 d. Campgrounds;
224 e. Pipelines and railroads;
225 f. Parking areas;
226 ~~g. Heliports;~~
227 **gh.** Other open space and recreation uses;
228 **hi.** Indoor recreational facilities;
229 **ij.** Outdoor recreational facilities.

230
231 Section 10. HCC 21.40.050, Permitted uses and structures (Bridge Creek Watershed
232 Protection District), is amended to read as follows:
233

234 21.40.050 Permitted uses and structures. The following uses and structures are
235 permitted outright in the BCWP district, except when such use or structure requires a
236 conditional use permit by reason of its nature, size or other reasons set forth in this chapter.
237 Permitted uses and structures remain subject to all applicable provisions of this chapter:

- 238 a. Single-family dwelling;
239 b. Duplex dwelling;
240 c. Multiple-family dwelling, provided the structure conforms to HCC 21.14.040(a)(2);
241 d. Public parks and playgrounds;
242 e. Rooming houses or bed and breakfast establishments;

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

- 243 f. Storage of personal commercial fishing gear in a safe and orderly manner;
- 244 g. Private storage in yards, in a safe and orderly manner, of equipment, including
- 245 trucks, boats, recreational vehicles and automobiles; provided, that all are in good mechanical
- 246 and operable condition, and if subject to licensing, currently able to meet licensing
- 247 requirements; and further provided, that the stored items do not create impervious cover in
- 248 excess of the limits in HCC 21.40.070;
- 249 h. Other customary accessory uses incidental to any of the principal permitted uses
- 250 listed in the BCWP district, such as limited personal use gardening as described in HCC
- 251 21.40.090(c);
- 252 i. Temporary (seasonal) roadside stands for the sale of produce grown on the premises;
- 253 j. Mobile homes, subject to the requirements set forth in HCC 21.54.100;
- 254 k. Day care homes;
- 255 l. Up to four recreational vehicles on a lot as a temporary dwelling not to exceed 90
- 256 days' occupancy per vehicle in any calendar year;
- 257 m. Religious, cultural, and fraternal assembly;
- 258 n. Public schools and private schools;
- 259 o. Day care facilities;
- 260 p. Ministorage;
- 261 q. As an accessory use, one small wind energy system per lot having a rated capacity
- 262 not exceeding 10 kilowatts;
- 263 **r. Helipads.**

264
265 Section 11. This Ordinance is of a permanent and general character and shall be
266 included in the City Code.

267
268 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
269 _____ 2014.

270
271 CITY OF HOMER

272
273
274 _____
275 MARY E. WYTHE, MAYOR

276
277 ATTEST:

278
279
280 _____
281 JO JOHNSON, CMC, CITY CLERK

282
[**Bold and underlined added.** Deleted language stricken through.]

283 YES:
284 NO:
285 ABSTAIN:
286 ABSENT:
287
288 First Reading:
289 Public Hearing:
290 Second Reading:
291 Effective Date:

292
293 Reviewed and approved as to form:

294
295
296 _____
297 Walt E. Wrede, City Manager
298 Date: _____

Thomas F. Klinkner, City Attorney
Date: _____

DRAFT

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

ERICKSON/ BOS MOVED TO REMOVE CONDITION NUMBER 4, PROVIDE DEDICATION FOR A ¼ CUL-DE-SAC AT THE END OF SEASCAPE DRIVE.

There was no discussion.

VOTE: (Amendment)NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion on the main motion as amended.

VOTE (Main motion as amended): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Pending Business

A. Staff Report PL 14-46, Draft Ordinance on Heliports

The Commission reviewed and agreed that the graphs for heliports and helipads are as they had agreed on previously. The agreed by consensus that it could go forward for public hearing.

New Business

A. Staff Report PL 14-47, Draft Ordinance on Towers

City Planner Abboud reviewed the staff report. He touched on options which include doing nothing, drafting something with the attorney, forming a task force, or working with a consultant.

The Commission talked briefly about the challenges of changing technology and the necessity of having towers where they are needed. There are many different designs for towers, as well as ways to work with topography and deal with line of sight across water. It was suggested that hearing from ACS and/or GCI about what their needs are could be helpful. There are federal regulations that need to be considered as well.

The consensus of the group was that they would like staff to research the regulations of other Alaskan communities and how they determined their regulations.

B. Staff Report PL 14-48, Ordinance 14-20 Farmer's Market/Open Air Business for CBD, GC1, and GC2 Districts

Chair Venuti noted for the record that the Commission heard from Farmers' Market representative and talked about this at the worksession. City Planner Abboud asked that they make a motion and recommendation on open air and what they may or may not modify. His goal is to have something





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 14-58

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
DATE: June 18, 2014
SUBJECT: Heliports

Introduction: The attached “heliport” ordinance represents your discussions and motions describing where heliports and helipads would be allowed and how they would be permitted. Staff requests additional review to allow a ‘helipad’ as a permitted use in the BCWPD.

Helipad in the BCWPD: On May 7, 2014 a motion was made to require a Conditional Use Permit for a helipad in the Bridge Creek Watershed Protection District. This could be problematic when one considers that the BCWPD is an overlay district with the purpose to prevent the degradation of water quality. Key is the definition for “helipad” which does not include any buildings, fueling or servicing of helicopters, in other words a “helipad” would have little impact on water quality.

HCC 21.40.010: The purpose of this chapter (BCWPD) is to prevent the degradation of the water quality and protect the Bridge Creek Watershed to ensure its continuing suitability as a water supply source for the City’s public water utility. These provisions benefit the public health, safety, and welfare of the residents of the City of Homer and other customers of the City’s water system by restricting land use activities that would impair the water quality, or increase the cost for treatment.

“Helipad” means any surface where a helicopter takes off or lands, but excludes permanent facilities for loading or unloading goods or passengers, or for fueling, servicing or storing helicopters.

BCWPD is an overlay district: which means that the “underlying” zoning district, in this case, the Rural Residential District, with more stringent provisions, applies. The RR lots within the BCWPD are smaller in acreage and are closer to Skyline Drive. Neither “heliports” nor “helipads” are allowed in the RR district. The remaining BCWPD lots are outside City limits.

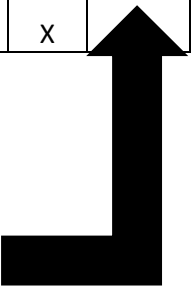
CUP review: One of the review criteria for a CUP is to check for compatibility with the purpose of the zoning district, HCC 21.71.030 (b). A ‘helipad’ is compatible with the purpose of BCWPD. Other conditional uses in the BCWPD target potential impacts to water quality, such as cemeteries, timber harvesting, and agricultural activity, HCC 21.40.060.

Staff recommendations: Based on the purpose of the BCWPD staff recommends a motion to allow ‘helipad’ as a permitted use in the BCWPD, HCC 21.40.050.

These two grids represent the attached draft ordinance.

Heliports	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed											X		
Not Allowed	X	X	X	X	X	X	X	X (outside of airport)	X	X		X	x

Helipad	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	EEMU	MC	MI	OSR	BCWP
CUP needed			X (hospital only)					X			X		X
Not Allowed	X	X		X	X	X	X		X	X		X	X



Attachments

1. Draft ordinance June 18, 2014
2. Minutes excerpt of May 7th meeting

1 CITY OF HOMER
2 HOMER, ALASKA

3
4 ORDINANCE 14-__

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
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19 ZONING DISTRICT AND TO ADD HELIPAD AS A CONDITIONAL
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23 THE CITY OF HOMER ORDAINS:

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29 facilities for loading or unloading goods or passengers, or for fueling, servicing or storing
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- 44 e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown on
- 45 premises;
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- 58 pq. Public school and private school;
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- 122 ~~g. Heliports;~~

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149 h. Pipelines and railroads;
150 ~~i. Heliports;~~
151 ij. Shelter for the homeless, provided any lot used for such shelter does not abut an RO,
152 RR, or UR zoning district;
153 jk. More than one building containing a permitted principal use on a lot;
154 kl. Day care facilities; provided, however, that outdoor play areas must be fenced;
155 lm. Other uses approved pursuant to HCC 21.04.020;
156 ma. Indoor recreational facilities;
157 ne. Outdoor recreational facilities.
158

159 Section 7. HCC 21.26.030, Conditional uses and structures (General Commercial 2), is
160 amended to read as follows:
161

162

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

163 21.26.030 Conditional uses and structures. The following uses may be permitted in the
164 General Commercial 2 District when authorized by conditional use permit issued in accordance
165 with Chapter 21.71 HCC

- 166 a. Planned unit development, excluding all industrial uses;
167 b. Townhouse developments;
168 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
169 d. Religious, cultural and fraternal assembly;
170 e. Hospitals;
171 f. Pipelines and railroads;
172 ~~g. Heliports;~~
173 **gh.** Storage of heavy equipment or boats over 36 feet in length as an accessory use
174 incidental to a permitted or conditionally permitted principal use;
175 **hi.** Private stables and the keeping of larger animals not usually considered pets,
176 including paddocks or similar structures or enclosures utilized for keeping of such animals as an
177 accessory use incidental to a primary residential use; such use shall be conditioned on not
178 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
179 on sufficient land to harbor such animals;
180 **ij.** Group care home;
181 **jk.** Assisted living home;
182 **kl.** More than one building containing a permitted principal use on a lot;
183 ~~lm.~~ Indoor recreational facilities;
184 **mn.** Outdoor recreational facilities;
185 **ne.** One small wind energy system having a rated capacity exceeding 10 kilowatts;
186 provided, that it is the only wind energy system of any capacity on the lot;
187 **o. Helipads.**

188
189 Section 8. HCC 21.28.030, Conditional uses and structures (Marine Commercial), is
190 amended to read as follows:

191
192 21.28.030 Conditional uses and structures. The following uses may be permitted in the
193 Marine Commercial District when authorized by conditional use permit issued in accordance
194 with Chapter 21.71 HCC:

- 195 a. Drinking establishments;
196 b. Public utility facilities and structures;
197 ~~c. Heliports;~~
198 **cd.** Hotels and motels;
199 **de.** Lodging;
200 **ef.** More than one building containing a permitted principal use on a lot;
201 **fg.** Planned unit developments, limited to water-dependent and water-related uses,
202 with no dwelling units except as permitted by HCC 21.28.020(o);

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

- 203 ~~g~~h. Indoor recreational facilities;
204 ~~h~~i. Outdoor recreational facilities;
205 ij. The location of a building within a setback area required by HCC 21.28.040(b). In
206 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building
207 must meet the following standards:
208 1. Not have a greater negative effect on the value of the adjoining property than
209 a building located outside the setback area; and
210 2. Have a design that is compatible with that of the structures on the adjoining
211 property.

212
213 21.30.030 Conditional uses and structures.

214 The following uses may be permitted in the Marine Industrial District when authorized
215 by conditional use permit issued in accordance with Chapter 21.71 HCC:

- 216 a. Planned unit development, limited to water-dependent or water-related uses and
217 excluding all dwellings;
218 b. Boat sales, rentals, service, repair and storage, and boat manufacturing;
219 c. Extractive enterprises related to other uses permitted in the district;
220 d. Campgrounds;
221 e. Bulk petroleum storage;
222 f. Heliports;
223 g. Indoor recreational facilities;
224 h. Outdoor recreational facilities;
225 i. Public utility facilities and structures;
226 j. The location of a building within a setback area required by HCC 21.30.040(b). In
227 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building
228 must meet the following standards:
229 1. Not have a greater negative effect on the value of the adjoining property than a
230 building located outside the setback area; and
231 2. Have a design that is compatible with that of the structures on the adjoining
232 property. [Ord. 13-11(A) § 7, 2013; Ord. 08-29, 2008].

233 ~~k. Helipads.~~

234
235 Section 9. HCC 21.32.030, Conditional uses and structures (Open Space -- Recreation),
236 is amended to read as follows:
237

238 21.32.030 Conditional uses and structures. The following uses may be conditionally
239 permitted in the Open Space – Recreation District when authorized by conditional use permit
240 issued in accordance with Chapter 21.71 HCC:

- 241 a. Public utility facilities and structures;
242 b. Any structures used for uses permitted outright in the district;

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

- 243 c. Fishing gear and boat storage;
- 244 d. Campgrounds;
- 245 e. Pipelines and railroads;
- 246 f. Parking areas;
- 247 ~~g. Heliports;~~
- 248 **gh.** Other open space and recreation uses;
- 249 **hi.** Indoor recreational facilities;
- 250 **ij.** Outdoor recreational facilities.

251
252 Section 10. HCC 21.40.050, Permitted uses and structures (Bridge Creek Watershed
253 Protection District), is amended to read as follows:

254
255 21.40.050 Permitted uses and structures. The following uses and structures are
256 permitted outright in the BCWP district, except when such use or structure requires a
257 conditional use permit by reason of its nature, size or other reasons set forth in this chapter.
258 Permitted uses and structures remain subject to all applicable provisions of this chapter:

- 259 a. Single-family dwelling;
- 260 b. Duplex dwelling;
- 261 c. Multiple-family dwelling, provided the structure conforms to HCC 21.14.040(a)(2);
- 262 d. Public parks and playgrounds;
- 263 e. Rooming houses or bed and breakfast establishments;
- 264 f. Storage of personal commercial fishing gear in a safe and orderly manner;
- 265 g. Private storage in yards, in a safe and orderly manner, of equipment, including
266 trucks, boats, recreational vehicles and automobiles; provided, that all are in good mechanical
267 and operable condition, and if subject to licensing, currently able to meet licensing
268 requirements; and further provided, that the stored items do not create impervious cover in
269 excess of the limits in HCC 21.40.070;
- 270 h. Other customary accessory uses incidental to any of the principal permitted uses
271 listed in the BCWP district, such as limited personal use gardening as described in HCC
272 21.40.090(c);
- 273 i. Temporary (seasonal) roadside stands for the sale of produce grown on the premises;
- 274 j. Mobile homes, subject to the requirements set forth in HCC 21.54.100;
- 275 k. Day care homes;
- 276 l. Up to four recreational vehicles on a lot as a temporary dwelling not to exceed 90
277 days' occupancy per vehicle in any calendar year;
- 278 m. Religious, cultural, and fraternal assembly;
- 279 n. Public schools and private schools;
- 280 o. Day care facilities;
- 281 p. Ministorage;
- 282 q. As an accessory use, one small wind energy system per lot having a rated capacity

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

283 not exceeding 10 kilowatts;

284 ~~r. Helipads.~~

285

286 Section 10. HCC 21.40.060 Conditional uses and structures. (Bridge Creek Watershed
287 Protection District), is amended to read as follows:

288 The following uses are permitted in the BCWP district if authorized by a conditional use
289 permit granted in accordance with Chapter 21.71 HCC and subject to the other requirements of
290 this chapter:

291 a. Cemeteries;

292 b. Public utility facilities and structures;

293 c. Timber harvesting operations, timber growing, and forest crops, provided they
294 conform to HCC 21.40.100;

295 d. Agricultural activity and stables, if they conform to HCC 21.40.090, but not including
296 farming of swine;

297 e. Other uses similar to uses permitted and conditionally permitted in the BCWP
298 district, as approved by written decision of the Planning Commission upon application of the
299 property owner and after a public hearing;

300 f. Uses, activities, structures, exceptions, or other things described as requiring a
301 conditional use permit in HCC 21.40.080(a), 21.40.110(b) or any other provision of this chapter;

302 g. More than one building containing a permitted principal use on a lot. [Ord. 10-05,
303 2010; Ord. 08-29, 2008]

304 **h. Helipads.**

305

306 Section 11. This Ordinance is of a permanent and general character and shall be
307 included in the City Code.

308

309 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
310 _____ 2014.

311

312 CITY OF HOMER

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322 _____
JO JOHNSON, CMC, CITY CLERK

MARY E. WYTHE, MAYOR

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

323
324 YES:
325 NO:
326 ABSTAIN:
327 ABSENT:
328
329 First Reading:
330 Public Hearing:
331 Second Reading:
332 Effective Date:
333
334 Reviewed and approved as to form:

335
336
337 _____
338 Walt E. Wrede, City Manager
339 Date: _____

Thomas F. Klinkner, City Attorney
Date: _____

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

Staff will provide further information on view-shed and what other communities regulate and can view-shed be regulated. She requested the commissioners to also consider co-location with towers - more towers but shorter or less towers but taller.

Chair Venuti requested a consultant or professional with towers come and speak to the commission.

B. Staff Report 14-58, Heliports

Deputy City Planner Engebretsen stated the City Planner has requested the commission consider allowing helipads in the Bridge Creek Watershed Protection District.

SLONE/STEAD - MOVED TO ALLOW HELIPADS IN THE BRIDGE CREEK WATERSHED PROTECTION DISTRICT BY CONDITIONAL USE PERMIT.

Commissioner Stroozas declared he may have a conflict since he lives and owns property in that district. Chair Venuti declared this was not a quasi-judicial issue. Staff provided further clarification Commissioner Stroozas belonging to a large class of property owners. Commissioner Slone queried the request since the commission already approved this issue two or three meeting ago to approve this use by CUP process. Staff explained that the request for was permitting the use outright.

Further discussion on the regulations being applied to property outside city limits and accommodating the City Planner's request ensued.

VOTE. YES. HIGHLAND, ERICKSON, BOS, VENUTI
VOTE. NO. SLONE, STEAD, STROOZAS

Motion carried.

C. Staff Report 14-59, Creation of the East End Residential /Commercial Mixed Use District

Chair Venuti read the title into the record.

Deputy City Planner Engebretsen reviewed the staff report. Staff commented regarding considerations to require additional landscaping, and more architectural standards similar to the Gateway Business District.

Discussion was conducted on the following:

- Aesthetics
 - minimal requirements with landscaping
 - screening
 - landscaping buffer along street
 - fencing/screening requirements to separate commercial from residential
- Playgrounds
- Open Air Markets
 - Permitted use
 - concern regarding increased traffic problems
- Changes under Conditional Uses
- Allowing Recreational Vehicles



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Staff Report PL 14-85

TO: Homer Advisory Planning Commission / Public
FROM: Rick Abboud, City Planner
DATE: September 17, 2014
SUBJECT: Heliport Public Hearing

Introduction: The Planning Commission wishes to address the many current provisions for “heliports” within the city boundaries. It is currently found as a conditional use in most districts. Not aware of the need for such operations throughout the city, the Commission wishes to refine where helicopters may best fit in with surrounding land uses.

In reviewing the allowance of “heliport” it was found that “helipad” was a use differentiated from “heliport” in that it was basically for loading and unloading of passengers only and would not permanently stage or service helicopters, such as the use found associated with the hospital.

Below is a rundown of the suggested changes. This is a reflection of the complete reference to “heliport and “helipad” in the entire zoning code. In regards to the recommendation made in the Bridge Creek Watershed Protection District, the City of Homer only has the right to make regulation regarding the preservation of water quality and in the case where the district ‘overlays’ the Rural Residential District the rule of the ‘more restrictive’ regulation prevails thus, no heliport/helipad operations would be allowed.

Analysis: Upon recommendation from the Planning Commission the following changes are recommended.

Remove from code the currently listed conditional use of “Heliport” from the following districts:

1. Rural Residential
2. Urban Residential
3. Central Business District
4. General Commercial 1
5. Marine Commercial
6. Open Space-Recreational

Add Helipad as a conditional use to the following districts:

1. Residential Office (only as an accessory use incidental to a hospital conditional use)
2. General Commercial 2
3. Marine Industrial
4. Bridge Creek Watershed Protection

Heliports would remain as a conditional use in the Marine Industrial District and as a permitted use in the General Commercial 2 District (airport)

Staff Recommendation: Take testimony and make recommendations to the City Council for adoption. If testimony is such that a change might be warranted, make motion and move to additional public hearing.

Attachments

1. Draft Ordinance
2. Memo 14-02
3. Letter to interested parties
4. Public comments

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**CITY OF HOMER
HOMER, ALASKA**

ORDINANCE 14-__

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE 21.03.040, DEFINITIONS; HOMER CITY CODE 21.12.030, 21.14.030, 21.16.030, 21.18.030, 21.24.030, 21.26.030, 21.28.030, 21.30.030, 21.32.030 AND 21.40.050, CONDITIONAL USES AND STRUCTURES; AND HOMER CITY CODE AND PERMITTED USES AND STRUCTURES, TO DEFINE THE TERMS HELIPAD AND HOSPITAL, TO DELETE HELIPOINT AS A CONDITIONAL USE IN THE RURAL RESIDENTIAL, URBAN RESIDENTIAL, CENTRAL BUSINESS DISTRICT, GENERAL COMMERCIAL ¹, MARINE COMMERCIAL AND OPEN SPACE – RECREATION ZONING DISTRICTS; TO DELETE HELIPOINT AS A PERMITTED USE IN THE GENERAL COMMERCIAL ² DISTRICT, TO ADD HELIPAD AS A CONDITIONAL USE ACCESSORY TO A HOSPITAL IN THE RESIDENTIAL OFFICE ZONING DISTRICT AND ADD HELIPAD AS A CONDITIONAL USE IN THE GENERAL COMMERCIAL ², MARINE INDUSTRIAL AND BRIDGE CREEK WATERSHED PROTECTION DISTRICT ZONING DISTRICTS;

THE CITY OF HOMER ORDAINS:

Section 1. HCC 21.03.040 Definitions, is amended by adding definitions of “helipad” and “hospital” to read as follows:

“Helipad” means any surface where a helicopter takes off or lands, but excludes permanent facilities for loading or unloading goods or passengers, or for fueling, servicing or storing helicopters.

“Hospital” has the meaning given in AS 47.32.900.

Section 2. HCC 21.12.030, Conditional uses and structures (Rural Residential), is amended to read as follows:

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

43 21.12.030 Conditional uses and structures. The following uses may be permitted in the
44 Rural Residential District when authorized by conditional use permit issued in accordance with
45 Chapter 21.71 HCC:

- 46 a. Planned unit development, limited to residential uses only;
- 47 b. Religious, cultural and fraternal assembly;
- 48 c. Cemeteries;
- 49 d. Kennels;
- 50 e. Commercial greenhouses and tree nurseries offering sale of plants or trees grown on
51 premises;
- 52 f. Mobile home parks;
- 53 g. Public utility facilities and structures;
- 54 h. Pipelines and railroads;
- 55 ~~i. Heliports;~~
- 56 **ij.** Storage of heavy equipment, vehicles or boats over 36 feet in length as an accessory
57 use incidental to a permitted or conditionally permitted principal use;
- 58 **jk.** Day care facilities; provided, however, that outdoor play areas must be fenced;
- 59 **kl.** Group care home;
- 60 **lm.** Assisted living home;
- 61 **mn.** More than one building containing a permitted principal use on a lot;
- 62 **no.** Indoor recreational facilities;
- 63 **op.** Outdoor recreational facilities;
- 64 **pq.** Public school and private school;
- 65 **qr.** One small wind energy system having a rated capacity exceeding 10 kilowatts,
66 provided that it is the only wind energy system of any capacity on the lot.

67
68 Section 3. HCC 21.14.030, Conditional uses and structures (Urban Residential), is
69 amended to read as follows:

70
71 21.14.030 Conditional uses and structures. The following uses may be permitted in the
72 Urban Residential District when authorized by conditional use permit issued in accordance
73 with Chapter 21.71 HCC:

- 74 a. Planned unit development, excluding all industrial uses;
- 75 b. Townhouse developments;
- 76 c. Day care facilities; provided, however, that outdoor play areas must be fenced;
- 77 d. Religious, cultural and fraternal assembly;
- 78 e. Hospitals;
- 79 f. Pipelines and railroads;
- 80 ~~g. Heliports;~~
- 81 **gh.** Storage of heavy equipment or boats over 36 feet in length as an accessory use
82 incidental to a permitted or conditionally permitted principal use;

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

83 hi. Private stables and the keeping of larger animals not usually considered pets,
84 including paddocks or similar structures or enclosures utilized for keeping of such animals as an
85 accessory use incidental to a primary residential use; such use shall be conditioned on not
86 causing unreasonable disturbance or annoyances to occupants of neighboring property, and
87 on sufficient land to harbor such animals;

88 ij. Group care home;

89 jk. Assisted living home;

90 ~~kl.~~ More than one building containing a permitted principal use on a lot;

91 ~~lm.~~ Indoor recreational facilities;

92 mn. Outdoor recreational facilities;

93 no. One small wind energy system having a rated capacity exceeding 10 kilowatts,
94 provided that it is the only wind energy system of any capacity on the lot.

95
96 Section 4. HCC 21.16.030, Conditional uses and structures (Residential Office), is
97 amended to read as follows:

98
99 21.16.030 Conditional uses and structures. The following uses may be permitted in the
100 Residential Office District when authorized by conditional use permit issued in accordance with
101 Chapter 21.71 HCC:

102 a. Planned unit developments, excluding all industrial uses;

103 b. Townhouses;

104 c. Public or private schools;

105 d. Hospitals and medical clinics;

106 e. Public utility facilities and structures;

107 f. Mortuaries;

108 g. Day care facilities; provided, however, that outdoor play areas must be fenced;

109 h. More than one building containing a permitted principal use on a lot;

110 i. Group care homes;

111 **j. Helipads, but only as an accessory use incidental to a hospital conditional use;**

112 kj. One small wind energy system having a rated capacity exceeding 10 kilowatts;
113 provided, that it is the only wind energy system of any capacity on the lot;

114 lk. Other uses approved pursuant to HCC 21.04.020.

115
116 Section 5. HCC 21.18.030, Conditional uses and structures (Central Business District), is
117 amended to read as follows:

118
119
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121
122

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

123 21.18.030 Conditional uses and structures. The following uses may be permitted in the
124 Central Business District when authorized by conditional use permit issued in accordance with
125 Chapter 21.71 HCC:

- 126 a. Planned unit developments, excluding all industrial uses;
- 127 b. Indoor recreational facilities and outdoor recreational facilities;
- 128 c. Mobile home parks;
- 129 d. Auto fueling stations;
- 130 e. Public utility facilities and structures;
- 131 f. Pipeline and railroads;
- 132 ~~g. Heliports;~~
- 133 **gh.** Greenhouses and garden supplies;
- 134 **hi.** Light or custom manufacturing, repair, fabricating, and assembly, provided such
135 use, including storage of materials, is wholly within an enclosed building;
- 136 **ij.** Shelter for the homeless, provided any lot used for such shelter does not abut a
137 residential zoning district;
- 138 **jk.** More than one building containing a permitted principal use on a lot;
- 139 **kl.** Group care homes and assisted living homes;
- 140 **lm.** Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber
141 Subdivision to Heath Street;
- 142 **na.** One small wind energy system having a rated capacity exceeding 10 kilowatts;
143 provided, that it is the only wind energy system of any capacity on the lot;
- 144 **ne.** Other uses approved pursuant to HCC 21.04.020.

145
146 Section 6. HCC 21.24.030, Conditional uses and structures (General Commercial 1), is
147 amended to read as follows:

148
149 21.24.030 Conditional uses and structures. The following uses may be permitted in the
150 General Commercial 1 District when authorized by conditional use permit issued in accordance
151 with Chapter 21.71 HCC:

- 152 a. Campgrounds;
- 153 b. Crematoriums;
- 154 c. Multiple-family dwelling;
- 155 d. Public utility facility or structure;
- 156 e. Mobile home parks;
- 157 f. Planned unit developments;
- 158 g. Townhouses;
- 159 h. Pipelines and railroads;
- 160 ~~i. Heliports;~~
- 161 **ij.** Shelter for the homeless, provided any lot used for such shelter does not abut an RO,
162 RR, or UR zoning district;

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

- 163 ~~jk.~~ More than one building containing a permitted principal use on a lot;
- 164 ~~kl.~~ Day care facilities; provided, however, that outdoor play areas must be fenced;
- 165 ~~lm.~~ Other uses approved pursuant to HCC 21.04.020;
- 166 ~~mn.~~ Indoor recreational facilities;
- 167 ~~no.~~ Outdoor recreational facilities.

168
169 Section 7. HCC 21.26.030, Conditional uses and structures (General Commercial 2), is
170 amended to read as follows:

171
172 21.26.030 Conditional uses and structures. The following uses may be permitted in the
173 General Commercial 2 District when authorized by conditional use permit issued in accordance
174 with Chapter 21.71 HCC

- 175 a. Mobile home parks;
- 176 b. Construction camps;
- 177 c. Extractive enterprises, including the mining, quarrying and crushing of gravel, sand
178 and other earth products and batch plants for asphalt or concrete;
- 179 d. Bulk petroleum product storage above ground;
- 180 e. Planned unit developments, excluding residential uses;
- 181 f. Campgrounds;
- 182 g. Junk yard;
- 183 h. Kennels;
- 184 i. Public utility facilities and structures;
- 185 j. Pipelines and railroads;
- 186 k. Impound yards;
- 187 l. Shelter for the homeless, provided any lot used for such shelter does not abut an
188 urban, rural or office residential zoning district;
- 189 m. More than one building containing a permitted principal use on a lot;
- 190 n. Day care facilities; provided, however, that outdoor play areas must be fenced;
- 191 o. Group care homes and assisted living homes;
- 192 p. Other uses approved pursuant to HCC 21.04.020;
- 193 q. Indoor recreational facilities;
- 194 r. Outdoor recreational facilities. [Ord. 08-29, 2008].

195 s. Helipads.

196
197 Section 8. HCC 21.28.030, Conditional uses and structures (Marine Commercial), is
198 amended to read as follows:

199
200 21.28.030 Conditional uses and structures. The following uses may be permitted in the
201 Marine Commercial District when authorized by conditional use permit issued in accordance
202 with Chapter 21.71 HCC:

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

- 203 a. Drinking establishments;
204 b. Public utility facilities and structures;
205 ~~c. Heliports;~~
206 ~~cd.~~ Hotels and motels;
207 ~~de.~~ Lodging;
208 ~~ef.~~ More than one building containing a permitted principal use on a lot;
209 ~~fg.~~ Planned unit developments, limited to water-dependent and water-related uses,
210 with no dwelling units except as permitted by HCC 21.28.020(o);
211 ~~gh.~~ Indoor recreational facilities;
212 ~~hi.~~ Outdoor recreational facilities;
213 ~~ij.~~ The location of a building within a setback area required by HCC 21.28.040(b). In
214 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building
215 must meet the following standards:
216 1. Not have a greater negative effect on the value of the adjoining property than
217 a building located outside the setback area; and
218 2. Have a design that is compatible with that of the structures on the adjoining
219 property.

220
221 Section 9. HCC 21.30.030, Conditional uses and structures (Marine Industrial), is
222 amended to read as follows:

223
224 21.30.030 Conditional uses and structures. The following uses may be permitted in the
225 Marine Industrial District when authorized by conditional use permit issued in accordance with
226 Chapter 21.71 HCC:

- 227 a. Planned unit development, limited to water-dependent or water-related uses and
228 excluding all dwellings;
229 b. Boat sales, rentals, service, repair and storage, and boat manufacturing;
230 c. Extractive enterprises related to other uses permitted in the district;
231 d. Campgrounds;
232 e. Bulk petroleum storage;
233 **f. Helipads;**
234 **gf.** Heliports;
235 **hg.** Indoor recreational facilities;
236 **ih.** Outdoor recreational facilities;
237 **ji.** Public utility facilities and structures;
238 **kj.** The location of a building within a setback area required by HCC 21.30.040(b). In
239 addition to meeting the criteria for a conditional use permit under HCC 21.71.030, the building
240 must meet the following standards:
241 1. Not have a greater negative effect on the value of the adjoining property than a
242 building located outside the setback area; and

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

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

245

246 Section 10. HCC 21.32.030, Conditional uses and structures (Open Space -- Recreation),
247 is amended to read as follows:

248

249 21.32.030 Conditional uses and structures. The following uses may be conditionally
250 permitted in the Open Space – Recreation District when authorized by conditional use permit
251 issued in accordance with Chapter 21.71 HCC:

252 a. Public utility facilities and structures;

253 b. Any structures used for uses permitted outright in the district;

254 c. Fishing gear and boat storage;

255 d. Campgrounds;

256 e. Pipelines and railroads;

257 f. Parking areas;

258 ~~g. Heliports;~~

259 **gh.** Other open space and recreation uses;

260 **hi.** Indoor recreational facilities;

261 **ij.** Outdoor recreational facilities.

262

263 Section 11. HCC 21.40.050, Permitted uses and structures (Bridge Creek Watershed
264 Protection District), is amended to read as follows:

265

266 21.40.060 Conditional uses and structures. The following uses are permitted in the
267 BCWP district if authorized by a conditional use permit granted in accordance with Chapter
268 21.71 HCC and subject to the other requirements of this chapter:

269 a. Cemeteries;

270 b. Public utility facilities and structures;

271 c. Timber harvesting operations, timber growing, and forest crops, provided they
272 conform to HCC 21.40.100;

273 d. Agricultural activity and stables, if they conform to HCC 21.40.090, but not including
274 farming of swine;

275 e. Other uses similar to uses permitted and conditionally permitted in the BCWP
276 district, as approved by written decision of the Planning Commission upon application of the
277 property owner and after a public hearing;

278 f. Uses, activities, structures, exceptions, or other things described as requiring a
279 conditional use permit in HCC 21.40.080(a), 21.40.110(b) or any other provision of this chapter;

280 g. More than one building containing a permitted principal use on a lot.

281 **h. Helipads.**

282

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

283 Section 12. This Ordinance is of a permanent and general character and shall be
284 included in the City Code.

285
286 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
287 _____ 2014.

288
289 CITY OF HOMER

290
291
292 _____
293 MARY E. WYTHE, MAYOR
294

295 ATTEST:

296
297
298 _____
299 JO JOHNSON, CMC, CITY CLERK
300

301 YES:
302 NO:
303 ABSTAIN:
304 ABSENT:
305

306 First Reading:
307 Public Hearing:
308 Second Reading:
309 Effective Date:
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311 Reviewed and approved as to form:

312
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314 _____
315 Walt E. Wrede, City Manager
316 Date: _____

_____ Thomas F. Klinkner, City Attorney
Date: _____

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



City of Homer

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Memorandum 14-02

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
DATE: September 17, 2014
SUBJECT: AN ORDINANCE OF THE HOMER CITY COUNCIL AMENDING HOMER CITY CODE 21.70.010, ZONING PERMIT REQUIRED, AND 21.90.030, INVALID LAND USE PERMITS, REGARDING THE REQUIREMENT FOR A ZONING PERMIT AND THE RELATIONSHIP OF ZONING VIOLATIONS TO PERMIT ISSUANCE.

Introduction: The Planning Department shall evaluate all amendments to Title 21.

This memo contains the planning staff review of the zoning code amendment as required by HCC 21.95.040.

21.95.040 Planning Department review of code amendment. The Planning Department shall evaluate each amendment to this title that is initiated in accordance with HCC 21.95.010 and qualified under HCC 21.95.030, and may recommend approval of the amendment only if it finds that the amendment:

a. Is consistent with the comprehensive plan and will further specific goals and objectives of the plan.

Staff response: The proposed changes do support objectives regarding affordable housing. Permitting otherwise lawful development is much more affordable than destroying or moving away and starting over.

b. Will be reasonable to implement and enforce.

Staff response: The proposed amendment does not introduce any new implementation or enforcement requirements not already in place. It will be reasonable to implement and enforce.

c. Will promote the present and future public health, safety and welfare.

Staff response: The proposed amendment does not hinder the future public health, safety and welfare. All new developments will be required to comply with current code.

d. Is consistent with the intent and wording of the other provisions of this title.

Staff response: The amendments have been reviewed by the City Attorney and are deemed consistent with the intent and wording of the other provision of this title.

21.95.010 Initiating a code amendment.

Staff response: The code amendment was initiated by the City Manager as permitted by HCC 21.95.010(a)

21.95.030 Restriction on repeating failed amendment proposals.

Staff response: This section of code is found to be not applicable.

Staff Recommendation: Forward positive recommendation for adoption to City Council.



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

July 2014

You are being sent this letter because you may have an interest in where “**heliports**” and “**helipads**” are permitted. The Homer Advisory Planning Commission has DRAFTED a “**heliport**” ordinance and would like your feedback. Due to the busy summer season, the Planning Commission is delaying the public hearing until:

Date: Wednesday, September 17, 2014, 6:30 pm

Where: Cowles Council Chambers, City Hall, 491 Pioneer Avenue

Why a change? Currently “**heliports**” are allowed in the residential districts where our neighborhoods and schools are located; yet not listed in the Residential Office district where the hospital is located with air ambulance flights. The draft ordinance helps to maintain neighborhood characteristics while designating appropriate areas for **heliports** and **helipads**.

First, what is the difference between “helipads” and “heliports”? In a nutshell, a “**helipad**” is take-offs and landings location only, with no permanent structures. A “**heliport**” includes hangers, servicing, refueling and storage.

“**Helipad**” means any surface where a helicopter takes off or lands, but excludes permanent facilities for loading or unloading goods or passengers, or for fueling, servicing or storing helicopters.

“**Helipad**” **Location:** The Planning Commission focused on location only, leaving it to the experts to administer flight standards. As proposed, “**helipad**” (take-offs and landings only) would need a Conditional Use Permit at the:

- Hospital
- General Commercial 2 district encompasses the airport and allows **heliports**. “**Helipads**” would be conditionally permitted (outside the airport boundary) in the GC2 district (along Kachemak Drive).
- Marine Industrial district which includes the commercial fish dock area and the east side of the Spit.
- Bridge Creek Watershed Protection District (north of Skyline Drive)

“**Heliports**” means any place including airports, fields, rooftops, etc., where helicopters regularly land and take off, and where helicopters may be serviced or stored.

Understandably, “**heliports**” are allowed at the airport. In addition, as proposed “**heliports**” would need an approved Conditional Use Permit in the Marine Industrial District.

More information is on the City’s web site: www.cityofhomer-ak.gov/planning. Please call Dotti Harness-Foster at 907-235-3106 if you have questions or submit written comments (above in the letterhead).

From: '2&) 5 6 [&2 ^ 2&\)](#) 7 2 # 0 8
Sent: " 9 ^ 5"
To:
Subject: 3 2&) 4 \$ &

To Whom it may concern,

Helicopter service on Kachemak Drive or on the Homer Spit is at odds with the environmental, scenic, spiritual, and tourism interests of the City of Homer. They are noise and visual pollution in the pristine environs that make our area unique. Please contain this disturbance within the Homer Airport, where it belongs, rather than allowing such development to sprawl.

Sincerely,

Alice Porter

Iris Court, Homer
35 year Homer resident
Retired teacher, frequent substitute teacher
Environmental educator
Senior citizen

RECEIVED

9/9/2014

**CITY OF HOMER
PLANNING/ZONING**

From: Jo Johnson
Sent: Tuesday, September 09, 2014 1:59 PM
To: Travis Brown
Subject: FW: proposed helicopter traffic on spit

From: michael Bavers [<mailto:mbavers@yahoo.com>]
Sent: Tuesday, September 09, 2014 12:18 PM
To: Jo Johnson
Subject: proposed helicopter traffic on spit

I am opposed to this. Helicopters are very noisy and disruptive to peaceful and quiet enjoyment. There is already too much helicopter traffic in the area. Their noise is more annoying than most other aircraft, and it lasts longer. Also, it is disturbing to wildlife.

michael bavarsky
po box 15115
fritz creek
9072990163

RECEIVED

9/9/2014

CITY OF HOMER
PLANNING/ZONING

41640 Gladys Ct
Homer, AK 99603

September 10, 2014

Homer Planning Commission
City of Homer
Homer, AK 99603

Dear Planning Commission Members:

I am opposed to helicopter facilities in additional areas of Homer, that is, in any other area besides the hospital and the airport. Permission should not be given for any of the additional facilities on the spit, on Kachemak Drive, or in the Bridge Creek Watershed Area.

I believe additional helicopter sites in Homer would have a major impact:

Increased noise over the town, especially bad in adjacent neighborhoods and below the flight path for takeoffs and landings. Research has shown that helicopters are much more disruptive to people and wildlife than fixed-wing plane flight noise.

Increased danger to neighborhood residents and property and to small planes in the vicinity. Away from the airport, there would be no flight control.

Decreased property values surrounding each facility and the threat to future neighborhood development of not knowing where/when these might be built.

Decreased desirability of Homer as a tourist destination. Homer would eventually become a very noisy place to visit especially out on the spit.

Potential negative effect on and disturbance of migratory birds and wildlife in these areas.

Helicopter traffic should be confined to the airport because there is adequate safety and communication equipment and trained personnel there in case of an accident or fire. There would always be a traffic control official on duty. The noise would not affect all those other areas of town. The airport is centrally located—close to the spit and Kachemak Drive.

Homer is such a beautiful, special place. A treasure to be cherished. Allowing helicopters in those other areas would have a major negative impact on Homer and would not be a wise thing to do.

Lani Raymond

RECEIVED

9/11/2014

CITY OF HOMER
PLANNING/ZONING

Homer Planning Commission Advisory Board
City of Homer
491 E. Pioneer Ave
Homer, AK 99603

September 11, 2014

RE: Helipad/Heliport

Dear Honorable Committee Members:

I am writing to formally request your support for amending the City of Homer's existing ordinance to allow helicopter landings on South Peninsula Hospital's helipad. I am on the Operating Board of South Peninsula Hospital, and would testify in person, however we have a board meeting on Wednesday, September 17th.

I doubt this is a controversial issue, but I do want to voice my support – not as a board member, but as a mother who has had to medivac both of my children out of Homer for medical emergencies. While I pray no one has to experience this, and our helipad sits unused due to our family and friends being whole and healthy – we need to know this service is there if needed.

Finally, I want to thank each of you for committing the time to serve on this committee. As I write this letter, it is September 11th, a day to give thanks for our freedom and our rights as Americans, and your role in our local government is a direct example of that. Thank you for your service, it does not go unnoticed.

If you have any questions concerning this letter or any other hospital matters, please feel free to contact me a 399-4488.

Thank You,

Sincerely,



Julie Woodworth
Homer Citizen
PO Box 1012
Homer, AK 99603

RECEIVED

SEP 11 2014

CITY OF HOMER
PLANNING/ZONING

From: Jo Johnson
Sent: Thursday, September 11, 2014 8:30 AM
To: Travis Brown
Subject: FW: Comments for Planning Commission re: helicopter/heliport hearing
Attachments: Commnets on Heliport.docx

From: Jason Sodergren [<mailto:jason@taiga.com>]
Sent: Wednesday, September 10, 2014 8:01 PM
To: Jo Johnson
Cc: George Matz; Lani Raymond
Subject: Comments for Planning Commission re: helicopter/heliport hearing

Hello.

On behalf of the Kachemak Bay Birders group, I'm attaching comments that we submitted when this topic last arose in May 2013.

Although this attached letter specifically references Conditional Permit Application #13-07, the points made in the letter are relevant to the current proposal to allow helipads with a CUP in General Commercial 2 along Kachemak Drive, Marine Industrial on the spit and the Bridge Creek Watershed Protection District, and as an accessory to the South Peninsula Hospital in the Residential Office Zoning District.

We would appreciate inclusion of this letter in the comments provided to the Planning Commission.

Thank you!

- Jason Sodergren for Kachemak Bay Birders (chair)
jason@taiga.com
907-399-2330

RECEIVED

9/11/2014

**CITY OF HOMER
PLANNING/ZONING**



<http://kachemakbaybirders.org/>

May 29, 2013

Homer Advisory Planning Commission
491 East Pioneer Avenue
Homer, Alaska 99603

Dear Commission Members:

Kachemak Bay Birders, a Homer-based birding club, wishes to comment on the Conditional Use Permit Application 13-07 from Eric Lee to establish a heliport on the Homer Spit. Based on our knowledge of birds in the Homer Spit area, we believe that a heliport meant for general aviation (which is what is being proposed) poses a very high risk to both people and birds. In addition, we know from our observations on the Homer Spit that low flying helicopter traffic is more disruptive to migrating birds than planes, often causing evasive flight.

Not all species of birds pose significant risk to aircraft but large, gliding birds definitely do. Gulls and eagles, which routinely glide up and down the spit at low elevation while foraging, will be particularly risky to helicopters that are landing and taking off on the spit. This situation is totally dismissed by the applicant when he says; "The helicopter creates no more of a hazard than the many aircraft that fly transit the spit to get to and from both the Homer Airport." The aircraft he refers to are not flying at the same elevation as these birds. Not being aware of these subtle differences seems to us to increase the potential for a helicopter/bird collision.

For the past five years the Kachemak Bay Birders has been monitoring the spring shorebird migration on the Homer Spit. Our protocol asks the observer to note any disturbances to shorebirds. From these observations we know that helicopters are more disruptive than planes because their flight pattern approaches flocks of birds feeding and resting in the intertidal area. Only planes taking off are noisy and their flight pattern and noise is away from, not directed to the birds. Numerous scientific studies (available upon request) have documented the disproportional impact of helicopters on migratory birds, compared to fixed-winged aircraft. Again, the applicant over generalizes and does not seem to be aware of what is or is not a risk or disturbance.

We are concerned that the disturbance of a helicopter pad on the spit to migratory shorebirds might reduce the value of Homer as a destination for eco-tourists and birdwatchers, especially during the shorebird festival. Other communities in the region (e.g. Kenai, Seward, Cordova, Yakutat) are beginning to cash in on their migratory birds to attract visitors, sometimes in direct competition to our popular Homer events. Increased helicopter traffic on the spit would devalue

Homer as a destination for human and avian visitors alike, resulting in very tangible negative impacts for the Homer business community.

Unfortunately, the FAA does not oversee development of heliports for general aviation use. The FAA says in its Part 139 Airport Certification document that “it is not in the public interest to certificate heliports at this time and has exempted operators of heliports from complying with Part 139 requirements... Heliports typically are used by general aviation operators and serve very few air carrier operations....Congress has not given FAA the authority to certificate facilities serving general aviation operations.” This means that the burden and knowledge needed to avoid the risks and liabilities associated with this Conditional Use Permit Application now rest with the Homer Advisory Planning Commission. We urge that unless you feel absolutely certain that there will be no risk or nuisance resulting from the proposed heliport that you take the rational precautionary approach and deny the Conditional Use Permit 13-07.

Also, we note that denying this permit application does not preclude offering helicopter services in the Kachemak Bay area. Helicopter service will still be available at the Homer Airport. Though travel of an extra mile or two from a cruise ship may not be as convenient, the extra convenience of a heliport in the middle of the spit is not at all worth the risk and nuisance to the public and birds.

We thank you for this opportunity.

Sincerely,

A handwritten signature in blue ink that reads "George Matz". The signature is written in a cursive, flowing style.

George Matz, Chair

From: Jo Johnson
Sent: Thursday, September 11, 2014 8:30 AM
To: Travis Brown
Subject: FW: Helipads around Homer

From: Nina Faust [<mailto:fausbail@horizonsatellite.com>]
Sent: Wednesday, September 10, 2014 9:47 PM
To: Jo Johnson
Subject: Helipads around Homer

P.O. Box 2994
Homer, AK 99603

September 10, 2014

Homer Planning Commission
City of Homer
Homer AK 99603

Dear Planning Commission Members:

I am opposed to heliports in areas of Homer other than the airport and the hospital. I do not support allowing helipads in the Bridge Creek area. Even though Conditional Use Permits (CUPs) will be required, I object to the additional noise helicopter take offs and landings would bring to parts of town that are now relatively quiet, the increased hazards to surrounding properties in case of an accident, potential reduction in property values nearby residences may suffer, and finally, the lack of certainty for property owners as to whether or not their properties may have a heliport nearby.

Helicopters are a contentious issue. Other communities have grappled with this problem. One common complaint about helicopter businesses, particularly flightseeing, is noise. I can imagine the frustrations property owners who currently enjoy relative peace and quiet but are adjacent to areas that were zoned commercial by the city will have if a helipad is granted a heliport CUP nearby. I believe the city is better served by keeping this noisy and potentially dangerous activity in the airport area where there are already emergency response vehicles in case of a crash or fire.

If the business requesting a CUP is a flightseeing business, the noise from many take offs and landings will be a huge annoyance to all neighborhoods surrounding the helipad. Conflicts will increase as Homer grows.

Bringing helicopter flights to other parts of the community that were not meant to be a flight zone for frequent helicopter landings is an unreasonable use to impose on those that would have to live with it. These helipads could conflict with and impact nearby Conservation Areas set aside for bird habitat. Also, the FAA would not be controlling the take offs and landings at heliports, an added concern. The airport is in a convenient location, so it would be sensible for companies needing helicopter support to be sited there.

Let's not mix this incompatible use right into the midst of our community. We are truly fortunate not to have this noisy industry plunked down in commercial zones where there are already people living in nearby neighborhoods who have invested in their homes. Granting a CUP for a helicopter-based business surrounded by the rest of the community weighs more heavily toward that one person or

business and does not adequately consider the huge investment by all the rest of the surrounding property owners.

Let's keep Homer a place of quiet beauty by not allowing helicopter traffic into the rest of Homer. Keep helicopters confined to the airport.

Sincerely,

Nina Faust

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9/11/2014

**CITY OF HOMER
PLANNING/ZONING**

Lay Down at September 17, 2014 HAPC Meeting

September 13, 2014

Dear Honorable Homer Planning Advisory Commission,

When the Homer Spit Comprehensive Plan was being developed the prevailing public comment was “do not despoil this unique resource” by overdevelopment, poor architectural design, viewsheds being blocked by condominiums, and of paramount importance preserve the open space and character of Kachemak Bay as a place of quiet beauty. Many people were concerned about noise and the ‘general confusion’ of activity on the Spit. There was a fear that the waterfront and bay could become a hub for everything from hovercrafts, personal jet skis to helicopters buzzing in and out servicing cruise ships and tourists.

Existing marine charter services serve the tourist public well. Do not open the door to helicopter services from the Spit. As written, the proposed Conditional Use change to the code will allow heliports and helipads on the Spit.

In his staff memo, the planning director states; “Understandably, “**heliports**” are allowed at the airport. In addition, as proposed “**heliports**” would need an approved Conditional Use Permit in the Marine Industrial District.” No mention is made of helipads but helipads as a category is allowed as a CU as follows:

21.30.030 Conditional uses and structures. The following uses may be permitted in the 225 Marine Industrial District when authorized by conditional use permit issued in accordance with

226 Chapter 21.71 HCC:

227 a. Planned unit development, limited to water-dependent or water-related uses and

228 excluding all dwellings;

229 b. Boat sales, rentals, service, repair and storage, and boat manufacturing;

230 c. Extractive enterprises related to other uses permitted in the district;

231 d. Campgrounds;

232 e. Bulk petroleum storage;

233 f. Helipads;

234 g. Heliports;

235 h. Indoor recreational facilities;

236 i. Outdoor recreational facilities;

237 j. Public utility facilities and structures;

The Planning Advisory Commission should strike out ‘**Heliports**’ as a Conditional Use for the Marine Industrial District 21.30.030 and develop more relevant review criteria for **Helipads** in the Marine Industrial District.

The existing criteria for approving a conditional use has poor applicability to the Marine Industrial District:

21.71.030 Review criteria (Conditional Use)

The applicant must produce evidence sufficient to enable meaningful review of the application. Unless exceptions or other criteria are stated elsewhere in this code, the application will be reviewed under these criteria:

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

- b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning district in which the lot is located.
- c. The value of the adjoining property will not be negatively affected greater than that anticipated from other permitted or conditionally permitted uses in this district.
- d. The proposal is compatible with existing uses of surrounding land.
- e. Public services and facilities are or will be, prior to occupancy, adequate to serve the proposed use and structure.
- f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the nature and intensity of the proposed use, and other relevant effects, the proposal will not cause undue harmful effect upon desirable neighborhood character.
- g. The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the City as a whole.
- h. The proposal does or will comply with the applicable regulations and conditions specified in this title for such use.
- i. The proposal is not contrary to the applicable land use goals and objectives of the Comprehensive Plan.
- j. The proposal will comply with all applicable provisions of the Community Design Manual. [Ord. 08-60 § 1, 2008; Ord. 08-29, 2008].

I ask the Planning Advisory Commission to please consider the following criteria for a Conditional Use within the Marine Industrial District:

Helipads in the Marine Industrial District shall only be allowed as a conditional use when a helicopter is needed to;

1. Support a Port of Homer authorized related project, service or safety and security function,
2. Provide tender services for offshore or docked vessels,
3. Provide transport of materials and supplies to marine vessels,
4. Support search and rescue operations, oil spill prevention, abatement or cleanup or related services, incident command, Coast Guard or public safety requirements,
5. Provide incidental or short-term use for marine related needs but does not involve a reoccurring use such as tourism related services, support to cruise ships, or cruise ship services or bookings.
6. Helicopter services shall meet strict safety and environmental standards as established by the City of Homer and operate without the need for permanent or temporary support structures or services, unless conditionally approved.

I hope you will carefully consider removing 'Heliports' from the Marine Industrial District and give greater attention to criteria for the conditional use of 'Helipads' on the Homer Spit.

Thank You.

Jack Wiles
 PO Box 639
 Homer AK 99603

RECEIVED

9/15/2014

**CITY OF HOMER
 PLANNING/ZONING**

Lay Down at September 17, 2014 HAPC Meeting



Administration
4300 Bartlett Street
Homer, AK 99603
907-235-0325 ~ 907-235-0253 fax

September 16, 2014

Homer Advisory Planning Commission
491 East Pioneer Avenue
Homer, AK 99603

RE: Heliports and Helipads zoning code amendment

To whom it may concern,

Thank you for the opportunity to voice our support of the proposed changes to the city code which will officially permit a helipad at South Peninsula Hospital.

South Peninsula Hospital has operated with a helipad on site for more than 26 years. The importance of a helipad in our rural community is to both accommodate the need for immediate medical evacuations of patients who cannot be cared for at the hospital, and to receive patients who might arrive from a remote location via helicopter. Though we are a Trauma Level IV facility with all the necessary ancillary support services to care for most of the patient needs, there are highly specific services such as response to some strokes, a burn unit or cardiology care that we do not have. Immediate transport affects the outcomes for such patients needing that care. The difference in time between a helicopter flight directly from the hospital and an ambulance ride to the airport for a fixed wing transport can be more than one hour. With an extensive trauma or critical care event, that hour can be the difference between life and death.

South Peninsula Hospital had 75 medevacs in 2013, 23 of them via helicopter. To date in 2014 there have been 88 medevacs, with 30 of those via helicopter. Other methods of medevacs are fixed wing and road transport.

Our helistop is safe and creates minimal sound pollution. The rooftop stop was constructed in 2009 as part of the hospital expansion. It is a modern design and is 100% compliant with fire suppression requirements. In July of this year we installed a fire pump and deluge valve that connects to a foam fire suppression nozzle. The nozzle automatically oscillates when activated. The new system is manually activated but operates remotely without manpower.

The times of use are random, with no pattern or predictability of traffic. Sound pollution in the neighborhood is kept to a minimum as much as possible, as the amount of time the helicopter is flying overhead or idling at the helistop is brief. After arriving to transport a patient, the helicopter motor is turned off while waiting for the flight nursing team to load the patient. In some cases the helicopter drops off the nursing team then heads to the airport for fuel, returning to pick up the team and patient and head out.

On behalf of the residents of the entire southern Kenai Peninsula hospital service area, thank you for amending the zoning codes as necessary to ensure continued best practices and standards of excellence.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Letson".

Robert Letson
Chief Executive Officer
South Peninsula Hospital
4300 Bartlett St.
Homer, AK 99603
rfl@sphosp.org
(907) 235-0326

RECEIVED

SEP 17 2014

**CITY OF HOMER
PLANNING/ZONING**

Lay Down at September 17, 2014 HAPC Meeting

From: Matt Freund <mdfreund@gmail.com>
Sent: Tuesday, September 16, 2014 11:00 AM
To: Department Planning
Subject: Helipads

Mr. Abboud,

As a new helicopter pilot and Homer property owner, I read your zoning proposal with interest.

As with the Hospital, I would propose Helipad be a permissible accessory use for other zoning districts.

This ensures that a standalone helipad requires approval, but would allow the use of helicopters where they are accessory to the conforming primary use of the property.

The shortest distance between two points is a straight line. Helicopters allow efficient point-to-point travel, especially in a state with challenging terrain and limited road resources. Just as with a critically sick patient at the hospital, the requirement to travel first to the airport, then to a helicopter blunts the time and efficiency advantage, and actually increases the carbon footprint.

If additional restrictions are desired to address what seems to be a non-existent problem, perhaps a weight limit could be considered. Helicopters under 6000 lbs should be exempt.

Please confirm your receipt of this email.

Kind regards,
Matt Freund
316-640-9393

RECEIVED

9/16/2014

**CITY OF HOMER
PLANNING/ZONING**

takes place in the long term with the right outcome that serves the quality for Homer and for the people who live in the area.

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 September 3, 2014 meeting

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

HIGHLAND/VENUTI SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Presentations

Reports

- A. Staff Report PL 14-84, City Planner's Report

City Planner Abboud reviewed the staff report.

- B. KPB Planning Commission Report – Franco Venuti

Commissioner Venuti gave his report at the worksession.

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 14-85, Proposed zoning code amendments to change where heliports and helipads are allowed within the City, creates definitions for helipads and changed the definition of hospital.

City Planner Abboud reviewed the staff report.

Chair Stead opened the public hearing.



Scott Adams, city resident, expressed his concern about allowing helicopter landings in the Bridge Creek Watershed. He is not opposed to allowing it at the hospital or at the airport. Since Bridge Creek is city owned, but the outlying area are Borough, they should work together, along with the FAA. The air traffic in Homer is increasing and helicopters don't have to abide by FAA rules so they can fly at any level they want. You have to think about what is going to happen in the future and the flight patterns they will be using. He has had issues with a local company, has been in contact with the FAA for the last 18 months because of the improper flying, and has had helicopters landing in his subdivision. He would like to curtail this before it gets worse.

Derotha Ferraro, Director of Public Relations and Marketing for South Peninsula Hospital, noted the letter in the packet from Bob Letson, CEO, regarding the importance of the helipad at the hospital, the great service it is to the community, and that the community voted on this some years ago. She asked for clarification about the definition of hospital, and if this change will require the hospital to acquire a CUP. She also introduced Glen Radtke, SPH Director of Facilities and said they were available to answer questions the Commission has about their helipad. City Planner Abboud explained that currently there isn't a definition of hospital in city code, so this includes adding the state's definition. He doesn't believe a CUP would be necessary for SPH but encouraged them to contact the planning department.

Robert Archibald, city resident, commented that he doesn't see any reference to helicopter size in this draft ordinance. He encouraged the Commission to consider limiting size. Without limitations on size and horsepower and allowing the use without a CUP he questions how they will limit helicopters. He doesn't agree with any of the amendments that don't require a CUP. He thinks the citizens of this town deserve to have some input into what is landing in their subdivisions. He thinks there will be development at the airport that will allow more area for this use. He doesn't want helicopters landing any closer to the houses than they are now. He doesn't like to see them landing inside city limits. There are places that have fly in subdivisions where a person buys a house on an airstrip; they know what they are getting. If helicopters are allowed to land where ever they want in the city, then people don't have a decision.

Kevin Dee commented that in discussion with the Ageya board they agree that what makes a healthy ecological system is also the presence of wildlife and animals. Homer is expanding and maintaining a healthy ecology in the Bridge Creek Watershed is important. Ageya's business model is built on the wilderness area. Anything that is done to increase traffic or noise could affect quality of life for wildlife and people as well. They also look at is the use of helipads for people in a non-recreational manner, they would advocate for a CUP and FAA attachment. They would be interested in what marking should be there, clearances around helipads and hazards that it may bring. He encouraged that this use should be approached slowly.

There were no further comments and the hearing was closed.

VENUTI/STROOZAS MOVED TO FORWARD THIS DRAFT ORDINANCE REGARDING HELIPOINTS AND HELIPADS TO THE CITY COUNCIL FOR PUBLIC HEARING AND ADOPTION.

Commissioner Highland commented that she doesn't support heliports being allowed outright in GC2. She referenced the information from Jack Wiles that was presented as a laydown that includes ideas regarding criteria for conditional use in the marine industrial district.

HIGHLAND/ERICKSON MOVED TO AMEND THE ORIGINAL MOTION TO ADD "HELIPADS AND HELIPORTS IN THE MARINE INDUSTRIAL DISTRICT SHALL ONLY BE ALLOWED AS A CONDITIONAL USE WHEN A HELICOPTER IS NEEDED TO:

1. SUPPORT A PORT OF HOMER AUTHORIZED RELATED PROJECT, SERVICE OR SAFETY AND SECURITY FUNCTION,
2. PROVIDE TENDER SERVICES FOR OFFSHORE OR DOCKED VESSELS,
3. PROVIDE TRANSPORT OF MATERIALS AND SUPPLIES TO MARINE VESSELS,
4. SUPPORT SEARCH AND RESCUE OPERATION, OIL SPILL PREVENTION, ABATEMENT OR CLEANUP OR RELATED SERVICES, INCIDENT COMMAND, COAST GUARD OR PUBLIC SAFETY REQUIREMENTS,
5. PROVIDE INCIDENTAL OR SHORT-TERM USE FOR MARINE RELATED NEEDS BUT DOES NOT INVOLVE A REOCCURRING USE SUCH AS TOURISM RELATED SERVICES, SUPPORT TO CRUISE SHIPS, OR CRUISE SHIP SERVICES OR BOOKINGS.
6. HELICOPTER SERVICES SHALL MEET STRICT SAFETY AND ENVIRONMENTAL STANDARDS AS ESTABLISHED BY THE CITY OF HOMER AND OPERATE WITHOUT THE NEED FOR PERMANENT OR TEMPORARY SUPPORT STRUCTURES OR SERVICES, UNLESS CONDITIONALLY APPROVED.

Commissioner Venuti commented that as a CUP, an applicant has to come in and convince the commission it is in the interest of public good. He pointed out that 20 years ago much of the heavy equipment involved in developing Bradley Lake was transported from the end of the spit by a large helicopter. He doesn't agree the possibility of that happening again should be eliminated. He doesn't agree that this be added to the CUP criteria.

Commissioners Stroozas and Bos commented in agreement with Commissioner Venuti's remarks.

Chair Stead questioned if search and rescue operations, oil spill prevention, abatement, and so forth currently need a CUP. City Planner Abboud responded that if there is an emergency situation we aren't going to hold it up by having them apply for a CUP.

Commissioner Highland stated that she does not support helicopters anywhere but the airport and the hospital. She could support it in the Marine Industrial district with the amendments she proposed.

VOTE (Amendment): YES: HIGHLAND

NO: ERICKSON, STEAD, VENUTI, STROOZAS, BRADLEY, BOS

Motion failed.

HIGHLAND/ERICKSON MOVED TO AMEND THAT THE PERMITTED USE IN ALL OF GC2 FOR HELIPORTS AND HELIPADS BECOME A CUP EXCEPT FOR AT THE AIRPORT.

Commissioner Highland said she thinks it's a very good idea to require a CUP in any GC2 area outside the airport. Her preference is that they only be allowed at the airport.

HOMER ADVISORY PLANNING COMMISSION
REGULAR MEETING MINUTES
SEPTEMBER 17, 2014

VOTE (Amendment): YES: ERICKSON, BRADLEY, HIGHLAND, VENUTI
NO: STEAD, STROOZAS, BOS

Motion carried.

ERICKSON/HIGHLAND MOVED TO AMEND THAT THE BRIDGE CREEK WATERSHED HELIPADS NOT BE ALLOWED TO HAVE A HELIPAD.

Commissioner Highland expressed her agreement with the motion. Landings and takeoffs are the most dangerous helicopter operations, and it would be disruptive. The watershed is number one for protection and not worth taking any extra chances.

VOTE (Amendment): YES: STEAD, BRADLEY, VENUTI, HIGHLAND, ERICKSON
NO: STROOZAS, BOS

Motion carried.

There were comments that this is moving in the right direction from what was allowed previously.

VOTE (Main motion as amended): YES: BOS, STEAD, ERICKSON, VENUTI, STROOZAS, BRADLEY
NO: HIGHLAND

Motion carried.

- B. Staff Report PL 14-86, Ordinance 14-45, An Ordinance Amending Homer City Code 21.93.060 Standing- Appeal to Board of Adjustment and 21.93.500 Parties Eligible to Appeal to Board of Adjustment - Notice of Appearance, Providing for the City Planner or Designee to Participate in Appeals to the Board of Adjustment.

City Planner Abboud reviewed the staff report.

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

There was brief discussion of the role of the City Planner regarding Board of Adjustment hearings.

BOS/STROOZAS MOVED THAT THE PLANNING COMMISSION RECOMMENDS THE CITY COUNCIL ADOPT ORDINANCE 14-45.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Plat Consideration

ORDINANCE REFERENCE SHEET
2014 ORDINANCE
ORDINANCE 14-50

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2014 Operating Budget by Transferring \$67,500 From the Information System Budget to a Designated Project Expense Account Within the Information System Depreciation Reserve Fund.

Sponsor: City Manager

1. City Council Regular Meeting October 13, 2014 Introduction
 - a. Memorandum 13-130 from IT Manager as backup

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**CITY OF HOMER
HOMER, ALASKA**

City Manager

ORDINANCE 14-50

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE FY 2014 OPERATING BUDGET BY TRANSFERRING
\$67,500 FROM THE INFORMATION SYSTEM BUDGET TO A
DESIGNATED PROJECT EXPENSE ACCOUNT CODE WITHIN THE
INFORMATION SYSTEM DEPRECIATION RESERVE FUND.

WHEREAS, The FY 2014 Information System Operating Budget contained \$30,000 for software and \$37,500 for servers and storage; and

WHEREAS, These funds were approved by the City Council in order to implement Phase I of the proposed IT Infrastructure Project which was fully described in Memorandum 13-130; and

WHEREAS, The funds were placed in the Operating Budget instead of a special project account because it was anticipated that the work would be completed within one year; and

WHEREAS, The project has been delayed and is not likely to be completed in 2014 due to rising server and storage costs which exceed the original estimate and because additional necessary and complimentary upgrades have been identified including improvements to the links between City buildings enabling upgrades to licensed frequencies; and

WHEREAS, The Administration is currently taking another look at funding and implementation strategies for accomplishing all phases of the proposed IT Infrastructure Project; and

WHEREAS, For the reasons described above, it is appropriate to transfer \$67,500 from the Operating Budget to a designated project expense account code within the Information Systems Depreciation Fund so that the funds will not lapse and will be available for three years.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

37 Section 1. The Homer City Council hereby amends the FY 2014 Operating Budget by
38 transferring \$67,500 from the Information Systems budget to a designated project expense
39 account code within the information systems depreciation reserve fund as follows:

40

41 Transfer From:

42

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
44 100-0113-5990	Software	\$30,000
45 100-0113-5990	Servers/Storage	\$37,500

46

47 Transfer To:

48

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
49 156-0398	IT Infrastructure Project	\$67,500
51	Memorandum 13-130	

52

53 Section 2: This is a budget amendment ordinance, is not permanent in nature, and
54 shall not be codified.

55

56 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
57 _____ 2014.

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CITY OF HOMER

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MARY E. WYTHE, MAYOR

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65 ATTEST:

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69 JO JOHNSON, MMC, CITY CLERK

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74 YES:

75 NO:

76 ABSTAIN:

77 ABSENT:

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79

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81 First Reading:

82 Public Hearing:

83 Second Reading:

84 Effective Date:

85

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88 Reviewed and approved as to form:

89

90

91 _____

92 Walt Wrede, City Manager

93

94 Date: _____

95

96

97

Thomas F. Klinkner, City Attorney

Date: _____



Memorandum 13-130

TO: City Council

THROUGH: Walt Wrede - City Manager

FROM: Nick Poolos – IT Director

DATE: 9/4/13

SUBJECT: IT Infrastructure Project

Phase 1: Server Virtualization and Consolidation

Server Virtualization is using a special software system called a hypervisor to run multiple operating system instances on a single shared physical server. The current performance of an entry level server is more than is needed for any single application. This leads to a rack of mostly idle servers that are still drawing power 24 hours a day, 365 days a year. Running multiple servers is a requirement due to compliance rules and security concerns. For most city systems there is a need to separate certain datasets and users. Also running applications on separate servers isolated vendors from each other and prevents one vendor from blaming another for all issues.

Virtualization also enables some IT efficiencies as the "server" is now isolated from the specific server hardware and is running on a uniform and generalized platform. This allows the virtualization software to pick up and move a running server from one physical host to another and also mirror a running system to a remote site for disaster recovery. The moving of a running server requires that both physical servers be attached to a shared RAID storage system. The ability to move running servers allows IT to maximize the utilization of the servers and minimize downtime. These same tools will allow for point in time copies or snapshots of a running server. Snapshots can be made before any major change, patch or upgrade allowing for a quick recovery in case the changes don't go as planned. This is very important as the City does not have the staff or servers to maintain test environments for our applications where such changes could be tried before attempting with the production server and data. Snapshots are also the key to quick and constant backups. Currently the full backup of the city servers takes about 50 hours this is a concern as the city amasses more data this window will continue to expand. A snapshot can complete in seconds and then the backup software can copy the snapshot to the backup media. This allows for a consistent view of the server and data and since nothing is changing in snapshot the copy can be made quicker.

As a server now really just looks like a program running on the hypervisor, IT can make use of configuration templates. This will cut a new server installation time from 6 to 8 hours to 10-15 minutes. Also vendors are starting to ship "virtual appliances" that are preconfigured servers that install into a customer's virtual infrastructure. The city has already acquired one such system and is considering several others.

Currently there 4 new servers planned. If virtualization does not occur, the average cost of a server is \$2200 --with virtualization the additional servers are covered.

Server Virtualization Project Costs	
Shared RAID Storage System	\$35,000
VMware Virtualization Platform	\$15,000
Virtualization Enabled Backup	\$15,000
CPU and Memory Upgrade	\$2,500
Total	\$67,500

Phase 2: Microsoft Server and Client Management Tools

Currently the City has McAfee antivirus licensed. This software costs approximately \$3100 a year in maintenance. Over the past year McAfee has missed several pieces of malware costing the city approximately 70 man hours both in IT time and lost productivity while the workstation was unavailable. The missed malware is bad enough but McAfee has been actively blocking software updates, including Flash, Acrobat and Java, and installs. IT has spent at least 150 man hours working through these issues. The blocking of Flash, Acrobat and Java has been extremely concerning as there have been numerous wide spread attacks on these applications in the past year.

The client management tools are in a Product called "System Center Client Management Suite". These tools will allow IT to automate client update processes, improve client PC security by restricting the normal user access levels, an ensure compliance through unified security software, patch management, and reporting.

Server and Client Security and Automation	
Microsoft Enterprise CAL (110 FTE)	\$15,000
Microsoft Academic Desktop w/ Enterprise CAL (Library)	\$3,000
MS Server components and Professional Services	\$12,000
Total	\$30,000

This solution needs several new servers to run and thus requires phase 1.

Phase 3: Wireless Metropolitan Area Network (WMAN) Upgrades

Currently the City has 7 sites connected with 802.11a/n (Wi-Fi) radios. Data rates vary by site but are in the 12 – 40 Mbit/s range with 12- 15 Mbit/s being typical of most sites. These radios are using the “unlicensed” 5 Ghz band. There are a very limited number of channels available and they all have power restrictions (800mW, 250mW,200mW). By FCC rules all users of these frequencies must coordinate and resolve conflicts. When the city started using these radios 5GHz was not often found in consumer devices. This situation has changed as many devices have added 5GHz radios and more 802.11 devices are appearing everyday.

There are FCC licensed radios available where the end user obtains an exclusive license for a given frequency on a given link. The FCC maintains a database of these connections and acts as the frequency coordinator, thus guaranteeing an interference free link.

The other issue the city is facing are mandates that networks outside of certain secured buildings are encrypted by devices that have been validated to the FIPS 140-2 standard. Currently the city WMAN links are encrypted but the devices used have not been validated to the FIPS 140-2 standard. The first area to fall under these compliance mandates is Homer Police Department.

IT proposes building out a FIPS 140-2 validated WMAN making use of exclusively licensed FCC frequencies. The primary links should be in 350Mbit/s to 1 Gbit/s range. This will allow for further server consolidation of department servers into the virtual infrastructure. The exact radios and frequencies used will need to be developed during the licensing process. The primary network will be backed up by a citywide 4.9 GHz public safety network for security cameras, communications, etc.

The expected service life of the radios is 6-10 years depending on the model and upgradability. The FCC licenses have 10 year duration and will need be renewed at a reduced cost at that time.

Wireless Metropolitan Area Network	
Microwave Point-to-Point Radios (FIPS140-2)	\$100,000
FCC Licenses (7 or 8 Links)	\$35,000
4.9 Point to Multi Point Base Stations	\$18,000
4.9 "Subscriber" Endpoints	\$7,000
Mounting and Installation	\$20,000
Total	\$180,000

**CITY OF HOMER
HOMER, ALASKA**

Roberts

RESOLUTION 14-102

A RESOLUTION OF THE HOMER CITY COUNCIL ENCOURAGING THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TO FIX THE BUMPS ON THE EAST END BIKE PATH.

WHEREAS, East End Bike Path is an asset to Homer that is frequently used by commuters and recreational cyclists; and

WHEREAS, Culverts have heaved along East End Bike Path creating dangerous bumps; and

WHEREAS, Although these bumps have been painted yellow as a warning, they routinely buck cyclists out of their saddle, sometimes resulting in crashes and injury; and

WHEREAS, The severity of the bumps forces many cyclists to the exposed shoulder of East End Road defeating the purpose of a separated pathway; and

WHEREAS, Road construction work is currently underway to extend the East End Bike Path and rehabilitate East End Road; and

WHEREAS, It would be cost efficient to take advantage of the current mobilization of construction crews and repair the bumps in conjunction with the East End Road, Kachemak Drive to Waterman Road project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, encourages the Alaska Department of Transportation and Public Facilities to fix the hazardous bumps on East End Bike Path as soon as possible.

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

CITY OF HOMER

MARY E. WYTHE, MAYOR

44 ATTEST:

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46

47

48 _____
JO JOHNSON, MMC, CITY CLERK

49

50 Fiscal Note: N/A



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

CENTRAL REGION
Regional Director's Office

4111 Aviation Avenue
Anchorage, Alaska 99502
Main: 907.269.0770
Fax: 907.248.1573
TDD: 907.269.0473

October 7, 2014

Mr. Walt Wrede
Office of the City Manager
City of Homer
491 East Pioneer Avenue
Homer, AK 99603

Re: East End Bike Path Repairs

Dear Mr. Wrede:

The Department received your letter of September 24, 2014, in addition to several communications from Homer residents, regarding repairing the culvert frost heaves on the bike trail along East End Road.

From the outside, it seems reasonable the best solution is for the Department of Transportation & Public Facilities (DOT&PF) to simply expand a current project's scope and do the repairs while other projects are progressing. However, projects constructed with federal money have an exact scope of work and funding obligation which is difficult and time consuming to modify and in some cases impossible, even for small important projects like this.

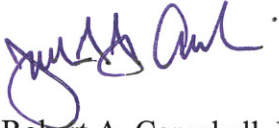
As I believe you are aware, at this time there are no engineered plans, funding or scheduled project to provide for a long-term fix. It has been roughly estimated that the project might cost somewhere in the neighborhood of \$250,000. That being said, the community can petition their legislators to request project funding or there maybe federal grant money available through the STIP as early as 2016. The DOT&PF planner for your area, Ms. Joselyn Biloon, has offered to assist in advising community members as to the process of applying for these funds.

In the meantime, the Department is looking into ways to efficiently repair these areas with a short term solution. Our constraints are time and money. The construction season is nearly over, and most of our contractors are hard pressed to complete existing work. We may be able to use some of our maintenance and operations funds for a temporary fix but, of course, that will limit other maintenance activities in the future.

"Keep Alaska Moving through service and infrastructure."

We are aware of the community concerns and would be happy to work collaboratively with you to fund and construct solutions to this situation. Please work with us to address this need.

Sincerely,



For Robert A. Campbell, P.E.
Regional Director

cc: Representative Paul Seaton
Senator Pete Micciche



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

September 24, 2014

Director Rob Campbell
Assistant Commissioner
ADOT&PF
PO Box 196900
Anchorage, AK 99519-6900
Delivered electronically

Dear Assistant Commissioner Campbell,

I am writing on behalf of the Homer City Council to encourage the Alaska Department of Transportation and Public Facilities to fix the 'bumps' on the East End bike path. There are 11 bumps where culverts are installed that rose up the first winter after the path was constructed. ADOT&PF maintenance staff quickly removed these bumps after an elderly cyclist was thrown off his bike and sent to the hospital, only to have them return the following winter.

The 'bumps' are a health and safety issue that need to be addressed. Cyclists have to come to a near stop to avoid crashing on the most severe bumps. Anyone out for more than a leisurely stroll is forced onto the more exposed shoulder of East End Road. Local cyclists know to look for the bumps, but they catch visitors off guard, throwing many from their saddle.

Taking advantage of the paving and construction work that is currently underway for the project *Homer Rehabilitation, East End Road, Kachemak Drive to Waterman Road* allows this job to be done in an expedient and efficient manner. However, it requires quick action on the part of ADOT&PF decision makers. I understand the Project Manager for the East End Rehabilitation project, Shaun Combs, has engineered a solution at minimal expense if funding can be found quickly. The Homer City Council hopes ADOT&PF is able to find the funding to make this small but absolutely necessary improvement.

The Council appreciates the work that has gone into Homer area roads this summer and the community is looking forward to the improvements in critical road infrastructure. Adding the removal of the dangerous 'bumps' from the East End Bike Path to the list of improvements this summer would be a success for ADOT&PF and Homer.

The Homer City Council will follow this letter up with a formal resolution at their next meeting October 13. However due to the need to move quickly on this project, Council asked a letter be submitted in advance of the resolution.

Thank you for your work maintaining and upgrading the transportation infrastructure of Alaska. Please feel free to contact me with any questions.

Sincerely,

Walt Wrede

cc: Representative Paul Seaton
Senator Peter Micciche

Katie Koester

From: Walt Wrede
Sent: Monday, October 06, 2014 8:52 AM
To: Katie Koester
Subject: FW: East End Road Trail rehab
Attachments: 1511TriangleDetail2dot1inch556.jpg; 1528Grass-GearShed562.jpg; 1455HomeRunProfilePic546s.jpg; 1502CrackedHump554s.jpg; HumpExcelDetail.xls

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kevin Walker [<mailto:homerkev@gmail.com>]
Sent: Sunday, October 05, 2014 8:41 PM
To: Biloon, Joselyn (DOT)
Subject: East End Road Trail rehab

Hi Jocelyn,

We would greatly appreciate your assistance in obtaining a grant to properly repair the frost heave "yellow speed bumps" on the East End Road path in Homer.

A week ago I collected data and took about 50 photos, mainly of the 16 frost heave humps that are painted yellow. I measured the height of each hump by standing a carpenters speed triangle on edge, then placing my camera on the asphalt about 5' away, and took a photo. (See attached photo 1511TriangleDetail...) I placed 1" of red tape between the inch markers on the triangle to determine an approximate height for each hump. I also have attached a spreadsheet, HumpExcelDetail.xls, which shows the milepost of each hump, the approximate height, and a landmark near that hump. The volume of asphalt or concrete required to build a 10' long ramp on each side is calculated at the bottom of the spreadsheet.

The danger of these humps came up in the Homer City Council meeting on September 22. The City Manager, Walt Wrede, brought the subject up, and councilmember Roberts made this comment: "The East End Road Bike Trail is of real concern with the number of dangerous bumps on it. One person was hurt pretty badly. It is a State trail and the engineers have expressed an interest in making repairs to it while they are here working on East End Road. He will contact DOT to see if they can find the money to fix the bike trail. A resolution will be forthcoming at the October 13th meeting".

I did talk to Shaun Combs, the Project Engineer for the East End Road extension. Several citizens have asked him about what can be done. As these humps are out of his project limits, there is little he can do. But he is a State representative who has taken a close look at the problem. We all appreciate Shaun's concern and the fact he is working with us.

Besides the 16 yellow humps, there are several more cracks in the surface, many with grass growing in the cracks. Some of these have minimal frost heaving. Repairing these cracks should be included in a maintenance project.

Most of the yellow humps have tracks worn around the outside edge of the hump, so a bicyclist can go around the hump. These are also dangerous, as you must go off the pavement, on a narrow muddy path between the edge of the hump and tall vegetation, and in a few locations the end of an 18" culvert. Then attempt to get back up / onto the pavement, possibly at speed if the hump is at the bottom of a hill.

There may be a record with the State regarding the first major accident - the yellow paint and BUMP lettering was applied ~2 days after that accident. I talked with 2 other people who were thrown from their bikes on a frost heave on the path, but they suffered scratches and did not go to a doctor.

Everyone would like to get a temporary fix for these problem humps ASAP. Of course, we would like to eventually get problem resolved permanently. Gradual ramps leading up and over the humps have been suggested as a temporary fix. Also cutting out each hump, and leaving gravel which the users could maintain until a permanent fix is accomplished.

In the meantime, more and more people are riding on the main roadbed, or driving instead of bicycling. And many of us just hope we can navigate safely over or around these unnatural, unplanned, dangerous obstacles.

I'll be more than happy to edit any grant work you may do, take additional photos (I have a pretty good library all ready!), and keep you informed as to actions the Homer City Council and City of Kachemak - City Council may take to support a project to repair these hazards.

Thank you,
Kevin Walker
Retired DOT&PF EAI, Design and Construction, Nome office.

On Thu, Sep 25, 2014 at 3:20 PM, Biloan, Joselyn (DOT) <joselyn.biloan@alaska.gov> wrote:

Hi

I am Joselyn Biloan, Area Planner with DOT. Bob Laurie sent me your email about the trail rehab. I would like to work up an grant application for your project. There is \$ 500K available annually for such projects.

I need pictures and a detailed description of the project. I need names and dates or other documentation of hazardous events, like someone having to visit a hospital or seek medical help because of trail conditions. When

I put together a draft nomination packet I'd like your input and edits. I will be submitting it this calendar year so as soon as you can send me this information I can get started.

Let me know if you have questions

Thanks

Joselyn Biloon

269-0508

Mile post	Hump Height inches	Landmark	Number
1.08	2.5	Stake 01 nr Blackwel	1
1.18	1.9	Stake 02	2
1.26	0.8	Stake 03, paint #4	3
1.29	1.3	Stake 04, paint #5?	4
1.81	1.4	Stake 05	5
1.85	1.9	Williams St	6
2	1.5	MP 2	7
2.3	2.4	Stake 08 Arctic Cat	8
2.48	1.4	Stake 09	9
2.63	3.3	Home Run Gas/oil	10
2.67	3.8	Suburban Propane	11
2.71	3.8	Yenney Equipmnt	12
2.75	1.4	K Bay Caffe trailer	13
2.79	2	New Gregoire yard	14
2.99	1.2	Kachemak City Hall	15
3.27	1.75	George Storage	16

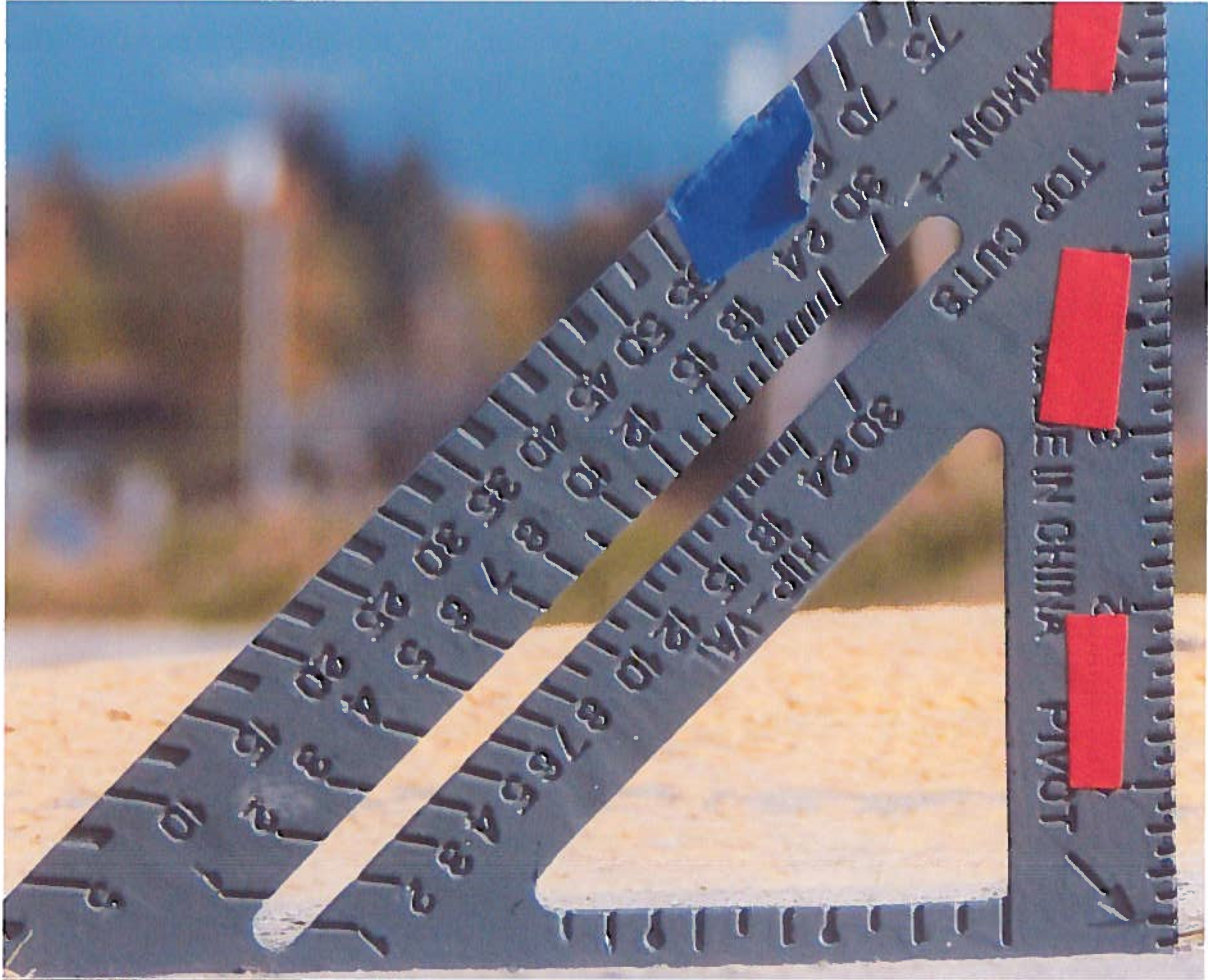
32.35
16

hour later, Seattle
time.

Average Ht Hump 2.0219 Inches

Inch	Ft	CY	SF	CF	CY	CY Asphalt / concrete? *32 (16x2)
2.0219 Height of Avg Hump	0.17	0.056	3.370	33.698	1.248	40
3.0219 Hump + 1"	0.25	0.084	5.036	50.365	1.865	60
4 Hump + 2"	0.33	0.111	6.667	66.667	2.469	79
5 Hump + 3"	0.42	0.139	8.333	83.333	3.086	99





Jo Johnson

From: Diane McBride <diane@alaskawildernesslodge.com>
Sent: Thursday, October 02, 2014 10:41 AM
To: Shannon McBride-Morin
Cc: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov; Rep. Paul Seaton; Sen. Peter Micciche@akleg.gov; Walt Wrede; Department Clerk; Barbara Howard; Beauregard Burgess; David Lewis; Francie Roberts; Gus Van Dyke; Jo Johnson; Rep_Paul_Seaton@legis.state
Subject: Re: Urgent Request: Fix East End Road Heaved Culverts on Bike and Walking Path

Gentlemen and Ladies,

Please seriously consider the (now painted yellow) raised culvert areas on the East Road bike trail. Bikers are now back on the highway riding as the trail is too dangerous if you are not going really slow on a bike. It will be an icy nightmare within months. Please put this on your top priority list. thank you,
Diane McBride

On Mon, Sep 29, 2014 at 4:33 PM, Shannon McBride-Morin <shannon@alaskawildernesslodge.com> wrote:
Hello Rob and Thomas:

I respectfully request that DOT do an immediate fix while construction is underway on East End Road, to fix the heaved culverts on our bike and walking path. Time is of the essence, and now is the time to make this fix while work is going on in the area. The bike path has become dangerous and needs fixing.

My family uses the bike path regularly for walks and bike rides, but it is becoming dangerous as kids - and us adults - can get bucked right off bikes when they hit the heaved culverts. They are not speed bumps, but a design failure, and we request it be fixed now.

We look forward to the extended bike and walking path that is being put in out East End, and expect more users once road work is done and next summer season. But the current situation of the heaved culverts is a problem that needs to be fixed for safety for all. Many bikers are now choosing to ride on the road, which is dangerous as it gets darker soon and ice and snow. Also the heaved culverts are going to be a problem for plowing the path. Our family and others in the area are planning to ride bikes to work and school once the construction is done, and we ask for a safe smooth walking and bike path, with the heaved culverts repaired.

Thank you for your good work and I do hope to see this problem fixed soon. I look forward to hearing back from you. Thanks!

Shannon McBride-Morin
41007 McLary Road / P O Box 653
Homer, AK 99603
[907/399-2006](tel:9073992006)

--

Diane and Michael McBride
Kachemak Bay Wilderness Lodge
PO Box 956, China Poot Bay
Homer, Alaska 99603 USA

(907)235-8910

www.alaskawildernesslodge.com

Jo Johnson

From: Bjørn Olson <fatbikebjorn@gmail.com>
Sent: Tuesday, September 30, 2014 11:08 AM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov
Subject: East End Bike Path

My name is Bjorn Olson and I am a Homer resident. I would like to draw your attention to the East End bike path and the frost heaved culverts that run under the path. As a cyclists, these "speed bumps" are entirely unsafe and need to be addressed.

I consider myself a very good cyclist and even I have to work hard to navigate these obstacles. I can't imagine how difficult these bumps must be to negotiate for children, mothers or families pulling bike trailers.

I am not a civil engineer but the problem seems obvious to me - the culverts are either not deep enough, are not insulated well or both. If there is a hierarchy for funding projects related to pedestrian/cycling paths, please consider moving this one to the top of the list.

Thank you for your time.

-Bjørn Olson

Homer Cycling Club board member

Jo Johnson

From: Hayley Norris <hayleybird412@gmail.com>
Sent: Tuesday, September 30, 2014 10:44 AM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov
Cc: rep.paul.seaton@legis.state.ak.us; Sen.Peter.Micciche@akleg.gov; Walt Wrede; Department Clerk; Barbara Howard; Beauregard Burgess; Bryan Zak; David Lewis; Francie Roberts; Gus Van Dyke; Jo Johnson
Subject: Please Fix the East End Road Bike Path

Hello,

My name is Hayley Norris. I reside in Kachemak City off of McLay road and frequently use the East End Road Bike Path to ride to town. The heaved culverts are dangerous and although I'm a seasoned cyclist, I've almost been injured myself on these culverts. I had a bike bag fly off of my bicycle on one and it got tangled in my chain causing me to fall off of my bicycle and rip the bag (and my pants). I could have been hurt worse, but was lucky. I'd like to note that I used that bike bag on a 1,000 mile bike trip and it never 'flew' off of my bike, but the heaved culverts are so steep and sharp they cause a tremendous amount of force on a bicycle and can easily throw a child, adult, or gear off of a bicycle. Now I just ride around them on the grass or gravel off the side of the path. Many times though I choose to just ride the road instead of the path depending on how fast I need to get to my destination because slowing down at each culvert really adds time to my commute as I use my bicycle as a vehicle. You'll see little trails around the culverts, which could only increase erosion into the ditches.

I hear from many community members that these heaved culverts are dangerous, a nuisance, and inconvenient and know of at least one person who was seriously injured (that's when the heaved culverts got painted yellow like a speed bump, but they are much steeper than a speed bump). It forces many people to use the road instead. I am the treasurer of the Homer Cycling Club and many community members have come to us for help in getting this fixed. It seems like it's time to make this happen as they are only getting worse.

Don't get me wrong, the bike path is a wonderful community asset and I appreciate daily that we have it. A place to recreate and commute off the road is invaluable to a community and only increases our chances of sustaining a healthy, active community especially in those dark months of winter. So thank you for that.

I'm willing to help, as is the Homer Cycling Club. I'm not writing this for the cycling club, but as a concerned community member. Please let me know what I can do to help.

Thanks for all the work you do and your consideration of this issue,

Hayley

Jo Johnson

From: Shannon McBride-Morin <shannon@alaskawildernesslodge.com>
Sent: Monday, September 29, 2014 2:34 PM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov; Rep. Paul Seaton
Cc: Sen.Peter.Micciche@akleg.gov; Walt Wrede; Department Clerk; Barbara Howard; Beauregard Burgess; David Lewis; Francie Roberts; Gus Van Dyke; Jo Johnson; Rep_Paul_Seaton@legis.state
Subject: Urgent Request: Fix East End Road Heaved Culverts on Bike and Walking Path

Hello Rob and Thomas:

I respectfully request that DOT do an immediate fix while construction is underway on East End Road, to fix the heaved culverts on our bike and walking path. Time is of the essence, and now is the time to make this fix while work is going on in the area. The bike path has become dangerous and needs fixing.

My family uses the bike path regularly for walks and bike rides, but it is becoming dangerous as kids - and us adults - can get bucked right off bikes when they hit the heaved culverts. They are not speed bumps, but a design failure, and we request it be fixed now.

We look forward to the extended bike and walking path that is being put in out East End, and expect more users once road work is done and next summer season. But the current situation of the heaved culverts is a problem that needs to be fixed for safety for all. Many bikers are now choosing to ride on the road, which is dangerous as it gets darker soon and ice and snow. Also the heaved culverts are going to be a problem for plowing the path. Our family and others in the area are planning to ride bikes to work and school once the construction is done, and we ask for a safe smooth walking and bike path, with the heaved culverts repaired.

Thank you for your good work and I do hope to see this problem fixed soon. I look forward to hearing back from you. Thanks!

Shannon McBride-Morin
41007 McLay Road / PO Box 653
Homer, AK 99603
907/ 399-2006

Jo Johnson

From: Martin Renner <mrenner@gmx.com>
Sent: Thursday, September 25, 2014 3:03 PM
To: thomas.dougherty@alaska.gov; rob.campbell@alaska.gov
Cc: rep.paul.seaton@legis.state.ak.us; Walt Wrede; Department Clerk
Subject: Homer East-End Road path

Dear Mr Dougherty and Mr Campbell,

Frost heaves have created a large number of obstacles on the bike/pedestrian path along East End Road, making it unsafe and all but unusable for a large number of the intended uses. Several accidents have occurred already, at least one person had to be hospitalized, but the problem has only gotten worse over the years. Marking problem areas with yellow paint is no solution, be it on the road or on a bike/pedestrian path.

With construction crews in the area, right now is a unique opportunity to remedy this situation for a fraction of the cost estimated previously. Saving 85% on a project does not happen every day! I am writing to bring this safety issue to your attention, and to kindly urge you to do what's necessary to make this path usable again during this current construction season.

Thank you for your attention. Yours sincerely,

Martin Renner

Martin Renner
388 E. Bayview Ave.
Homer, AK 99603, USA
phone: +1 907 235 0728
cell: 299 6152

Jo Johnson

From: Walt Wrede
Sent: Wednesday, September 24, 2014 8:46 AM
To: Jane Wiebe; Thomas.dougherty@alaska.gov; rob.campbell@alaska.gov
Cc: Dotti Harness; Catriona; David Eckwert; Adele Person; Matt & Alison; Paul Seaton; Department Clerk; Sen. Peter Micciche; Mike Illg
Subject: RE: Homer East Road Pathway Repair

Jane:

Thanks for sending a copy of your letter. The Homer City Council discussed this issue at its meeting on Monday night. Council members asked me to contact Director Campbell and other DOT/PF officials about this. The Council will follow-up with a Resolution requesting that the pathway be repaired at its meeting on October 13th. This is a health and public safety issue that needs to be addressed quickly.

Regards, Walt Wrede

From: Jane Wiebe [<mailto:janewiebe@gmail.com>]
Sent: Wednesday, September 24, 2014 7:41 AM
To: Thomas.dougherty@alaska.gov; rob.campbell@alaska.gov
Cc: Dotti Harness; Catriona; David Eckwert; Adele Person; Matt & Alison; Paul Seaton; Walt Wrede; Department Clerk; Sen. Peter Micciche; Mike Illg
Subject: Homer East Road Pathway Repair

Dear Mr.Campbell and Mr. Dougherty,

It is time to fix the the heaved culverts on our East Road pathway in Homer. The problem area is the section between East Hill Road and Kachemak Drive.

As you probably know, the culverts under the pathway heaved the winter immediately after the Phase 1 construction. They were fixed the following summer. They heaved again the next winter. They have never been fixed again. There are 16 that were painted yellow and labeled "BUMP" over 5 years ago, after someone hit one and ended up in the emergency room. They are various heights. Some you can cruise over fairly easily, but for some you must nearly stop your bike and gear down to start up again. They are not color-coded for height. Personally, I've heard of at least 2 more accidents caused by the bumps. Walkers and some riders still use the pathway, but anyone who wants to ride a bike uninterrupted ends up on the road because of the heaved culverts.

Riding in the road feels particularly dangerous because there IS a pathway. Motorists don't understand why a cyclist isn't using the bike path. I've been yelled at several times, and there are those who intentionally pass very close. If drivers had 16 bumps in a few miles that slowed them to 5-10 mph each time, they would understand. The general non-cycling public believes the yellow bumps were intentionally installed to slow bike traffic.

We've spoken with Shaun Combs, the DOT engineer here to help oversee the Phase 2 construction project on East End Road. He is appropriately appalled and embarrassed at the state of the pathway, for which we are grateful. The heaves greatly exceed the 5% grade allowed on pathways for wheelchair access. Several of us spoke with him earlier in the season, and he was hopeful about being able to get the heaved culverts fixed this summer. But the season is running out, and the project, small as it is, needs funding.

We understand that Shaun has engineered a solution that would cost \$39,000 if it can be done now while the equipment and materials are at hand. The estimate we received earlier this spring was \$240,000. Fixing it this way, at this time, is a bargain.

Please do what needs to be done to fund this small project now. As things stand, a costly pathway is largely going to waste because of the bumps. There was obviously an engineering mistake in the first place, and it's high time the problem was resolved. Let's do it now while it can be done at a reasonable cost.

Sincerely,

Jane Wiebe

5201 Gjosund Dr.

Homer, AK 99603

907-235-6924

Jo Johnson

From: Adele Person <adele@bunnellarts.org>
Sent: Thursday, September 25, 2014 12:42 PM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov; Paul Seaton;
Sen.Peter.Micciche@akleg.gov; Walt Wrede; Department Clerk; Barbara Howard;
Beauregard Burgess; Bryan Zak; David Lewis; Francie Roberts; Gus Van Dyke; Jo Johnson;
Debra Lowney; Robert Archibald Archibald; Matt Steffy; Dave and Molly Brann
Subject: East End Road Bike Path heaved culverts

Good morning Mr. Dougherty and Mr. Campbell, I am writing to ask you to find the necessary funds to fix the dangerous heaved culverts on the East End Road Bike path. They are so dangerous that people who would rather be riding on the path are choosing to ride on East End Road, which is not a bicycle-friendly road. People have been hurt, some seriously enough to be hospitalized. The bumps are dangerous for children, inconvenient for plowing, and waste what otherwise would be an incredible community asset.

Please consider finding a fix and funds now, while you have road crews and interest there on East End Road already. It must be fixed one way or another, and now seems less expensive, and more expedient for all.

Thank you,
Adele Person
Homer, Alaska

Jo Johnson

From: Andrew Haas <yatra@ak.net>
Sent: Thursday, September 25, 2014 5:16 PM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov
Cc: rep.paul.seaton@legis.state.ak.us; Department Clerk
Subject: East End Rd. Bike trail

Hello,

As a frequent cyclist, I suffer the horrible frost heaves on the East End Rd. Bike trail in Homer. As a cyclist, I gotta tell you that these are terrible. As a lawyer, I gotta tell you that they will end up in a lawsuit. As a resident, I would really like to urge you to see that they are repaired while you are doing road and trail construction. Thanks very much.

Best wishes,
Andrew Haas

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<http://www.avast.com>

Jo Johnson

From: Terri Spigelmyer <terris@ak.net>
Sent: Thursday, September 25, 2014 5:17 PM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov; 'Paul Seaton';
Sen.Peter.Micciche@akleg.gov; Walt Wrede; Department Clerk; Barbara Howard;
Beauregard Burgess; Bryan Zak; David Lewis; Francie Roberts; Gus Van Dyke; Jo Johnson
Subject: Please fix the East End Road Bike trail in Homer

I am a biker in Homer, and I avoid the bike trail as I find the multiple bumps to be a hazard to my physical well-being, as well as that of my bicycle. Additionally, the speed bumps are:

Danger to children and adults, can get bucked off a bike.
These are NOT speed bumps, but rather, a design failure.
People who would rather be on the bike path are choosing to ride in the road.
The heaved culverts make plowing more challenging.

Please address this problem as the trail is extended further to avoid this nuisance and dangerous design.
Thank you,
Terri Spigelmyer



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

Jo Johnson

From: Holly Brennan <hollyfromhomer@gmail.com>
Sent: Thursday, September 25, 2014 5:26 PM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov; Paul Seaton;
Sen.Peter.Micciche@akleg.gov; Walt Wrede; Department Clerk; Barbara Howard;
Beauregard Burgess; Bryan Zak; David Lewis; Francie Roberts; Gus Van Dyke; Jo Johnson
Subject: East End bike path

When the East End bike path was first constructed, it was a dream come true. But as the bumps in the path grew, it became less pleasant. And now it's downright not fun - even dangerous.

I urge the DOT and City of Homer to work together to get this issue fixed. And soon.

I currently live in downtown Homer and commute to work on foot every day using the in-town paths. I am building my home just 1.5 miles out East End Road and when my house is done I plan to continue commuting into town under my own power. This was a huge part of why my husband and I purchased land in this area. I would love for this commute to be on a bike, but the bumps will likely prevent me from using the path. I'll be forced to join the other daily bikers in the road, which makes me nervous both as a biker and a driver. The shoulders of East End Road are not bike-friendly, especially at night and during the winter, when plowing all but eliminates the shoulders. That's what the path is for!

With the bumps in the path painted yellow, it tricked some people into thinking these were some sort of safety feature of the path. But those of us who know better understand this was just a quick "fix". With Granite crews in the area right now (they were crawling all over around Mile 1 yesterday) now seems like the perfect time to fix this dangerous problem.

As a City of Homer employee, I understand the constant flow of requests from citizens to fix things or improve things or build things. I don't often make these requests. But weighing the benefits and costs, the bike path fix seems relatively simple, quick, and cheap.

As a lifelong resident of Homer, I thank you for taking this request into consideration. Construction of the East End Road bike path made Homer more awesome, so its maintenance should be funded.

-Holly

Holly Brennan
hollyfromhomer@gmail.com

Jo Johnson

From: Bob Shavelson <bobshavelson@gmail.com>
Sent: Thursday, September 25, 2014 7:15 PM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov
Cc: Sen.Peter.Micciche@akleg.gov; Walt Wrede; Department Clerk; rep.paul.seaton@akleg.gov
Subject: East End Road Bike Path

Hi Rob & Tom -

Just writing to urge you to fix the large humps over the culverts on the East End Road bike path while the construction season is still underway.

I take my kids on the path, and those bumps are pretty dangerous. In fact, I often see people riding in the street to avoid them. Plus, in the winter, the plows have a tough time removing snow.

Thanks and hope you can make these much-needed changes.

Bob Shavelson, Miranda Weiss & family

Jo Johnson

From: Adam Bauer <abauer@bauerhaus.ws>
Sent: Friday, September 26, 2014 7:11 AM
To: rob.campbell@alaska.gov; thomas.dougherty@alaska.gov
Cc: rep.paul.seaton@legis.state.ak.us; Walt Wrede; Department Clerk
Subject: Homer East End Road project

Tom Dougherty, Rob Campbell,

I want to thank you for the excellent job you are doing on the East End Road construction in the Homer area. I understand it is a big project and fraught with unforeseen events. Although the road improvement is very much needed I am particularly interested in the Bike path that transforms the quality of life for Homer residents.

The previous road improvement changed the lives of many Homer residents, making it possible for them to walk and bike to work virtually year round. However an unfortunate set of circumstances caused frost heaves at a number of culverts and created hazardous bumps.

At least one woman was hospitalized with a broken hip when she hit the bump in front of Home Run Oil. Other people are avoiding the bumps by riding in the road.

I would like to request that you consider fixing these bumps while you have crews and equipment in the area.

Thank you for your time and consideration

Adam Bauer

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Mayor

4 **RESOLUTION 14-103**

5
6 A RESOLUTION OF THE HOMER CITY COUNCIL IN SUPPORT OF THE
7 ALASKA MARITIME WORKFORCE DEVELOPMENT PLAN.

8
9 WHEREAS, Alaska's maritime sector employs a workforce of over 70,000 skilled
10 workers, making the maritime sector the largest private sector employer in Alaska; and

11
12 WHEREAS, The maritime sector is critical to the economy of Homer; and

13
14 WHEREAS, Many of the marine sector jobs in Homer require a high degree of technical
15 and professional skill and pay family-sustaining wages; and

16
17 WHEREAS, Alaska maritime employers are contending with a 'graying' workforce, and
18 seek to expand the number of Alaskans throughout the state who have the employability and
19 technical skills, expertise and motivation to be competitive in the job market; and

20
21 WHEREAS, Alaska's Governor and University of Alaska President together established
22 an initiative that engaged with industry leaders, employers and the State of Alaska to develop
23 the Alaska Maritime Workforce Development Plan; and

24
25 WHEREAS, An Industry Advisory Committee is now in place to work with the State and
26 with the University of Alaska system to implement the Alaska Maritime Workforce
27 Development Plan; and

28
29 WHEREAS, The Alaska Maritime Workforce Development Plan is a call to action for
30 industry, educators and state government to work together to keep this economic sector
31 vibrant, to grow the number of Alaskans comprising this workforce and to ensure Alaskans
32 are qualified to fill the skilled and well-paid Alaska maritime positions; and

33
34 WHEREAS, The Alaska Maritime Workforce Development Plan seeks to address issues
35 of workforce recruitment, retention, training in job readiness and in core competencies and
36 ongoing professional development in emerging and high demand occupational categories;
37 and

38
39 WHEREAS, The Alaska Maritime Workforce Development Plan will be implemented
40 most effectively through an industry-led process that involves the joint efforts of industry, the
41 Alaska Departments of Labor and Workforce Development and Education and Early
42 Childhood Development, the University of Alaska system, regional training centers and other

43 education providers, community development quota (CDQ) organizations, tribal and local
44 government, the K-12 educational system and other training providers; and

45
46 WHEREAS, Workforce development has been identified by the City of Homer as a
47 priority in the Comprehensive Plan and the Comprehensive Economic Development Strategy.

48
49 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, supports
50 the Alaska Maritime Development Plan and the cooperative efforts of the Industry Advisory
51 Committee and other stakeholders to implement the strategies contained in the plan.

52
53 PASSED AND ADOPTED by the Homer City Council this 13th day of October, 2014.

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55 CITY OF HOMER

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59 MARY E. WYTHE, MAYOR

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63 ATTEST:
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66 _____
67 JO JOHNSON, MMC, CITY CLERK

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**CITY OF HOMER
HOMER, ALASKA**

City Manager

RESOLUTION 14-104

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
APPROVING A NEW FIVE YEAR LEASE ON ONE FOURTH OF LOT 12
(CHIP PAD) FOR ALASKA SCRAP AND RECYCLING, AND
AUTHORIZING THE CITY MANAGER TO BEGIN LEASE
NEGOTIATIONS.

WHEREAS, The Port and Harbor staff recently issued a Request for Proposals to lease
City land on the Homer Spit adjacent to the harbor; and

WHEREAS, Two proposals were received and both applicants submitted requests to
lease all or a portion of Lot 12 to store scrap metal in preparation for shipment to other ports;
and

WHEREAS, The Lease Committee met on September 16 to review and score the
proposals; and

WHEREAS, The Committee rejected one proposal because the application was
incomplete pursuant to Chapter 5 of the Lease Policies and because the proposed use could
not be physically accommodated at the Chip Pad at this time; and

WHEREAS, The Committee found that the proposal from Alaska Scrap and Recycling
to lease one fourth of Lot 12 for five years at market rent was complete and responsive to the
RFP; and

WHEREAS, Alaska Scrap and Recycling, formerly doing business in Homer as Peninsula
Scrap, has been operating on the Chip Pad under a series of short term, six month leases and
both the Company and the City were interested in securing a longer term lease which
provided additional security and complied with the Lease Policies; and

WHEREAS, The Committee found that Alaska Scrap and Salvage has an excellent lease
history, is creating jobs and tax revenues, has the financial capacity to perform under the

37 lease, and that the proposed use, probably the biggest recycling project the Peninsula has
38 seen to date, provided environmental and social value to the entire Peninsula; and

39

40 WHEREAS, The Committee recommends approval of a five year lease at market value
41 for one fourth of the Chip Pad; and

42

43 WHEREAS, The Committee recommendation was referred to the Port and Harbor
44 Advisory Commission as required by the new, amended Lease Policies; and

45

46 WHEREAS, The Commission reviewed the recommendation at its meeting on
47 September 24, 2014 and recommends approval.

48

49 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby approves a
50 new five year lease on one fourth of Lot 12 (Chip Pad), at market rent, for Alaska Scrap and
51 Recycling and authorizes the City Manager to begin lease negotiations.

52

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

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CITY OF HOMER

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MARY E. WYTHE, MAYOR

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ATTEST:

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JO JOHNSON, MMC, CITY CLERK

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66

Fiscal Note: N/A

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City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4350 Homer Spit Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum 14-151

TO: MAYOR BETH WYTHER & HOMER CITY COUNCIL
FROM: LEASE COMMITTEE
CC: PORT & HARBOR ADVISORY COMMISSION
DATE: SEPTEMBER 17, 2014
SUBJECT: SPIT LAND RFP PROPOSALS REVIEW & RECOMMENDATIONS

The City of Homer issued a Request for Proposals for Homer Spit lots that were made available per the Land Allocation Plan. Proposal deadline was August 28, 2014 at which time two lease proposals were received. The Lease Committee met on September 16, 2014 for the purpose of discussing the two proposals, both of which were for Lot 12 (the concrete pad). The Lease Committee graded both proposals according to Chapter 6 of the City's Lease Management Policy.

Proposal #1: Waterway Scrap Metals, LLC/AK Go Green

The committee found this application to be incomplete for the following reasons:

1. No references were given and the committee had no knowledge of this company's track record in their type of proposed activity, i.e. stock piling and shipping of scrap/steel materials.
2. Partnership confusion: the committee was unsure who the responsible party was in the proposal, or if Waterway Scrap Metals, LLC was intending to sublease to AK Go Green.
3. Minimal financial record.
4. Minimal insurance: no worker's comp, auto, or environmental insurance shown.

The Lease Committee also has serious concerns about the concept of allowing two scrap steel operators to occupy the same area. It is easy enough to see how they could be separated by a fence, but the bigger issue is that they would be sharing the same waste water system as there is only one drain for the whole pad. When it rains, the water sheet drains towards the SE corner of the pad and it would be impossible for staff to definitively tell where the source of a spill came from if they are all mixed together. As it stands now with one operator, we know who to call if an issue arises.

The Committee also expressed concern about the fact that the proposal was for a short term lease and the applicant wanted to occupy the pad immediately. Harbor Staff could not physically accommodate that request because the pad is currently occupied and being used for staging for harbor construction projects, among other things.

For these reasons the Lease Committee does not recommend approving this proposal.

Proposal #2: Alaska Scrap & Recycling

The Committee found this application to be mostly complete. We do have questions about the corporate ownership in that the shareholders listed only add up to 90%, leaving 10% still in question. The application did provide a solid financial background for the committee to review along with references. Their insurance documentation shows that the company is insured for general, auto,

worker's comp, pollution, and has an umbrella clause as well. Alaska Scrap & Recycling has a proven track record performing this kind and type of work on City facilities. They are seeking approval for a five year lease term.

The committee recommends approving the proposal from Alaska Scrap & Recycling.

Recommendation

The Lease Committee recommends City Council approve the proposal from Alaska Scrap & Recycling, and instruct staff to move forward with lease negotiations for a five year lease.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 14-152

TO: MAYOR WYTHE AND HOMER CITY COUNCIL

FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

DATE: OCTOBER 7, 2014

SUBJECT: PORT AND HARBOR ADVISORY COMMISSION RECOMMENDATION ON SPIT LAND RFP PROPOSALS

At the September 24th regular meeting of the Port and Harbor Advisory Commission the following discussion and action took place;

- A. Spit Land RFP Proposal Review & Recommendation to City Council
Memo to Homer City Council cc: Port & Harbor Advisory Commission from Lease Committee
Re: Spit Land RFP Results and Recommendations dated September 16, 2014

Harbormaster Hawkins reviewed the staff report and the proposals from Waterway Scrap Metals, LLC/AK Go Green, and Alaska Scrap & Recycling. The recommendation from the Lease Committee is to award to Alaska Scrap & Recycling.

The Commission discussed whether allowing a five year lease on a quarter of the pad will impact people wanting to do boat work and for vessel haul out. It was suggested maybe a two year lease would be more appropriate. Harbormaster Hawkins explained that the city reserves the right in any lease to cancel a lease if there is a higher and better use, and the option is available to the lessee as well. He said if this lease is approved there is still quite a bit of area available on the pad for boat work.

HOWARD/ZIMMERMAN MOVED THAT THE COMMISSION RECOMMENDS THE CITY COUNCIL APPROVE THE PROPOSAL FOR ALASKA SCRAP & RECYCLING AND INSTRUCT THE STAFF TO MOVE FORWARD WITH LEASE NEGOTIATIONS FOR A FIVE YEAR LEASE.

It was suggested that extra language be considered to clarify that if the city needs the space they can have it, instead of the regular boiler plate language. Harbormaster Hawkins reiterated that if an opportunity for higher and better use came along for the city, Alaska Scrap would be given a window of time to complete their work and vacate the site. It is built into the lease for the city and also for the lessee to do the same.

VOTE: YES: HOWARD, ZIMMERMAN, HARTLEY, ULMER, CARROLL

Motion carried.

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Mayor/City Council

4 **RESOLUTION 14-105**

5
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
7 EXPRESSING ITS SUPPORT FOR A KACHEMAK NORDIC SKI CLUB
8 APPLICATION TO THE RECREATIONAL TRAIL GRANT PROGRAM
9 OF THE STATE OF ALASKA DIVISION OF PARKS AND OUTDOOR
10 RECREATION TO COMPLETE THE MAINTENANCE BUILDING AT
11 THE LOOKOUT MOUNTAIN SKI AREA IN THE AMOUNT OF
12 \$50,000.

13
14 WHEREAS, The Kachemak Nordic Ski Club (KNSC) has been developing the Lookout
15 Mountain Ski Area for several years; and

16
17 WHEREAS, KNSC recently completed a similar grant to build an enclosed structure
18 that is currently ~60% complete. Grant Administrators have commented that funds are
19 available in the Recreational Trail Grant Program (RTP) to complete this building with siding,
20 insulation, electrical work, sheetrock, kiosks, and other improvements. An additional
21 grooming machine is requested; and

22
23 WHEREAS, The RTP grant application KNSC is preparing for completing the building at
24 Lookout Mountain Ski Area requests a resolution of support from the local governing body;
25 and

26
27 WHEREAS, The City of Homer will benefit from better groomed trails as volunteer
28 groomers will spend less time digging and thawing out equipment and more time grooming;
29 and

30
31 WHEREAS, Many events and ongoing programs that bring visitors and business to the
32 City of Homer are held at the Lookout Mountain Ski Area, including middle and high school
33 ski team training and races, Besh Cup Races, regional and state races, Ski for Women, Junior
34 Nordic ski program, Kachemak Bay Nordic Ski Marathon, and Homer Women's Nordic; and

35
36 WHEREAS, The facility will be designed as a warming facility so spectators and skiers
37 can warm up during events that can last as long as 8 hours in frigid conditions; and

38
39 WHEREAS, KNSC is asking for this resolution of support for a RTP grant with no
40 financial or staff time obligation from the City of Homer.

42 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby expresses its
43 strong support for KNSC's grant application to the Recreational Trail Grant Program of the
44 State of Alaska Division of Parks and Outdoor Recreation to complete the Maintenance
45 Building at the Lookout Mountain Ski Area in the amount of \$50,000.

46
47 PASSED AND ADOPTED by the Homer City Council this 13th day of October, 2014.

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49 CITY OF HOMER

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52 _____
53 MARY E. WYTHE, MAYOR

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55 ATTEST:
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58 _____
59 JO JOHNSON, MMC, CITY CLERK

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62 Fiscal Note: N/A

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1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Manager

4 **RESOLUTION 14-106**

5
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
7 REQUESTING THAT THE ALASKA DEPARTMENT OF
8 TRANSPORTATION AND PUBLIC FACILITIES CONSTRUCT A
9 BRIDGE AND “DAYLIGHT” WOODARD CREEK AS PART OF THE
10 PIONEER AVENUE REHABILITATION PROJECT.

11
12 WHEREAS, Woodard Creek is a beautiful stream which traverses through the heart of
13 downtown Homer; and

14
15 WHEREAS, As a result of community growth and development pressures over the
16 years, the stream has been significantly degraded and suffers from undersized and poorly
17 designed culverts, damaged riparian zones, erosion, point and non-point source pollution,
18 sedimentation, placement of fill along stream banks, and urban runoff related to impervious
19 surfaces; and

20
21 WHEREAS, Numerous organizations and concerned citizens have been working on a
22 Woodard Creek urban stream health and restoration project for at least fifteen years; and

23
24 WHEREAS, The Woodard Creek Coalition was recently established and its partners
25 include organizations like Cook Inletkeeper, the Friends of Woodard Creek, the Kachemak
26 Bay Conservation Society, the Homer Soil and Water Conservation District, the Pratt Museum,
27 the Homer Council on the Arts, the Bunnell Street Gallery, adjacent property owners, and
28 numerous interested and concerned citizens; and

29
30 WHEREAS, The Woodard Creek Coalition has made an application to the National Park
31 Service Rivers, Trails, and Conservation Assistance Program for technical assistance on a
32 Woodard Creek watershed project that focuses on restoration, stewardship, trails and urban
33 greenbelts; and

34
35 WHEREAS, The City of Homer is a Coalition partner, is a major landowner near the
36 headwaters of Woodard Creek, and has committed to providing planning and fundraising
37 assistance for the project; and

38 WHEREAS, The adopted Karen Hornaday Park Master Plan calls for creek restoration
39 and a trail and other pedestrian amenities within the park boundaries; and

40

41 WHEREAS, An important component of the Coalition’s goal of restoring Woodard
42 Creek is to remove as many culverts as possible and “daylight” the creek; and

43

44 WHEREAS, The City has begun the “daylighting” process by removing culverts and
45 replacing them with bridges on Soundview and Spruceview Avenues; and

46

47 WHEREAS, The Pratt Museum, located close to and North of Pioneer Avenue, plans to
48 “daylight” the creek on its property as part of its proposed capital improvement project; and

49

50 WHEREAS, The Homer Council on the Arts, located on the opposite side of Pioneer
51 Avenue, plans to remove the culvert under the parking lot and “daylight” the Creek on its
52 property; and

53

54 WHEREAS, In addition to the restoration benefits “daylighting” would bring, the City of
55 Homer believes “daylighting” would help with disaster mitigation, reduce future flood and
56 property damage, and reduce labor costs associated with maintaining and cleaning culverts;
57 and

58

59 WHEREAS, In 2002, back to back 100 year storms resulted in crushed and blocked
60 culverts, geysers where manhole covers once were, and significant flooding and debris
61 damage to roads, infrastructure and properties adjacent to Woodard Creek; and

62

63 WHEREAS, Serious damage and debris blockage occurred at culverts located on
64 Fairview Avenue and Pioneer Avenue which motivated the City to begin removing Woodard
65 Creek culverts under City streets to protect against future flood damage to roads and area
66 properties; and

67

68 WHEREAS, Woodard Creek flows under Pioneer Avenue and the City has received
69 reports that the culvert is not functioning properly and may be causing damage to adjacent
70 structures and foundations and further, that it increases stream velocity which impacts
71 downstream properties; and

72

73 WHEREAS, The City has identified the Woodard Creek / Pioneer Avenue culvert as one
74 of the most important drainage problems that should be addressed as part of the Pioneer
75 Avenue Rehabilitation Project.

76
77 WHEREAS, The City hopes that DOT/PF will conclude that “daylighting” Woodard
78 Creek is in the State’s interest and that it will become a partner in the Woodard Creek
79 Coalition.

80
81 NOW, THEREFOR,E BE IT RESOLVED for the reasons described above, the Homer City
82 Council hereby requests that the Alaska Department of Transportation and Public Facilities
83 construct a bridge and “daylight” Woodard Creek as part of the Pioneer Avenue
84 Rehabilitation Project.

85
86 PASSED AND ADOPTED by the Homer City Council this 13th day of October, 2014.

87
88 CITY OF HOMER

89
90
91 _____
92 MARY E. WYTHE, MAYOR

93
94 ATTEST:
95
96
97 _____
98 JO JOHNSON, MMC, CITY CLERK

99
100 Fiscal Note: N/A

101
102

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Mayor/City Council

4 **RESOLUTION 14-107**

5
6 A RESOLUTION OF THE HOMER CITY COUNCIL EXTENDING THE
7 VESSEL HAUL-OUT TASK FORCE AND AMENDING THE MAKE-UP OF
8 THE TASK FORCE TO ALLOW BARBARA HOWARD TO CONTINUE
9 SERVING AS THE CHAIR.

10
11 WHEREAS, On January 13, 2014 the City Council adopted Resolution 14-015
12 appointing a task force to review and make recommendations on a large vessel haul-out and
13 repair facility at the port; and

14
15 WHEREAS, The Vessel Haul-Out Task Force (VHOTF) consisted of seven members,
16 including two representatives from the Homer City Council; and

17
18 WHEREAS, Councilmember Barbara Howard was appointed as one of the
19 representatives from the Homer City Council to serve on the task force; and

20
21 WHEREAS, The VHOTF held twelve public meetings over the course of 2014 and
22 delivered their final report to the City Council on September 22, 2014; and

23
24 WHEREAS, The City Council determined that the VHOTF should remain intact and
25 meet as needed to offer their expertise on a large vessel haul-out and repair facility; and

26
27 WHEREAS, Councilmember Howard served on the VHOTF as the Chair, attending and
28 participating in the meetings; and

29
30 WHEREAS, Councilmember Howard has decided to not seek re-election to the Homer
31 City Council for another term, yet her expertise on the VHOTF would be beneficial to the City;
32 and

33
34 WHEREAS, It is in the City's best interest to extend the VHOTF and retain Barbara
35 Howard as the Chair on the task force, amending the make-up of the VHOTF to include one
36 council member and one member of the public.

37
38 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby
39 extends the Vessel Haul-Out Task Force and amends the make-up of the task force to allow
40 Barbara Howard to continue serving as the Chair.

41
42 PASSED AND ADOPTED by the Homer City Council this 13th day of October, 2014.
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CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

RESOLUTION 14-108

A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING THE CONTRACT FOR THE REFURBISHMENT OF HOMER FIRE DEPARTMENT APPARATUS ENGINE 4 TO THE FIRM OF U.S. FIRE EQUIPMENT LLC OF SUMNER, WASHINGTON, IN THE AMOUNT OF \$148,998.18 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, In accordance with the Procurement Policy, proposals were advertised in the Homer Tribune on September 3 and 10, 2014, sent to nine manufacturers within the United States known for refurbishing fire engines, and posted on the Clerk's home page; and

WHEREAS, Proposals were due on October 3rd and 3 proposals were received; and

WHEREAS, Proposals were opened and reviewed and the firm of U.S. Fire Equipment LLC of Sumner, Washington, was determined to be the low responsive bidder and found to be qualified to complete the work; and

WHEREAS, The cost of the refurbishment of the Homer Fire Department Apparatus Engine 4, as reflected in the low bid, is within the budget authorized by the City Council; and

WHEREAS, This award is not final until written notification of award is received by U. S. Fire Equipment LLC, from the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves the contract award for the refurbishment of Homer Fire Department Apparatus Engine 4 to the firm of U.S. Fire Equipment LLC of Sumner, Washington, in the amount of \$148,998.18 and authorizes the City Manager to execute the appropriate documents.

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

CITY OF HOMER

MARY E. WYTHE, MAYOR

43 ATTEST:

44

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47 _____
JO JOHNSON, MMC, CITY CLERK

48

49 Fiscal Note: Acct. No. 151-7001, \$148,998.18



City of Homer

www.cityofhomer-ak.gov

Volunteer Fire Department

604 East Pioneer Ave
Homer, Alaska 99603

fire@cityofhomer-ak.gov

(p) 907-235-3155

(f) 907-235-3157

Memorandum 14-153

TO: Homer City Council

THROUGH: Walt Wrede, City Manager

FROM: Robert Painter, Fire Chief

DATE: October 7, 2014

SUBJECT: Refurbishment of Engine 4

We received a total of 3 bids to refurbish Engine 4 (2 were from the same bidder and reflect response to amendment we made to the RFP). It is our recommendation that the bid be awarded to US Fire Equipment LLC of Sumner, WA for the lowest bid of \$148,998.18, which included freight to their facility in Sumner. The other two bids were for \$157,137 from Fire Trucks Unlimited of Henderson, Nevada for \$157,137 and from Bob's Services, Inc. of Anchorage for \$178,909.

It is felt that US Fire Equipment has the facilities and capacity to complete the work covered in an efficient and timely manner.

VISITORS



OUTLINE OF REPORT TO THE CITY HOMER CHAMBER OF COMMERCE October 13, 2014

1. Chamber vice president Tom Stroozas makes presentation; outgoing executive director Jim Lavrakas sits second chair for questions.
2. Discuss 3-year Marketing Agreement entered into by the City and the Chamber in early 2014 that specifies duties and expectations.
3. Discuss new Community Partnership Program that allows local businesses, and businesses outside Homer, to contribute at three major sponsorship levels to Chamber education initiatives, and support the operation of the Visitor Information Center.
4. Discuss how the \$51,000 fee charged the City was used to market Homer:
 - a. Hosted travel and outdoors professionals with familiarization (FAM) tours focused on the specific areas the professionals were interested in;
 - b. Focused advertising primarily on Alaska-centric print publications;
 - c. Focused that advertising on specific Chamber events, and concentrated the advertising around the time of the event;

- d. GCI became our major sponsor in 2014 with a trade of \$12,000 for more than \$75,000 in advertising on KTVA Channel 11, and GCI's 56 cable networks;
 - e. Rebranding of Chamber complete;
 - f. Successfully developed a strong presence on Anchorage's 4th Avenue by partnering with Salmonberry Tours to promote Homer, and production of a video for summer-long presentation at Visit Anchorage (formerly Anchorage Visitor & Convention Bureau) office's on 4th Ave;
 - g. Nick Dudiak Fishing Lagoon "They're Back!" promotion of the spectacular return of coho to the "Fishing Hole";
 - h. Deployment of a harbor webcam used for checking weather, harbor conditions, charter fleet action year-round;
 - i. Began work with EDC to produce a new online "Make Homer Home" relocation information program;
 - j. Discuss creation of reciprocal advisory positions on the Chamber Board and EDC, and the benefits for both organizations.
5. Look at overall Marketing budget using City fee and Chamber revenue.
6. Proposed 2015 Marketing Plan with request of \$14,000 increase and breakdown of how the addition fee will be put to use.

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager

4 RESOLUTION 14-021

5
6 A RESOLUTION OF THE HOMER CITY COUNCIL APPROVING
7 AN ECONOMIC DEVELOPMENT AND TOURISM MARKETING
8 AGREEMENT BETWEEN THE CITY OF HOMER AND THE
9 HOMER CHAMBER OF COMMERCE.

10
11 WHEREAS, The adopted FY 2014 Operating Budget contains an appropriation and
12 transfer of \$51,000 to the Homer Chamber of Commerce; and

13
14 WHEREAS, The appropriated funds are located within the Economic Development
15 Budget because the City views the Chamber as a contractor that is providing marketing and
16 other economic development services; and

17
18 WHEREAS, In previous years, the Council has discussed whether it should ask the
19 Chamber if it was willing and able to expand its marketing and economic development efforts
20 to other sectors of the Homer economy; and

21
22 WHEREAS, It is common and appropriate for there to be a contract or formal
23 agreement between the City and a business or organization providing contracted services; and

24
25 WHEREAS, The City and the Chamber of Commerce have collaborated on a Draft
26 Economic Development and Tourism Marketing Agreement which formalizes the relationship
27 between the parties and expands the Chamber's marketing and economic development efforts
28 to other sectors of the economy; and

29
30 WHEREAS, The Agreement makes it clear that marketing is what the Chamber is
31 staffed for and does best and that the bulk of its expanded economic development effort will
32 be marketing additional sectors of the economy and Homer generally as a great place to live
33 and establish your business; and

34
35 WHEREAS, The Homer City Council reviewed the Draft Economic Development and
36 Tourism Marketing Agreement at its regular meeting on January 27, 2014.

37 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby approves the
38 Economic Development and Tourism Marketing Agreement between the City of Homer and
39 the Homer Chamber of Commerce; a copy of which is attached and incorporated herein.

40

41 PASSED AND ADOPTED by the Homer City Council this 27th day of January, 2014.

42


43

CITY OF HOMER

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MARY E. WYTHE, MAYOR

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48


49 ATTEST:

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JO JOHNSON, MMC, CITY CLERK

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Fiscal Note: N/A

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Our Mission: To support our membership through cooperative economic development and community service.

Homer Chamber & Visitor Center Economic Development & Tourism Marketing Agreement

This Agreement is made effective January 1, 2014 by the Homer Chamber of Commerce, whose address is 201 Sterling Highway, Homer, AK 99603, herein referred to as the "Chamber," a nonprofit 501 (c)(6) corporation, and the City of Homer, whose address is 491 E. Pioneer Avenue, Homer, AK 99603, herein referred to as the "City."

WHEREAS, the City has designated the Chamber as the lead marketing entity of the Homer community and the recipient of public funds which are to be utilized and expended for the promotion of the City of Homer economic development and tourism marketing, and

WHEREAS, the Chamber can best accomplish this mission most efficiently by focusing its energies on marketing the city and managing the marketing activities, and

WHEREAS; The City has determined that it is most efficient and cost effective to contract with the Chamber for marketing services instead of attempting to perform that function itself; and

WHEREAS, the Chamber is an organization whose mission is to promote and support a diversified economy for a positive business and living environment for its members and the greater Homer area. The Chamber accomplishes that mission by marketing the City of Homer as a destination for conferences, economic development, tourism in general as an economic development strategy for the community at large and its supporting members, specifically, and

WHEREAS, the Chamber has acquired the resources, facilities, and personnel with the specialized skills to conduct tourism and economic development marketing programs to attract and serve new businesses and visitors of all types.

NOW, THEREFORE, the parties, each in consideration of the promise herein agree as follows;

1. The City hereby engages the Chamber to market business and industry development and tourism for the City of Homer. The term of this Agreement shall initially be three (3) years, unless notice of termination of the Agreement is given pursuant to paragraph 7 hereof.
2. The Chamber accepts the engagement and shall diligently promote such businesses by producing marketing, sales promotion, and publicity programs including:
 - A. Sales calls to potential convention, tradeshow, and conference prospects;

- B. Participation in regional advisory committees engaged in business and industry development issues;
 - C. Exhibits at various conference shows and special events as deemed necessary by the Chamber to promote economic development and the visitor industry;
 - D. Conducting Homer familiarization tours and product development tours and activities;
 - E. Oversight of certain special community-wide events currently being held in the City of Homer as noted in annual addendum;
 - F. Hosting prospective meeting planners and other clients in the city to promote business and industry development and the tourism industry;
 - G. Development, production, and distribution of promotional sales material;
 - H. Providing community and visitor information and assistance;
3. The Chamber shall conduct economic development and tourism industry promotion to aid the City in achieving their mission to increase customers coming to Homer, and attracting new business and industry to Homer by conducting programs including:
- a) Work closely with the City EDC to develop a Relocation campaign targeted at Internet entrepreneurs, or individuals who can work from home for larger companies;
 - b) Tourism marketing, sales, and promotion campaigns;
 - c) Generic advertising of the community's assets and tourism attractions;
 - d) Market cooperatively with the Chamber's members to the mutual benefit of its members and the City;
 - e) Produce by itself, or by contract, brochures, visitors guides, maps, and other publications useful to economic development and tourism visitors;
 - f) Promote economic development and tourism via electronic media;
 - g) Operate a Visitor Information Center to serve visitors;
 - h) Work with other community groups and non-profits (such as the Arts) to market the broad quality of life aspects of living in Homer;
 - i) Work with other business sectors not necessarily Chamber members (such as Marine Trades) to promote the unique services that exist in Homer.
4. For the promotion and marketing services rendered by the Chamber to the City for the community-at-large, the City shall pay to the Chamber, subject to appropriation, the amounts as detailed in an annual addendum as referenced in paragraph 5 hereof.
5. The Chamber will annually, by October 1 of each year, provide a marketing workplan and budget ("Marketing Plan and Budget") outlining anticipated expenditures to conduct the aforementioned services on behalf of the City and the community. The Marketing Plan and Budget is a part of this Agreement and will compare the prior year's plan with actual results. The initial Marketing Plan and Budget is attached hereto and incorporated into this Agreement. The City will assist the Chamber with approval of each Marketing Plan and Budget through the annual budget approval process of the City.
6. The Chamber shall utilize and dedicate all such funds received from the City for the promotion of economic development and tourism in the Marketing Plan.
7. This Agreement may be terminated by either party serving upon the other six months prior written notice of termination of the Agreement. This Agreement is binding upon both parties and shall inure to the benefit of their successors in interest. If the City terminates this agreement, the City agrees to pay for expenses already incurred at the time of notification of termination.

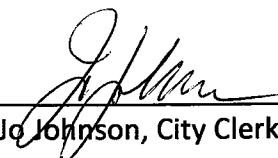
8. The Chamber is an independent contractor in the performance of any work under this Agreement, and neither the Chamber nor its employees, members or volunteers shall be an employee or agent of the City.
9. The Chamber shall defend, indemnify and hold harmless the City, its officials, employees, agents and contractors from any and all liability (including attorney fees) or claims for damages, including personal injuries, environmental damage, death and property damage arising out of or resulting from the Chamber's use of the City's funds or the Chamber's actions taken pursuant to this Agreement, including the Chamber's employees, assignees, contractors, agents or the public.
10. Prior to disbursement of any funds by the City, the Chamber shall procure and maintain, at the Chamber's sole cost and expense, comprehensive commercial general liability insurance with limits of liability of not less than TWO MILLION DOLLARS (\$2,000,000) for all injuries and/or deaths resulting to any one person and ONE MILLION DOLLARS (\$1,000,000) limit from any one occurrence. The Chamber will add the City to its generally liability insurance as an Additional Insured.
11. In addition to the insurance described in paragraph 11, the Chamber shall maintain, at the Chamber's sole cost and expense, workers' compensation insurance as required under Alaska law and owned and non-owned automobile liability insurance with limits of liability of not less than ONE HUNDRED THOUSAND DOLLARS (\$100,000) per occurrence combined single limit for bodily injury and property damage, and FIVE HUNDRED THOUSAND (\$500,000) total aggregate.
12. All insurance policies shall provide for thirty (30) days' notice of cancellation and/or material change to be sent to the City. All such policies shall be written by insurance companies legally authorized or licensed to do business in Alaska and acceptable to the City (Best's Rating B+ or better). The City shall be listed as an additional insured. Upon execution of the contract, the Chamber shall furnish certificates evidencing that it has procured the insurance required herein. The minimum insurance requirements under this Agreement shall not act to limit the Chamber's liability for any occurrence and shall not limit the Chamber's duty to defend and indemnify the City for claims related to this Agreement.

IN WITNESS THEREFORE, the parties hereto executed the Agreement by duly authorized offices respectively.

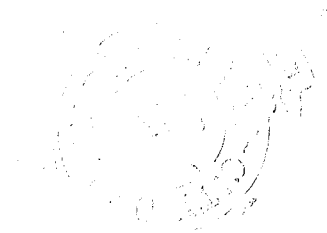
By: 
 Jim Lavrakas / Homer Chamber, Executive Director

By: 
 Walt Wrede / City of Homer, City Manager

ATTEST:


 Jo Johnson, City Clerk

1/30/14
 Date





Our Mission: To support our membership through cooperative economic development and community service.

2014 MARKETING PLAN WITH ANTICIPATED BUDGET PERCENTAGES:

Information below describes the Homer Chamber of Commerce's planned use of the \$50,000 from the City for advertising, marketing, and economic development.

Specific core programs using these funds are:

1. Winter King Salmon Tournament
2. Kachemak Bay Shorebird Festival
3. Jackpot Halibut Derby
4. Taste of Homer

New Initiatives using these funds are

(APPROX. 10% Of Budget):

1. Work closely with the City EDC on a new branding and HCOC-centered website redesign for "Make Homer Home" program to replace outdated, ineffective, packet-based program currently used.
2. "Fishing Hole" marketing campaign
3. Anchorage 4th Avenue presence
4. Small Boat Harbor webcam

Use of City payment to the Chamber was broken down as follows:

1. Local Advertising (**APPROX. 20%**):
 - a. Newspapers
 - b. Public Radio
 - c. Commercial Radio
2. State-wide Advertising (**APPROX. 40%**):
 - a. Magazines
 - b. Newspaper
 - c. Travel Guides
 - d. Radio
 - e. Online
3. Marketing (**APPROX. 30%**):
 - a. Three travels shows
 - b. Anchorage television
 - c. Develop video for advertising



Our Mission: To support our membership through cooperative economic development and community service.

2014 Special Community-wide Events:

1. Winter Carnival
2. Cleanup Day
3. Get to Know Homer
4. Garden Club Plant Sale
5. Lemonade Day
6. Fourth of July Parade
7. Christmas Tree Lighting
8. Community Forums (legislative, candidate, information)
9. Chamber luncheons & Business After Hours (formerly "Mixers")



Our Mission: To support our membership through cooperative economic development and community service.

2015 NEW MARKETING INITIATIVES USING INCREASE IN CITY CONTRACT FEE:

The information below describes how the Homer Chamber of Commerce plans to use a proposed increase of \$14,000 for the contract fee from the City for advertising, marketing, and economic development. This would increase the contracted fee FROM \$51,000 to \$65,000.

With the additional \$14,000 we'll do the following:

1. Finish the design of the Living/Relocation promotion on the web, and in a new printed publication. To date, we've received more than 250 requests for relocation information. By targeting specific sectors of the population on our webpage we believe we'll have success in making our information more pertinent to those specific groups. (See sample webpage)

Print 1000, 4-page "Make Homer Home" relocation packets to mail out. Interested parties will also be able to download a pdf the packet, however, people still like to look at information in an attractive, ready form. The cost for design and printing would be about \$2000.

2. More outreach at travel and outdoors trade shows. Work with the Alaska Tourism Industry Association to take advantage of their cooperative opportunities, and attend specific shows from in the US. Send a representative to:
 - a. The Chicago Travel & Adventure Show
 - b. The Boston Globe Travel Show
 - c. The LA Travel & Adventure show

Shows are typically three days long and the cost to attend would be approximately \$2000 per show.

3. Advertise more in the Anchorage market.
 - a. Those "strip ads" that were used in the ADN (sample attached), cost about \$900 per ad. We ran a total of five of them this year. We'd like to be able to double that.
 - b. Advertise our premier events on other Anchorage television stations, specifically KTUU Channel 2, where we have received great news and sports coverage.



Our Mission: To support our membership through cooperative economic development and community service.

2014 MARKETING COMPLETED USING CITY CONTRACT FEE:

Information below describes how the Homer Chamber of Commerce used the \$51,000 contract fee from the City for advertising, marketing, and economic development.

Specific core programs promoted using these funds are:

1. Winter King Salmon Tournament
2. Kachemak Bay Shorebird Festival
3. Jackpot Halibut Derby
4. *Live/Relocate* program to promote Homer as a place to live and do business

Successful Initiatives using these funds in 2014:

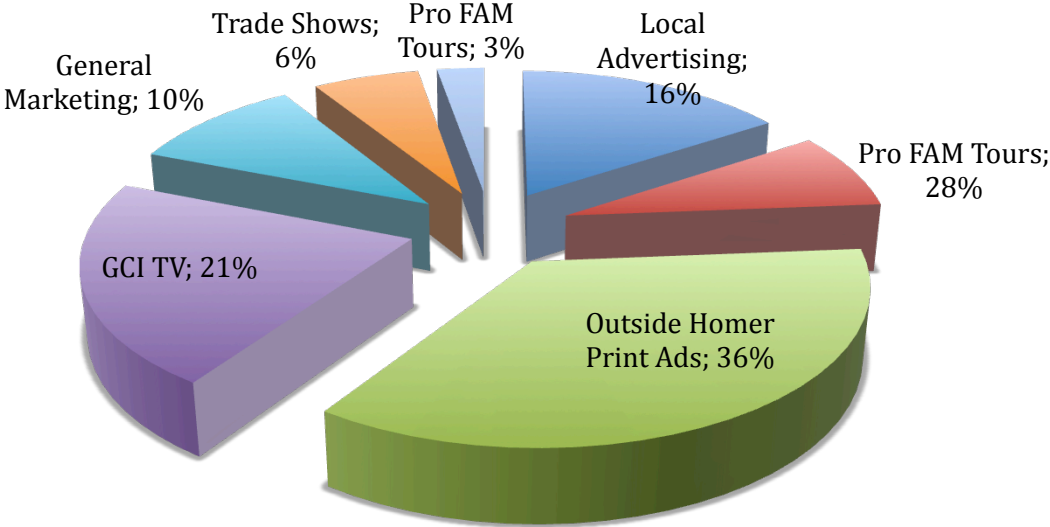
(APPROX. 10% Of Budget):

1. Began work with the City EDC on a new branding and HCOC-centered website redesign for "Make Homer Home" program to replace outdated, ineffective, paper-based program currently used.
2. "Fishing Hole" marketing campaign
3. Anchorage 4th Avenue presence
4. Small Boat Harbor webcam

Use of City payment to the Chamber was broken down as follows:

1. Local Advertising (**APPROX. 15%**):
 - a. Newspapers
 - b. Public Radio
 - c. Commercial Radio
2. State-wide Advertising (**APPROX. 35%**):
 - a. Magazines
 - b. Newspaper
 - c. Travel Guides
 - d. Radio
 - e. Online
3. Major TV Advertising (**APPROX. 20%**)
4. Marketing (**APPROX. 30%**):
 - a. Two travels shows
 - b. Develop video for advertising
 - c. FAM Tours for Travel Professionals

2014 MARKETING REPORT



<u>Local Advertising</u>	<u>\$8790</u>
<u>Online Advertising</u>	<u>\$4500</u>
<u>Outside Homer Ads</u>	<u>\$20,000</u>
<u>GCI TV</u>	<u>\$12,000</u>
<u>General Marketing</u>	<u>\$5680</u>
<u>Trade Shows</u>	<u>\$3450</u>
<u>Pro FAM Tours</u>	<u>\$1530</u>
<u>TOTAL</u>	<u>\$55,950</u>



Living/ Relocating

Welcome Home

Visit Homer

Businesses

Living in Homer

Government & Public Agencies

Local Government

Relocation Packet Request

Demographics

Local Service Clubs & Groups

Recreation (Little

League, Hockey Etc.)

Licensed Child Care Providers
in the Homer Area

Arts

Dining & Spirits

Fishing

Getting to & Around Homer

Local Services

Marine Trades

Recreation & Adventure

Shopping

Photo Contest

The Chamber

Events

WELCOME TO HOMER,
ALASKA!



Homer is a wonderful place to call home.

Hardly a week goes by without some kind of community event designed to bring folks together to celebrate life here on beautiful Kachemak Bay. With a world class museum, a widely respected arts council and arts community, and wonderful and giving residents, we are forever finding new ways to entertain ourselves!

EAGLES CLAIM THE CIC CROWN

West led nearly the entire game while shooting 49 percent in the 72-59 victory.

By MIKE NESPER
mnesper@adn.com

The conference crown was never in question for West High's boys Saturday.

The Eagles led nearly the entire game and never trailed en route to a 72-59 win over second-seeded Service in the Cook Inlet Conference basketball championship game.

Missed shots were the difference, Service coach Tyler Moor said. The Cougars shot just under 32 percent from the field while West made 49 percent of its field goals.

"They just shot the ball better," Moor said.

Especially from beyond the arc. West was better than 70 percent on its 3-pointers, draining 10 of 14.

Tournament MVP Isa Wilson made half of those. The senior guard poured in a game-high 26 points for West. Da'Zhon Wyche (16 points) and Don McMorris (11) also reached double figures for West.

Reece Robinson — the conference's most valuable player — paced the Cougars with 18 points. Ihro Raguindin pumped in 15 for Service.

See Page C-3, BOYS

T-BIRDS CLINCH CIC TITLE, HAND EAGLES FIRST LOSS OF SEASON

East girls basketball team ended West's win streak at 26 in the 35-34 victory.

By MIKE NESPER
mnesper@adn.com

The West girls won their first 26 games of the season.

The East girls made sure the streak didn't go any further.

East disrupted a flawless Eagles season with a 35-34 win in the Cook Inlet Conference basketball championship game Saturday at West High.

Points were hard to come by in a physical game that featured 40 fouls, including a double technical. East won the physical battle, West coach Charlie Stanley said. That was the difference.

"They outplayed us all game," he said. "They wanted it more than us."

East's Jasmine Richard scored what proved to be the game-winner when she drained two free throws with less than 11 seconds left. Standing at the foul line near West's fans — who provided plenty of distraction — the sophomore guard put the high-pressure situation out of her mind.

See Page C-3, GIRLS

'Hitting the button'



Sonny Lindner lines out his dogs after coming into the Unalakleet checkpoint Saturday during the Iditarod Trail Sled Dog Race.

BOB HALLINEN / Anchorage Daily News

One push ends the Iditarod, but it could alert help to an injured musher's location.

By KEVIN KLOTT
Daily News correspondent

Scott Janssen cried as he sized up his situation one last time: numb fingers, wet snow-suit, broken bone, woozy head, far from help.

Janssen pressed his emergency locator button and ended his journey to Nome, way before the finish line. A search and rescue team eventually located the 52-year-old mortician, whisked him off the Iditarod trail and flew him to an Anchorage hospital.

"It was the hardest thing I've ever done in my life," Janssen said by phone from his home in Anchorage, where he's recovering from a broken foot. "I cried when I did it. I'm a tough guy, but when I pushed that button, it meant that I was no longer a musher in the 2014 Iditarod."

Since the 2009 race, Iditarod officials have required each musher to travel the 1,000-mile trail with a Global Positioning System device. At first the purpose of the GPS was to make the race more fan friendly for people following the race online. But this year, thanks to a GPS device called SPOT, the game has changed.

See Page C-4, SPOT

Watch finish live

Live coverage of the Iditarod finish will air on GCI cable channel 1 and on KTVA Channel 11. The race typically ends sometime Tuesday.

UAA wins game, UAF keeps Cup in shootout

Seawolves' victory gives them the No. 6-seed in WCHA playoffs and a return trip to Fairbanks.

By DOYLE WOODY
dwoody@adn.com

After getting throttled by its rival Friday night in Fairbanks, UAA staged a road resurrection Saturday night for a 3-1 victory over UAF to wrap the Western Collegiate Hockey Association's regular season at

the sold-out Carlson Center.

As their reward, the Seawolves won a return trip to the Golden Heart City for the first round of the league playoffs.

That was the upshot of UAF clinching the circuit's No. 3 seed with Friday's 7-2 victory and UAA clinching the No. 6 seed with Saturday's rebound performance.

UAF will entertain UAA on Thursday and Friday nights, and, if necessary, Saturday night.

While the Seawolves re-

deemed themselves, they did not capture everything they hoped to hold Saturday. Their victory forged a 2-2 tie in the season series that doubles as the annual Governor's Cup and that deadlock forced a post-game shootout that UAF won 2-1 in three rounds to retain the Cup, which the Nanooks have won for five straight seasons.

That ties the longest stretch of ownership in the 21-season Cup. UAF owns a 13-8 advantage all-time in the Cup, which it also won five straight times

from 2002-06.

The last two classes of UAA seniors have never hoisted the hardware.

UAF seized the shootout on goals from Colton Beck and Colton Parayko. UAA's lone goal came from senior Matt Bailey, who had a goal and an assist in regulation.

Still, the Seawolves (16-14-4), who snapped a season-worst, three-game losing streak, get another shot this week at the Nanooks (17-13-4), who lost their season-high,

seven-game winning streak.

The teams split a series in Anchorage in December and split again in Fairbanks. Both series went the same way — the home team won the opener, the visitor won the rematch.

"Alaskans are getting their money's worth in this rivalry this season," UAA coach Matt Thomas said by text.

After Friday's loss, Thomas said his team needed big performances to bounce back

See Back Page, CUP

The Flames' Mark Giordano, left, checks the Canucks' Kevin Bieksa during the first period Saturday in Vancouver, British Columbia. NHL roundup, Page C-6.



DARRYL DYCK / Canadian Press via Associated Press

Special teams lifts Aces over Condors

Two power-play goals gives Connolly 20 for season, third Alaska player to reach mark.

By DOYLE WOODY
dwoody@adn.com

The ECHL-leading Alaska Aces earned their second straight win over the visiting Bakersfield Condors with a 4-2 victory Saturday night, when they didn't score an even-strength goal for the second straight evening.

Guess special teams really do matter.

The Aces racked three power-play goals on their first three opportunities and used Peter Sivak's short-handed strike in the final minute to secure the win before an announced crowd of 4,252 at Sullivan Arena.

And all that ammunition helped them win the Battle of the Back-ups. Goaltender Alex Kangas stopped 22 shots to win his second straight start. Bakersfield's Chet Pickard made 23 saves.

Count on Alaska's Gerald Coleman and Bakersfield's

See Back Page, ACES

HOMER WINTER KING SALMON TOURNAMENT

MARCH 22, 2014

Homer Chamber of Commerce
www.HomerWinterKing.com
Register online or call 907-235-7740

Ready Your Boat, Come on Down, And Fish to Win in \$100,000 Prize Pool!

ANNOUNCEMENTS
PRESENTATIONS
BOROUGH REPORT
COMMISSION REPORTS

CITY OF HOMER
HOMER, ALASKA

MAYOR'S PROCLAMATION

EXTRA MILE DAY
November 1, 2014

WHEREAS, Homer, Alaska is a community which acknowledges that a special vibrancy exists within the entire community when its individual citizens collectively “go the extra mile” in personal effort, volunteerism, and service; and

WHEREAS, Homer, Alaska is a community which encourages its citizens to maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction to their individual ambitions, family, friends, and community; and

WHEREAS, Homer, Alaska is a community which chooses to shine a light on and celebrate individuals and organizations within its community who “go the extra mile” in order to make a difference and lift up fellow members of their community; and

WHEREAS, Homer, Alaska, acknowledges the mission of Extra Mile America to create 500 Extra Mile cities in America and is proud to support “Extra Mile Day” on November 1, 2014.

NOW, THEREFORE, I, Mary E. Wythe, Mayor of Homer, Alaska, do hereby proclaim November 1, 2014 to be **Extra Mile Day**. I urge each individual in the community to take time on this day to not only “go the extra mile” in his or her own life, but to also acknowledge all those who are inspirational in their efforts and commitment to make their organizations, families, community, country, or world a better place.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Homer, Alaska, to be affixed this 28th day of October, 2013.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Session 14-17, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Stead at 6:30 p.m. on September 17, 2014 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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

STAFF: CITY PLANNER ABBOUD
DEPUTY CITY CLERK JACOBSEN

Approval of Agenda

Chair Stead called for a motion to approve the agenda.

HIGHLAND/BOS 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).

Bob Shavelson noted he had commented at the worksession and wanted to reiterate how valuable and important the public asset of our drinking water supply is in the Bridge Creek Watershed protection district. He wants to emphasize that if we are going to open up provisions to this, that we take a precautionary approach. We know from countless examples it is always more cost effective to protect water quality than to try to treat it after it's been harmed. As we look at increased population it puts increased pressure on our drinking water, it behooves us to move carefully. He reiterated that they step away from a blanket cap on square footage and try to look more carefully at a percentage base and possibly a sliding scale, based on the size of the property. He thinks it would be smart to bring in someone more knowledgeable to look at these issues on a watershed scale and understand what concentrated development in this subdivision versus larger development outside of it means for the health of the area moving forward. He thanked the group and urged them to take a slow and cautious path because it's the only drinking water supply we have.

Kevin Dee echoed Mr. Shavelson's comments. He added that even with cutting the acreage down to one acre it could mean that it could be doable if there was adequate planning and mitigation put in place for all the run off. He also encourages taking a slow and cautious approach. He values the commission's work here and agrees they need to get a level of expertise that deals with this on a variety of levels. It needs to be a holistic view point. He reviewed the approach they use for their 80 acres and their whole systems view of development. There are realty signs going up around the area so there is pressure for people who will be building or buying. The question is what you want the area to look like. The area is doing well with the protection that's in place, he hopes a thoughtful process

takes place in the long term with the right outcome that serves the quality for Homer and for the people who live in the area.

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 September 3, 2014 meeting

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

HIGHLAND/VENUTI SO MOVED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Presentations

Reports

A. Staff Report PL 14-84, City Planner's Report

City Planner Abboud reviewed the staff report.

B. KPB Planning Commission Report – Franco Venuti

Commissioner Venuti gave his report at the worksession.

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 14-85, Proposed zoning code amendments to change where heliports and helipads are allowed within the City, creates definitions for helipads and changed the definition of hospital.

City Planner Abboud reviewed the staff report.

Chair Stead opened the public hearing.

Scott Adams, city resident, expressed his concern about allowing helicopter landings in the Bridge Creek Watershed. He is not opposed to allowing it at the hospital or at the airport. Since Bridge Creek is city owned, but the outlying area are Borough, they should work together, along with the FAA. The air traffic in Homer is increasing and helicopters don't have to abide by FAA rules so they can fly at any level they want. You have to think about what is going to happen in the future and the flight patterns they will be using. He has had issues with a local company, has been in contact with the FAA for the last 18 months because of the improper flying, and has had helicopters landing in his subdivision. He would like to curtail this before it gets worse.

Derotha Ferraro, Director of Public Relations and Marketing for South Peninsula Hospital, noted the letter in the packet from Bob Letson, CEO, regarding the importance of the helipad at the hospital, the great service it is to the community, and that the community voted on this some years ago. She asked for clarification about the definition of hospital, and if this change will require the hospital to acquire a CUP. She also introduced Glen Radtke, SPH Director of Facilities and said they were available to answer questions the Commission has about their helipad. City Planner Abboud explained that currently there isn't a definition of hospital in city code, so this includes adding the state's definition. He doesn't believe a CUP would be necessary for SPH but encouraged them to contact the planning department.

Robert Archibald, city resident, commented that he doesn't see any reference to helicopter size in this draft ordinance. He encouraged the Commission to consider limiting size. Without limitations on size and horsepower and allowing the use without a CUP he questions how they will limit helicopters. He doesn't agree with any of the amendments that don't require a CUP. He thinks the citizens of this town deserve to have some input into what is landing in their subdivisions. He thinks there will be development at the airport that will allow more area for this use. He doesn't want helicopters landing any closer to the houses than they are now. He doesn't like to see them landing inside city limits. There are places that have fly in subdivisions where a person buys a house on an airstrip; they know what they are getting. If helicopters are allowed to land where ever they want in the city, then people don't have a decision.

Kevin Dee commented that in discussion with the Ageya board they agree that what makes a healthy ecological system is also the presence of wildlife and animals. Homer is expanding and maintaining a healthy ecology in the Bridge Creek Watershed is important. Ageya's business model is built on the wilderness area. Anything that is done to increase traffic or noise could affect quality of life for wildlife and people as well. They also look at is the use of helipads for people in a non-recreational manner, they would advocate for a CUP and FAA attachment. They would be interested in what marking should be there, clearances around helipads and hazards that it may bring. He encouraged that this use should be approached slowly.

There were no further comments and the hearing was closed.

VENUTI/STROOZAS MOVED TO FORWARD THIS DRAFT ORDINANCE REGARDING HELIPOINTS AND HELIPADS TO THE CITY COUNCIL FOR PUBLIC HEARING AND ADOPTION.

Commissioner Highland commented that she doesn't support heliports being allowed outright in GC2. She referenced the information from Jack Wiles that was presented as a laydown that includes ideas regarding criteria for conditional use in the marine industrial district.

HIGHLAND/ERICKSON MOVED TO AMEND THE ORIGINAL MOTION TO ADD "HELIPADS AND HELIPORTS IN THE MARINE INDUSTRIAL DISTRICT SHALL ONLY BE ALLOWED AS A CONDITIONAL USE WHEN A HELICOPTER IS NEEDED TO:

1. SUPPORT A PORT OF HOMER AUTHORIZED RELATED PROJECT, SERVICE OR SAFETY AND SECURITY FUNCTION,
2. PROVIDE TENDER SERVICES FOR OFFSHORE OR DOCKED VESSELS,
3. PROVIDE TRANSPORT OF MATERIALS AND SUPPLIES TO MARINE VESSELS,
4. SUPPORT SEARCH AND RESCUE OPERATION, OIL SPILL PREVENTION, ABATEMENT OR CLEANUP OR RELATED SERVICES, INCIDENT COMMAND, COAST GUARD OR PUBLIC SAFETY REQUIREMENTS,
5. PROVIDE INCIDENTAL OR SHORT-TERM USE FOR MARINE RELATED NEEDS BUT DOES NOT INVOLVE A REOCCURRING USE SUCH AS TOURISM RELATED SERVICES, SUPPORT TO CRUISE SHIPS, OR CRUISE SHIP SERVICES OR BOOKINGS.
6. HELICOPTER SERVICES SHALL MEET STRICT SAFETY AND ENVIRONMENTAL STANDARDS AS ESTABLISHED BY THE CITY OF HOMER AND OPERATE WITHOUT THE NEED FOR PERMANENT OR TEMPORARY SUPPORT STRUCTURES OR SERVICES, UNLESS CONDITIONALLY APPROVED.

Commissioner Venuti commented that as a CUP, an applicant has to come in and convince the commission it is in the interest of public good. He pointed out that 20 years ago much of the heavy equipment involved in developing Bradley Lake was transported from the end of the spit by a large helicopter. He doesn't agree the possibility of that happening again should be eliminated. He doesn't agree that this be added to the CUP criteria.

Commissioners Stroozas and Bos commented in agreement with Commissioner Venuti's remarks.

Chair Stead questioned if search and rescue operations, oil spill prevention, abatement, and so forth currently need a CUP. City Planner Abboud responded that if there is an emergency situation we aren't going to hold it up by having them apply for a CUP.

Commissioner Highland stated that she does not support helicopters anywhere but the airport and the hospital. She could support it in the Marine Industrial district with the amendments she proposed.

VOTE (Amendment): YES: HIGHLAND
NO: ERICKSON, STEAD, VENUTI, STROOZAS, BRADLEY, BOS

Motion failed.

HIGHLAND/ERICKSON MOVED TO AMEND THAT THE PERMITTED USE IN ALL OF GC2 FOR HELIPORTS AND HELIPADS BECOME A CUP EXCEPT FOR AT THE AIRPORT.

Commissioner Highland said she thinks it's a very good idea to require a CUP in any GC2 area outside the airport. Her preference is that they only be allowed at the airport.

VOTE (Amendment): YES: ERICKSON, BRADLEY, HIGHLAND, VENUTI
NO: STEAD, STROOZAS, BOS

Motion carried.

ERICKSON/HIGHLAND MOVED TO AMEND THAT THE BRIDGE CREEK WATERSHED HELIPADS NOT BE ALLOWED TO HAVE A HELIPAD.

Commissioner Highland expressed her agreement with the motion. Landings and takeoffs are the most dangerous helicopter operations, and it would be disruptive. The watershed is number one for protection and not worth taking any extra chances.

VOTE (Amendment): YES: STEAD, BRADLEY, VENUTI, HIGHLAND, ERICKSON
NO: STROOZAS, BOS

Motion carried.

There were comments that this is moving in the right direction from what was allowed previously.

VOTE (Main motion as amended): YES: BOS, STEAD, ERICKSON, VENUTI, STROOZAS, BRADLEY
NO: HIGHLAND

Motion carried.

- B. Staff Report PL 14-86, Ordinance 14-45, An Ordinance Amending Homer City Code 21.93.060 Standing- Appeal to Board of Adjustment and 21.93.500 Parties Eligible to Appeal to Board of Adjustment - Notice of Appearance, Providing for the City Planner or Designee to Participate in Appeals to the Board of Adjustment.

City Planner Abboud reviewed the staff report.

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

There was brief discussion of the role of the City Planner regarding Board of Adjustment hearings.

BOS/STROOZAS MOVED THAT THE PLANNING COMMISSION RECOMMENDS THE CITY COUNCIL ADOPT ORDINANCE 14-45.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Plat Consideration

Pending Business

- A. Staff Report PL 14-87, Proposal to amend to the Bridge Creek Watershed Protection District.

City Planner Abboud noted they heard some new information tonight at the worksession and he reviewed the staff report and draft ordinance.

There was discussion about current lot sizes, proposed development area, and regulations currently in place relating to subdividing. They acknowledged the proposed ordinance is a starting draft based on information the Commission addressed so far. It is something the property owners can consider and give feedback about. The protection district seems to be working now, so they have time to get input.

Other comments included concerns about driveways and parking. Many of the homes have minimal driveways and parking, which becomes a safety concern in the winter. Also, Mr. Shavelson's suggestion to work with a hydrologist would be fitting for the Commission's work on this. Adding it to the CIP could be an option for getting help with funding to pay for the work. It would also be helpful to look at the information the Inletkeeper has accumulated over the years.

There was consensus of the Commission to hold a public hearing at the October 16 meeting.

New Business

- A. Staff Report PL 14-88, An ordinance of the Homer City Council amending Homer City Code 21.70.010, Zoning permit required, and 21.90.030, Invalid land use permits regarding the requirement for a zoning permit and the relationship of zoning violations to permit issuance.

City Planner Abboud reviewed the staff report.

There was discussion about follow-up after permits are issued. It was explained that presently things may or may not be verified, and many permits get issued because what the applicant is asking for is legally permissible, although they may have an issue on their property.

Further discussion centered on the notion of building permits or zoning permits being documentation of work completed on homes, for example, throughout the years. That is how it is done in other communities, and despite the resistance to rules, some of that should be regulated in Homer. The "buyer beware" mentality of properties in the city is shameful.

Point was raised that this ordinance addresses zoning code, which is about land use. City Planner Abboud noted that site visits are done as much as possible to follow up on the work after the permit is issued.

HIGHLAND/BOS MOVED TO HOLD A PUBLIC HEARING ON STAFF REPORT PL 14-88.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Informational Materials

- A. City Manager's Report, September 8, 2014
- B. Joanne Thordarson Letter – view obstruction with new development in Forest Glenn Subdivision

Comments of the Audience

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

Scott Adams, city resident, commented about the Bridge Creek/ Kelly Ranch area. He is surprised the Borough allowed that subdivision to go in and some of those back lots should never have been sold. Some of the property on Skyline that is away from the water areas could use some tweaking because most of the acreage is over three acres and they have been on the market for a good ten years. He thinks it should be based on individual lots and not the general area because of the difference in lot size and location within the watershed district. He hopes they do step back and look at the watershed district. In the discussion about regulating development in Homer, their work on steep slope put restrictions on property there. He lives in that area and will be abiding by those rules. He noted that he lives in the area that was annexed and was told the area would get water, only to find out ten years later it isn't feasible. That kind of puts a sting on things. He likes where they are going, he thinks a building inspector might be a direction we are headed. He explained a situation with a neighbor who bought a house that was owner built and the issues she has had to face.

Comments of Staff

City Planner Abboud said they have been working on strategic planning with the Mayor and Council, including some review of the Comp Plan. He will bring the Commission the information to review. The Commission will be looking at some Comp Plan updates in the near future.

Deputy City Clerk Jacobsen reminded the group about the upcoming Volunteer Appreciation Event and also early voting for the municipal elections.

Comments of the Commission

Commissioner Highland said it was a good meeting. She asked about comments she heard about NAPA complaining about having to repaint their building and sign issues. City Planner Abboud reviewed information about corporate branding and the colors those corporate businesses use to advertise. The NAPA building sign and legacy are beyond our code. If someday there are changes, they will need to conform to code. Ms. Highland asked if an acknowledgement could be sent to Joann Thordarson regarding her letter in the informational items.

Commissioner Bradley said she will be absent on October 1st.

HOMER ADVISORY PLANNING COMMISSION
REGULAR MEETING MINUTES
SEPTEMBER 17, 2014

Commissioner Bos said it was a fabulous meeting. He commented about the list of commission accomplishments for the Volunteer Appreciation Event and wanted to add their work to continue to promote being a business friendly group.

Commissioner Erickson added that, as a group, they are a lot more approachable and working on things to make it where people can enjoy their community.

Commissioner Stroozas said it was an outstanding and lively discussion tonight. He has followed the Commission for a number of years and agrees they are doing things that are going to make it more comfortable for citizens to participate in the process. We have to be proactive, not reactive, and there is a good mix of people on this commission and he is glad to be a part of it. He said he may miss the next meeting.

Commissioner Venuti had no comment.

Chair Stead said it was a good meeting tonight.

Adjourn

There being no further business to come before the Commission, the meeting adjourned at 8:16 p.m. The next regular meeting is scheduled for October 1, 2014 at 6:30 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



SEP 29 2014 AM 11:42

Wj

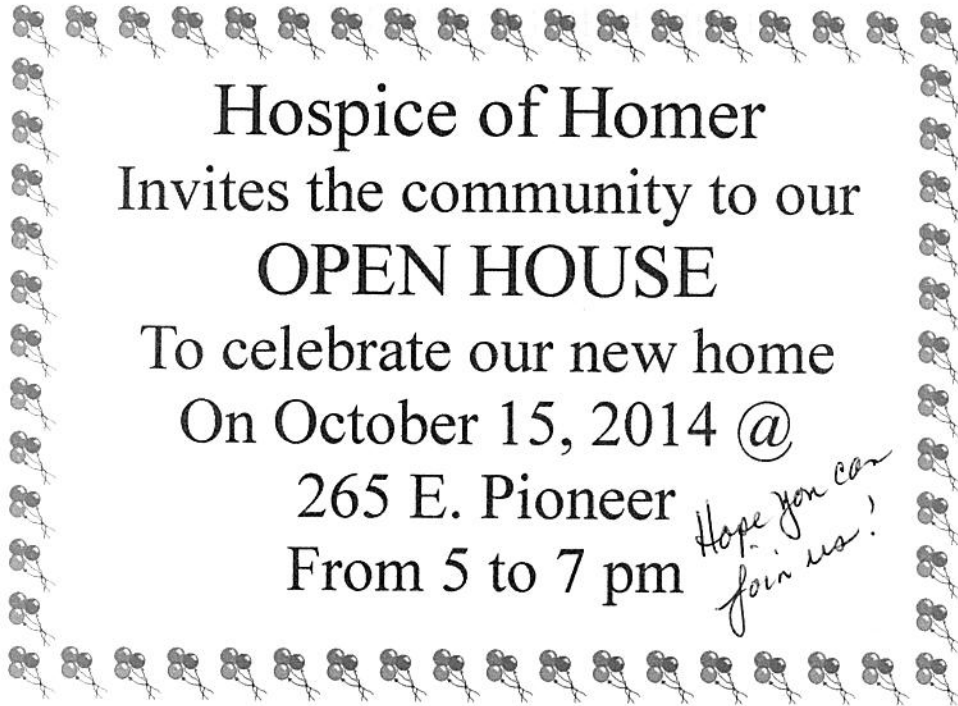
P.O. Box 2703, Homer, Alaska 99603 - (907) 235-2647 –
www.kevinbellarena.org

September 29, 2014

Dear Homer City Council:

Homer Hockey Association, Inc., would like to express our thanks to the City of Homer, as well as our support of the City's continued funding of the non-profit sector of our community. HHA was the recipient of \$3000 through the City of Homer Grants Program administered by the Homer Foundation. This grant allowed HHA to complete a key project in time to begin our 2014-2015 recreational ice season. Staff, volunteers and local contractors completed the conversion of Kevin Bell Arena to natural gas use. The efficiencies achieved by this project will reduce ice rink operating costs and make skating and other on-ice activities more accessible to the entire community for years to come. HHA encourages the Homer City Council to continue supporting Homer non-profits through this valuable grant program. We invite the City Council to come and tour the Kevin Bell Arena facility. We are open seven days a week from now until April 2015.

Steve Dean
HHA Treasurer



Hospice of Homer
Invites the community to our
OPEN HOUSE
To celebrate our new home
On October 15, 2014 @
265 E. Pioneer
From 5 to 7 pm

*Hope you can
join us!*

For more information, please contact:
Hospice of Homer, 265 E. Pioneer, Homer, AK 99603
Phone: 907-335-3100

PUBLIC HEARING(S)

ORDINANCE REFERENCE SHEET
2014 ORDINANCE
ORDINANCE 14-19

An Ordinance of the City Council of the City of Homer, Alaska, Amending the Homer City Zoning Map to Rezone Portions of the Rural Residential (RR), Urban Residential (UR) and Residential Office (RO) Zoning Districts to East End Mixed Use (E-MU).

Sponsor: Van Dyke

1. City Council Regular Meeting May 12, 2014 Introduction
 - a. Map of proposed area to be rezoned to East End Mixed Use

2. City Council Regular Meeting September 22, 2014 Pending Business
 - a. Map of proposed area to be rezoned to East End Mixed Use
 - b. Memorandum 14-139 from City Planner as backup

3. City Council Regular Meeting October 13, 2014 Public Hearing
 - a. Map of proposed area to be rezoned to East End Mixed Use
 - b. Memorandum 14-139 from City Planner as backup

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 Van Dyke

4 **ORDINANCE 14-19**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA,
7 AMENDING THE HOMER CITY ZONING MAP TO REZONE PORTIONS OF THE
8 RURAL RESIDENTIAL (RR), URBAN RESIDENTIAL (UR) AND RESIDENTIAL OFFICE
9 (RO) ZONING DISTRICTS TO EAST END MIXED USE (E-MU).
10

11 WHEREAS, Appendix B to the City of Homer Comprehensive Plan, at page 1, states,
12 "Homer has a freewheeling, organic character. In many parts of town, land uses—residential,
13 office, retail, storage, industrial and open space—are freely mixed. This style breaks common
14 rules of traditional planning, but in most instances the result is attractive and functional. This
15 eclectic mix of uses fits together with little or no conflicts, and helps create Homer's unique,
16 well-liked character;" and
17

18 WHEREAS, The City of Homer Comprehensive Plan, at page 4-2, states, "Homer's land
19 use pattern is generally supported by the City's current zoning designations, but an eclectic
20 mix of land uses is still found in various zoning districts. This mixing of uses is part of the
21 unique character of Homer and is not without benefits. The current land use zones largely
22 fulfill their intended functions, but in some cases do not mesh with the realities of existing or
23 desired future use patterns. Growth in Homer will require a new set of standards to guide the
24 form and location of future land use and development;" and
25

26 WHEREAS, East End Road between Lake Street and the western boundary of
27 Kachemak City is similar in character to the Gateway Business District along the Sterling
28 Highway, and similarly should be in a zoning district that allows a mixture of uses; and
29

30 WHEREAS, Rezoning the East End Road corridor to East End Mixed Use would allow
31 the land in this corridor to be used to its highest and best use, while also providing the City
32 with much needed business growth potential.
33

34 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
35

36 Section 1. The Homer Zoning Map is amended to transfer the parcels listed on the
37 attached Exhibit A from the Rural Residential (RR) zoning district to the East End Mixed Use (E-
38 MU) zoning district as shown on the attached Exhibit B.
39

40 Section 2. The Homer Zoning Map is amended to transfer the parcels listed on the
41 attached Exhibit A from the Urban Residential (UR) zoning district to the East End Mixed Use (E-
42 MU) zoning district as shown on the attached Exhibit C.

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Section 3. The Homer Zoning Map is amended to transfer the parcels listed on the attached Exhibit A from the Residential Office (RO) zoning district to the East End Mixed Use (E-MU) zoning district as shown on the attached Exhibit D.

Section 4. The City Planner is authorized to note on the Homer Zoning Map the amendments enacted by this ordinance as required by Homer City Code 21.10.030(b).

Section 5. This is a non-Code ordinance of a permanent nature and shall be noted in the ordinance history of Homer City Code 21.10.030.

ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this _____ day of _____, 2014.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

AYES:
NOES:
ABSTAIN:
ABSENT:

First Reading:
Public Reading:
Second Reading:
Effective Date:

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Reviewed and approved as to form:

Walt Wrede, City Manager

Date: _____

Thomas F. Klinkner, City Attorney

Date: _____

PARCEL_ID	LEGAL DESCRIPTION
	Urban Residential to East End Mixed Use Zoning
17903018	T 6S R 13W SEC 16 SEWARD MERIDIAN HM COMMENCING AT THE S1/4 CORNER COMMON TO SEC 16 & 21 PROCEED N 0 DEG 13 MIN 20 SEC W 1448.35 FT TH WEST 714.79 FT TH N 0 DEG 13 MIN 20 SEC W 233.49 FT TO THE SOUTH BOUNDARY OF THE HOMER EAST RD TH CONTINUE N 0 DEG 13
17702076	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 0970038 HOMER UNITED METHODIST CHURCH SUB AMENDED LOT 1
17705215	Northern portion of T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004024 A A MATTOX 1958 ADDN NO 5 TRACT B-1
17705209	Northern portion of LEGAL T 6S R 13W SEC 17 SEWARD MERIDIAN HM 0003746 A A MATTOX SUB 1958 ADDN LOT 6 & 7
17906107	T 6S R 13W SEC 16 SEWARD SW HM 2006020 VIRGINIA LYNN 2006 REPLAT LOT 20A-1, Portion of
	Rural Residential to East End Mixed Use Zoning
17929025	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0880046 COOPER SUB GREER 1988 SUB OF LOT 2 BLK 1 LOT 2A
17929009	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0720764 COOPER SUB LOT 1 BLK 2 EXCLUDING DOT ROW
17929026	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2004035 COOPER SUB NO 8 LOT 3A BLOCK 1
17929020	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0850048 COOPER SUB UNIT 6 LOT 16-A BLK 2
17929027	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2004035 COOPER SUB NO 8 LOT 3B BLOCK 1
17929001	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0720764 COOPER SUB LOT 1 BLK 1 EXCLUDING DOT ROW
17929017	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0720764 COOPER SUB LOT 15 BLOCK 2 EXCL PTN DEEDED TO DOT BY WD 2006-4993
17929023	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0850096 COOPER SUB NO 5 LOT 17A
17932003	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0830019 MEADOW-WOOD PLACE SUB AMENDED LOT 3 BLK 2 EXCLUDING DOT ROW
17938001	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0810033 MEADOW-WOOD PLACE UNIT 3 LOT 1
17939002	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0820047 SCENIC VIEW SUB NO 6 LOT F7-A EXCLUDING DOT ROW
17929024	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0880046 COOPER SUB GREER 1988 SUB OF LOT 2 BLK 1 LOT 2B
17932002	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0830019 MEADOW-WOOD PLACE SUB AMENDED LOT 2 BLK 2
17939003	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0820047 SCENIC VIEW SUB NO 6 LOT 5
17932001	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0830019 MEADOW-WOOD PLACE SUB AMENDED LOT 1 BLK 2 EXCLUDING DOT ROW
17939023	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2004104 SCENIC VIEW SUB NO 6 TRACT A & VACATION OF TILLY CRT TRACT A
17938017	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0980027 GUY WADDELL REPLAT LOT 1 TRACT G LOT 1-A EXCLUDING DOT ROW
17938018	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0980027 GUY WADDELL REPLAT LOT 1 TRACT G LOT 1-B

PARCEL_ID	LEGAL DESCRIPTION
17902050	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0790052 THOMPSON SUB RESUB LOT 1 TRACT E LOT 1B
17902013	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0000000 WADDELL SURVEY TRACT A
17902024	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0640051 THOMPSON SUB LOT 02 EXCLUDING DOT ROW
17902039	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0000000 GUY WADDELL BOUNDARY SURVEY TRACT H SLY 266 FT THEREOF EXCLUDING DOT ROW
17902095	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2009033 GUY WADDELL SUB NO 3 JUNES ADDN LOT 1E
17902012	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0890004 CHRISTENSEN TRACTS SUB NO 2 AMENDED TRACT D EXCLUDING DOT ROW
17902006	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2013004 THOMPSON SUB 2012 LOT 08-A
17902063	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0840058 GUY WADDELL TR B LINDER SUB LOT 1
17902096	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2009033 GUY WADDELL SUB NO 3 JUNES ADDN LOT 2
17902019	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0860059 GUY WADDELL BOUNDARY SURVEY REPLAT BRODERSON TRACT D-A TRACT D-A-1 EXCLUDING DOT ROW
17902086	T 6S R 13W SEC 16 SEWARD SW HM 2006044 CHRISTENSEN TRACTS NO 4 TRACT 1
17902075	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0950042 EARLY SPRING SUBD TRACT 1 RESUB LOT 1 EXCLUDING DOT ROW
17903063	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0940021 MUTCH GANGL TRACTS NEPTUNE ADDN LOT 2
17902074	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0890003 CHRISTENSEN TRACTS AMENDED TRACT C
17903021	T 6S R 13W SEC 16 SEWARD MERIDIAN HM PTN E1/2 SW1/4 BEGIN @S1/4 CORNER COMMON TO SEC 16&21; TH N 0 DEG 13'20" W 1448.35 FT TO POB; TH W 714.79 FT; TH N 0 DEG 13'20"W 269.14 FT TO CENTER OF HOMER EAST RD; TH N57 DEG 17'30"E 208 FT ALONG CENTER OF RD;
17903033	T 6S R 13W SEC 16 SEWARD MERIDIAN HM THAT PORTION OF THE NE1/4 SW1/4 COMMENCING AT THE CENTER 1/4 CORNER OF SEC 16 TH PROCEEDING S 0 DEG 14 MIN E ALONG CENTERLINE 485.4 FT TO THE INTERSECTION WITH THE SOUTH ROW LINE OF HOMER EAST RD TO THE POB TH S 0 DE
17903034	T 6S R 13W SEC 16 SEWARD MERIDIAN HM BEGINNING AT INTERSECTION OF CENTERLINE OF SEC 16 WITH THE SOUTH ROW LINE OF HOMER EAST RD PROCEED S 00 DEG 14 MIN E 265.8 FT TH S 57 DEG 17 MIN 30 SEC W 23.7 FT TO THE POB TH N 32 DEG 42 MIN 30 SEC W TO HOMER EAST R
17903016	T 6S R 13W SEC 16 SEWARD MERIDIAN HM PTN E1/2 NE1/4 SW1/4 COMMENCE @SECT CORNER SECS 16 17 20 & 21 TH N1 DEG 11'40"W 568.5 FT TO SOUTH ROW LINE OF HOMER EAST RD; TH N70 DEG 14'E 354 FT; TH N57 DEG 17'30"E 2203.18 FT; TH S32 DEG 42'30"E 30 FT TO POB;
17902131	T 6S R 13W SEC 16 SEWARD SW HM 2006054 STREAM HILL PARK SUB UNIT 1 TRACT 1
17907003	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 3 BLK 1 EXCLUDING DOT ROW
17902158	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2008048 STREAM HILL PARK UNIT 2 TRACT F

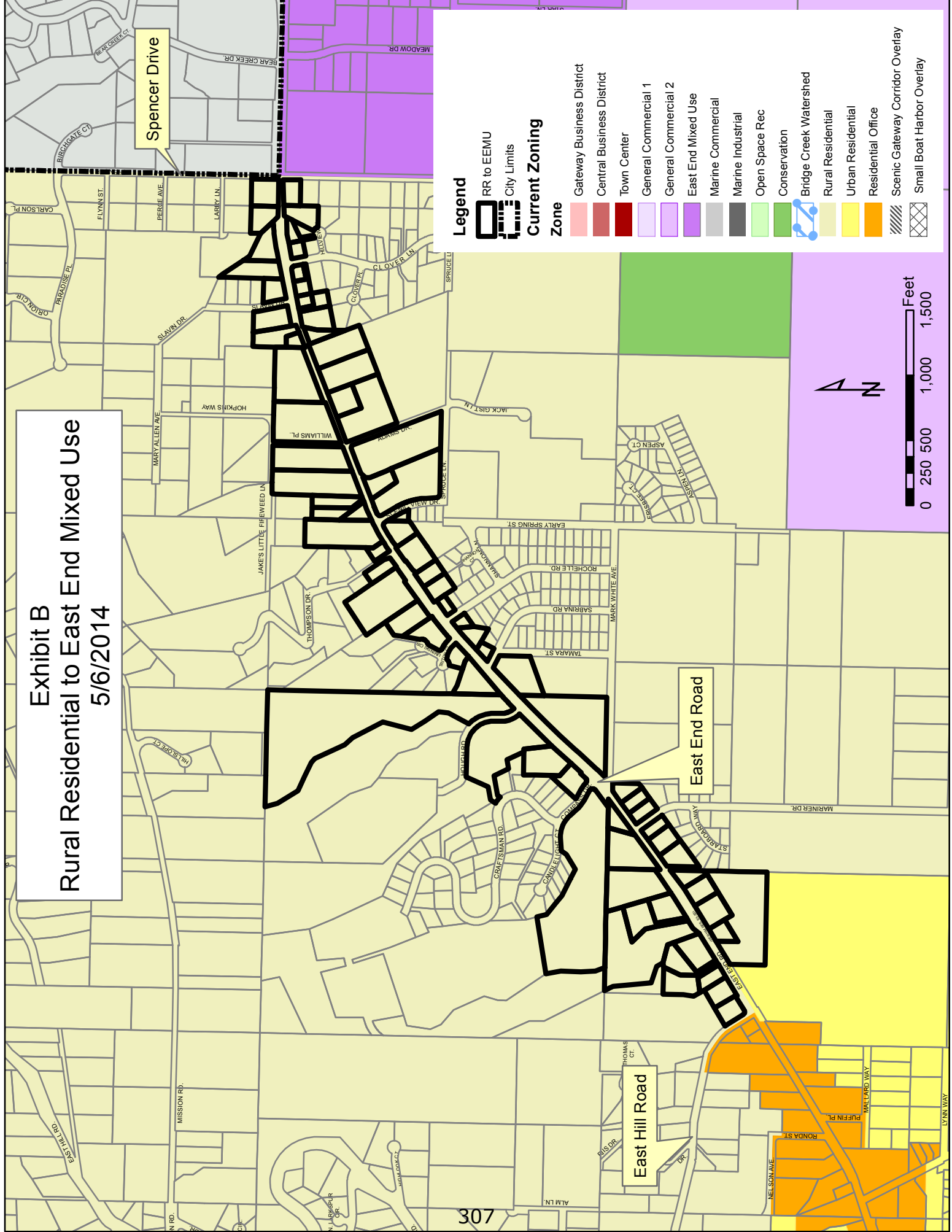
PARCEL_ID	LEGAL DESCRIPTION
17903082	T 6S R 13W SEC 16 SEWARD SW HM 2006077 MUTCH-GANGL 2006 ADDN LOT 1
17903076	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2005037 MUTCH-GANGL 2005 ADDN LOT B-3-A
17903027	T 6S R 13W SEC 16 SEWARD MERIDIAN HM BEGINNING AT THE 1/4 CORNER COMMON TO SEC 16 & 21 TH PROCEED N 0 DEG 13 MIN 20 SEC W 1448.35 FT TH WEST 714.79 FT TH N 0 DEG 13 MIN 20 SEC W 233.49 FT TH N 57 DEG 17 MIN 30 SEC E 208 FT TO THE POB TH CONTINUE N 57 DE
17903080	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2005096 WATSON RIDGE LOT 3-A
17903083	T 6S R 13W SEC 16 SEWARD SW HM 2006077 MUTCH-GANGL 2006 ADDN LOT 2
17902160	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2008048 STREAM HILL PARK UNIT 2 TRACT H
17903079	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2005096 WATSON RIDGE LOT 2
17907010	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 5 BLK 1 EXCLUDING DOT ROW
17907002	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 1 BLK 1
17903066	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0940021 MUTCH GANGL TRACTS NEPTUNE ADDN LOT 5
17903065	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0940021 MUTCH GANGL TRACTS NEPTUNE ADDN LOT 4
17907007	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 7 BLK 1
17907006	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 6 BLK 1
17907008	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 8 BLK 1
17907001	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCES H THORN SUB LOT 2 BLK 1 EXCLUDING DOT ROW
17903077	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2005037 MUTCH-GANGL 2005 ADDN LOT B-3-B
17907004	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002388 FRANCIS H THORN SUB LOT 4 BLK 1 EXCLUDING DOT ROW
17411215	T 6S R 13W SEC 10 SEWARD MERIDIAN HM POR SW1/4 SE1/4 SW1/4 SE1/4 SW1/4 EXCLUDING DOT ROW
17411220	T 6S R 13W SEC 10 SEWARD MERIDIAN HM 0860008 SCENIC VIEW SUB NO 10 LOT A2-E
17903078	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2005096 WATSON RIDGE LOT 1
17411307	T 6S R 13W SEC 10 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 8 EXCLUDING DOT ROW
17411225	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2002055 SCENIC VIEW SUB BROSTE ADDN LOT 1
17411226	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2002055 SCENIC VIEW SUB BROSTE ADDN LOT 2
17411227	T 6S R 13W SEC 15 SEWARD MERIDIAN HM THAT PARCEL AS DESCRIBED IN WD 17@317 A PORTION OF WHICH IS LOT 7 TRACT A SCENIC VIEW SUB PLAT 52-587 EXCLUDING DOT ROW
17411218	T 6S R 13W SEC 10 SEWARD MERIDIAN HM 0810042 SCENIC VIEW SUB PLAT OF A3A & A3B LOT A3A
17411219	T 6S R 13W SEC 10 SEWARD MERIDIAN HM 0810042 SCENIC VIEW SUB PLAT OF LOT A3A & A3B LOT A3B
17924012	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 3 TRACT B EXCLUDING THE N 200 FT OF THE E 200 FT THEREOF EXCLUDING DOT ROW
17924004	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 4 TRACT A EXCLUDING DOT ROW
17924032	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2004087 SCENIC VIEW SUB NO 7 LOT 2A-3 EXCLUDING DOT ROW

PARCEL_ID	LEGAL DESCRIPTION
17924003	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 3 TRACT A EXCLUDING DOT ROW
17924009	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 5 TRACT B EXCLUDING DOT ROW
17924024	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0780103 SCENIC VIEW REPLAT OF LOT 1 TR B LOT 1B EXCLUDING DOT ROW
17924005	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 5 TRACT A EXCLUDING DOT ROW
17924011	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 3 TRACT B BEGINNING AT THE NORTHEAST CORNER OF LOT 3 TRACT B PROCEED WEST 200 FT TH SOUTH 200 FT TH EAST 200 FT TH NORTH 200 FT TO THE POB
17924029	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000058 SCENIC VIEW SUB LOT 4 TRACT B
17924019	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0810031 SCENIC VIEW SUB MARY ALLEN 1981 REPLAT LOT 6 TRACT B EXCLUDING DOT ROW
17924031	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2004087 SCENIC VIEW SUB NO 7 LOT 2A-2 EXCLUDING DOT ROW
17924002	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 2 TRACT A E1/2 THEREOF EXCL DOT ROW
17924014	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 0000587 SCENIC VIEW SUB LOT 1 TRACT A
17924036	T 6S R 13W SEC 15 SEWARD MERIDIAN HM 2013043 SCENIC VIEW SUB SCENIC GROVE ADDN NO 1 2013 REPLAT LOT 2-A-1
	Residential Office to East End Mixed Use Zoning
17730201	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 0840005 LAKESIDE VILLAGE SUB AMENDED LOT 23 BLK 2
17903006	T 6S R 13W SEC 16 SEWARD MERIDIAN HM COMMENCING AT THE S1/16 CORNER OF SEC 16 PROCEED S 0 DEG 23 MIN E 192 FT TO THE POB TH S 0 DEG 23 MIN E 518 FT TO THE NORTH ROW LINE OF HOMER EAST RD TH N 70 DEG 18 MIN 30 SEC E ALONG SAID ROW 209.3 FT TH N 46 DEG 21
17903060	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0910039 DIERICH ADDN SUB NO 3 LOT 1-A
17906201	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0003017 MATTOX SUB LOT 05 EXCLUDING DOT ROW
17905002	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0630840 ROSEBUD SUB LOT 03 EXCLUDING DOT ROW
17905003	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0630840 ROSEBUD SUB LOT 02 EXCLUDING DOT ROW
17906104	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2005055 MATTOX SUB BIRCH TERRACE REPLAT LOT 19-A
17906301	T 6S R 13W SEC 16 SEWARD MERIDIAN HM PTN SW1/4 SW1/4 BEGIN @ CORNER COMMON TO SECS 16,17,20 &21 TH E 1320.6 FT TO 1/16 CORNER; TH N 0 DEG 05'W 1004.5 FT TO POB; TH N 0 DEG 05'W 332.5 FT TO CORNER 2; TH S57 DEG 30'W 246.6 FT TO CORNER 3; TH S0 DEG 05'
17903009	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002087 JAMES WADDELL BOUNDARY SURVEY TRACT 10 EXCLUDING DOT ROW

PARCEL_ID	LEGAL DESCRIPTION
17903012	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002087 JAMES WADDELL BOUNDARY SURVEY TRACT 7 EXCLUDING DOT ROW
17906101	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0003017 MATTOX SUB LOT 18 EXCLUDING DOT ROW
17906220	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0860096 A A MATTOX NO 6 LOT 16-B2
17903067	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2001032 DIERICH ADDN NO 4 LOT 2A-1
17905001	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0630840 ROSEBUD SUB LOT 01
17906303	T 6S R 13W SEC 16 SEWARD MERIDIAN HM POR SW1/4 SW1/4 S OF HOMER E RD & W OF LOTS 3 & 4 OF MATTOX SUB EXCLUDING DOT ROW
17903087	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2008029 MINSCH SUB LOT 1
17906302	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0003017 MATTOX SUB LOT 03 EXCLUDING DOT ROW
17903085	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 2006084 NELSON AVENUE & RONDA STREET ROW DEDICATION LOT 4B-3A
17906217	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0700552 A A MATTOX SUB OF TR 16 LOT 16A
17906499	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0003017 MATTOX SUB LOT 17 & PTN OF SW1/4 SW1/4 DESCRIBED AS: BEGIN @SEC CORNER COMMON TO SECS 16,17,20&21; TH N89 DEG 55'30"E 499.32 FT; TH N28 DEG 38'10"W 316.53 FT ALONG E BOUNDARY OF MATTOX RD TO SW CORNER OF
17906107	T 6S R 13W SEC 16 SEWARD SW HM 2006020 VIRGINIA LYNN 2006 REPLAT LOT 20A-1
17906219	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0860096 A A MATTOX NO 6 LOT 16-B3
17906221	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0860096 A A MATTOX NO 6 LOT 16-B1
17903011	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002087 JAMES WADDELL BOUNDARY SURVEY TRACT 8
17903010	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0002087 JAMES WADDELL BOUNDARY SURVEY TRACT 9
17903035	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0721059 DIERICH ADDN SUB LOT 4B-1
17903007	T 6S R 13W SEC 16 SEWARD MERIDIAN HM 0003373 JAMES WADDELL SURVEY OF TRACT 4 LOT 4A
17705215	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004024 A A MATTOX 1958 ADDN NO 5 TRACT B-1
17705155	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2007089 A A MATTOX SUB GLACIERVIEW BAPTIST CHRUCH REPLAT LOT 12A
17705302	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 0003746 A A MATTOX SUB 1958 SUB LOT 18 EXCLUDING DOT ROW
17705214	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004024 A A MATTOX 1958 ADDN NO 5 LOT 5A
17705156	T 6S R 13W SEC 20 SEWARD MERIDIAN HM 2010064 A A MATTOX SUB 1958 SELDOVIA VILLAGE TRIBE ADDN NO2 LOT 10B
17705407	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2002062 A A MATTOX SUB PENNOCK PLACE ADDN LOT 14-C
17705310	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2007078 A A MATTOX SUB 2007 ADDN LOT 16-A1
17705409	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2003070 A A MATTOX SUB PENNOCK PLACE ADDN NO 2 LOT 14A-2

PARCEL_ID	LEGAL DESCRIPTION
17705309	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 200055 A A MATTOX SUB 2000 ADDN LOT 16C
17705311	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2007078 A A MATTOX SUB 2007 ADDN LOT 16-A2
17705411	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004067 AA MATTOX SUB PENNOCK PLACE ADDN NO 3 LOT 14-B1
17705213	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004024 A A MATTOX 1958 ADDN NO 5 LOT 4A-1
17705153	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2002069 A A MATTOX SUB HOMER PROFESSIONAL BUILDING ADDN LOT 37A
17705410	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004067 AA MATTOX SUB PENNOCK PLACE ADDN NO 3 LOT 1
17705301	T 6S R 13W SEC 17 & 20 SEWARD MERIDIAN HM 5803746 A A MATTOX SUB 1958 ADDN LOT 19 EXCLUDING DOT ROW
17705212	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 2004024 A A MATTOX 1958 ADDN NO 5 LOT 4A-2
17705209	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 0003746 A A MATTOX SUB 1958 ADDN LOT 6 & 7
17705308	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 200055 A A MATTOX SUB 2000 ADDN LOT 16B
17705306	T 6S R 13W SEC 17 SEWARD MERIDIAN HM 0003746 A A MATTOX SUB 1958 ADDN LOT 17 THAT PORTION BEGINNING AT THE CORNER COMMON TO SEC 16 & 17 & 20 & 21 TH WEST 363.8 FT TO THE POB TH N 19 DEG W 187.4 FT TH S 70 DEG 18 MIN 30 SEC W 208.8 FT TH N 19 DEG 41 MI

Exhibit B Rural Residential to East End Mixed Use 5/6/2014



Legend

- RR to EEMU
- City Limits
- Current Zoning**
- Zone**
- Gateway Business District
- Central Business District
- Town Center
- General Commercial 1
- General Commercial 2
- East End Mixed Use
- Marine Commercial
- Marine Industrial
- Open Space Rec
- Conservation
- Bridge Creek Watershed
- Rural Residential
- Urban Residential
- Residential Office
- Scenic Gateway Corridor Overlay
- Small Boat Harbor Overlay

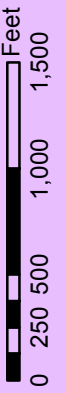
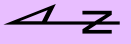


Exhibit C Urban Residential to East End Mixed Use 5/6/2014

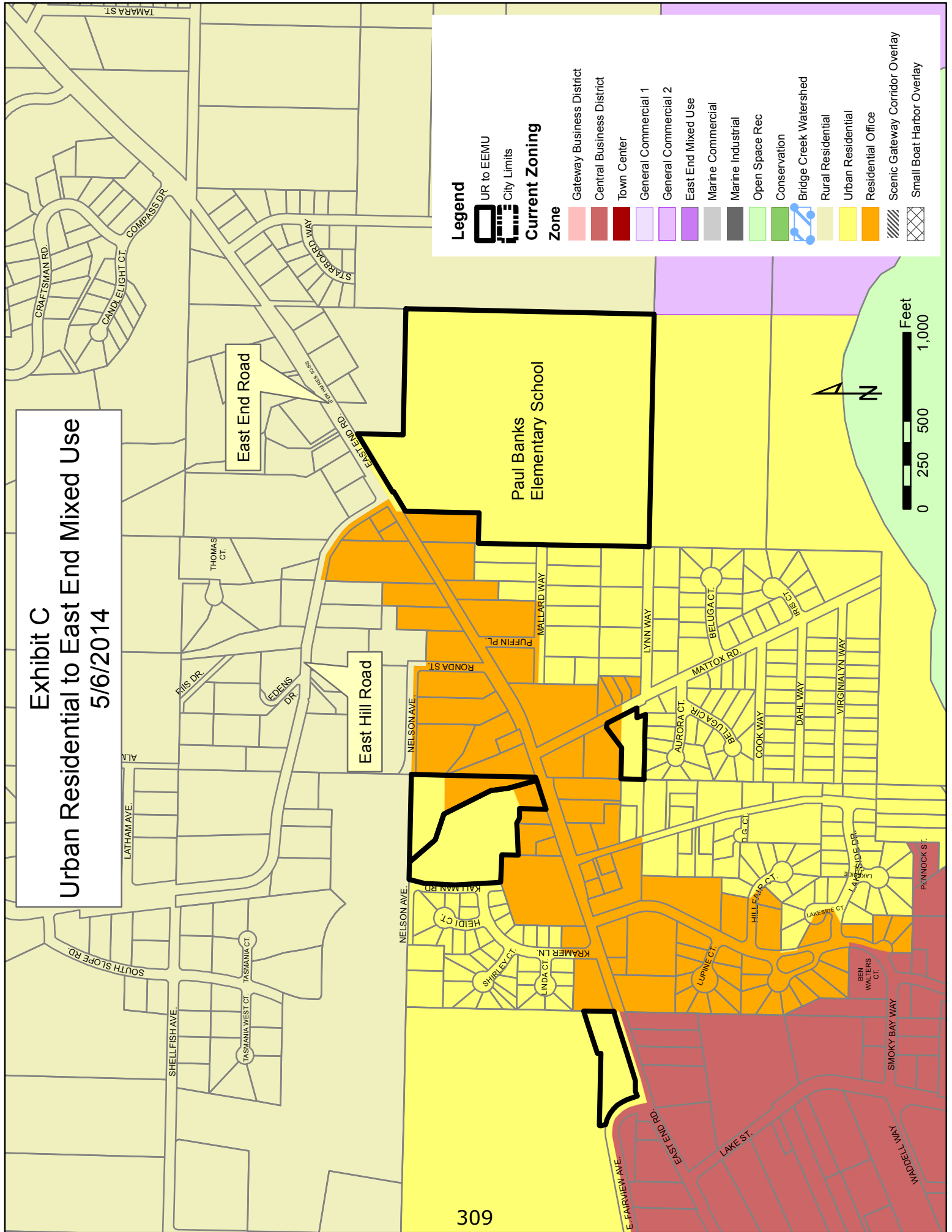
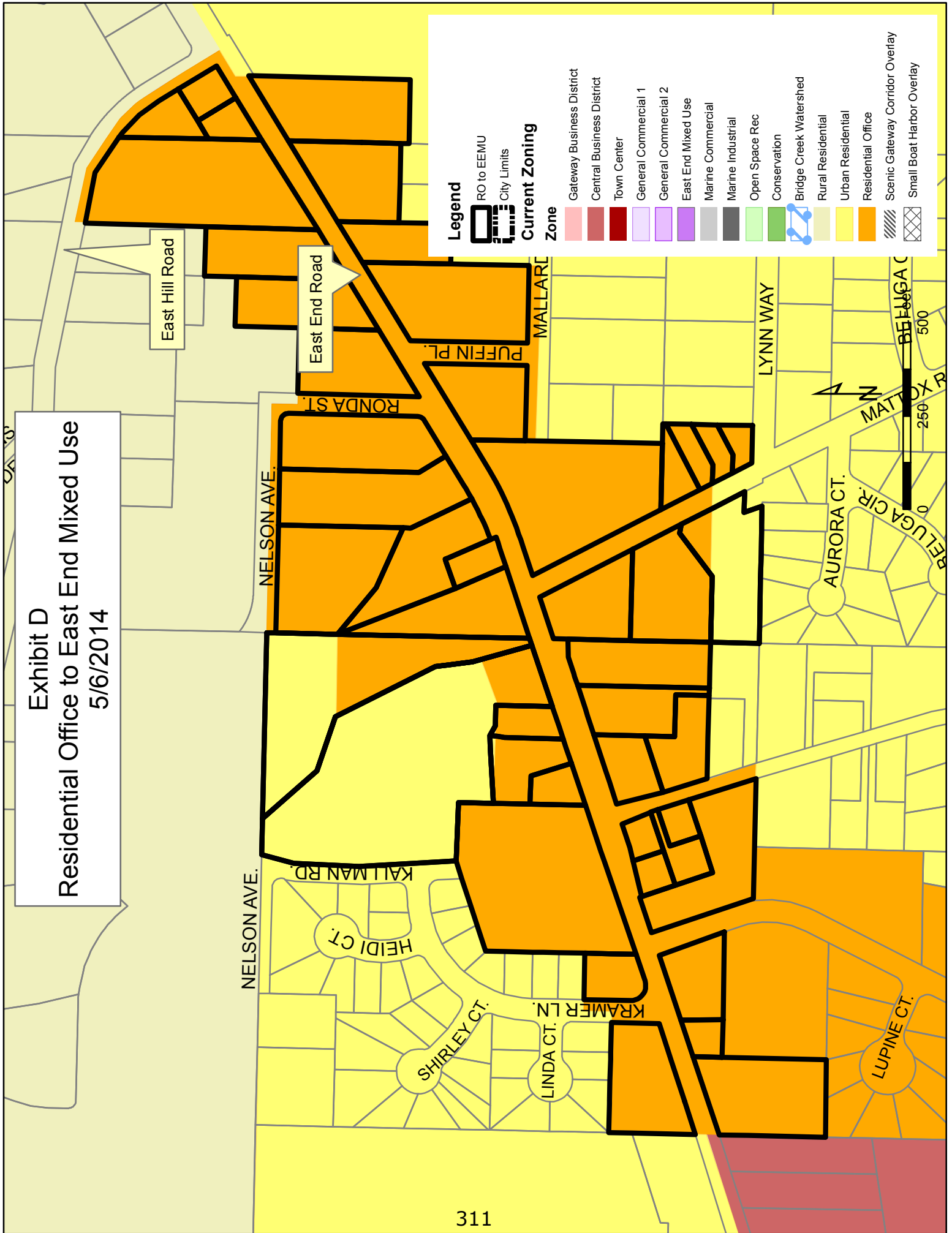
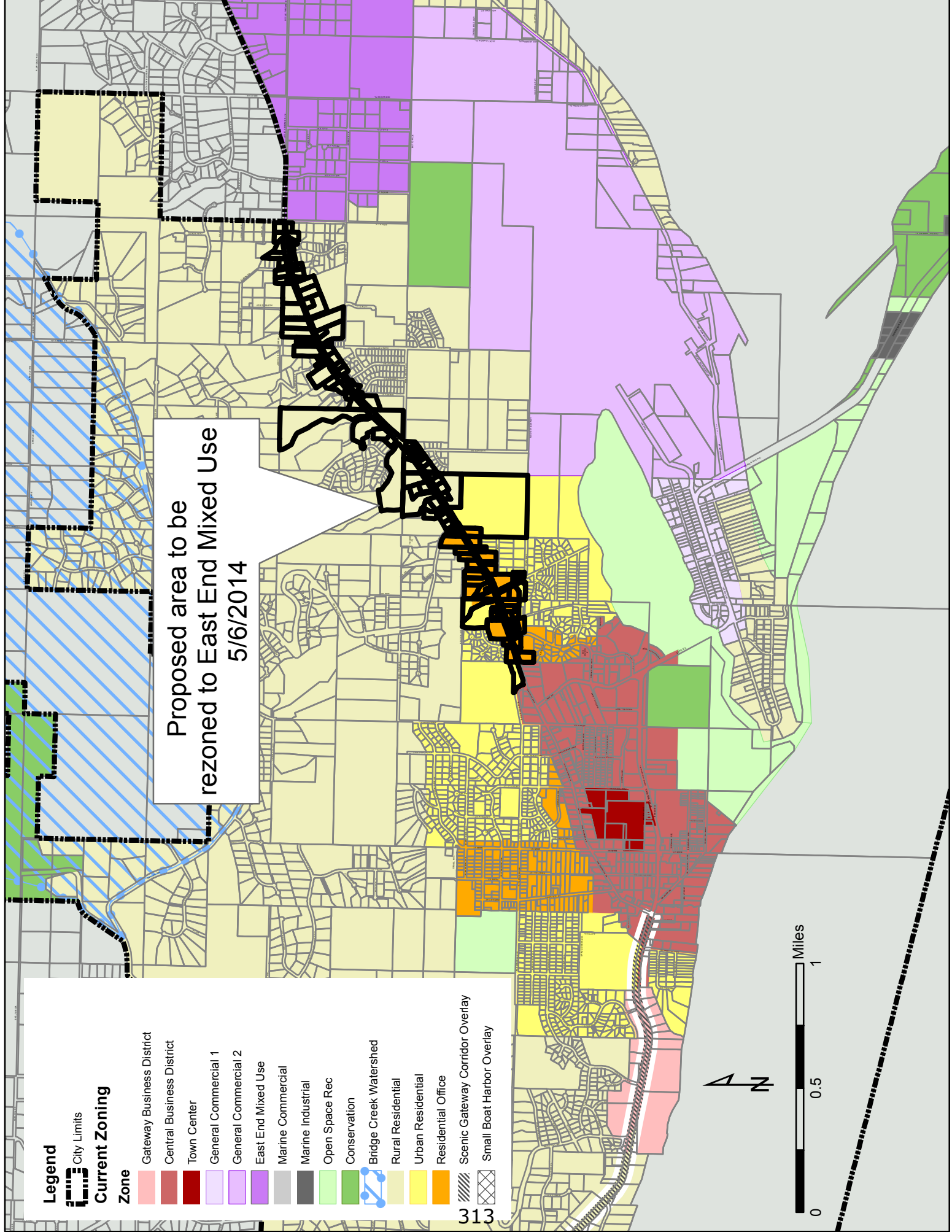


Exhibit D
Residential Office to East End Mixed Use
5/6/2014





Legend

City Limits

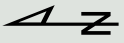
Current Zoning

Zone

- Gateway Business District
- Central Business District
- Town Center
- General Commercial 1
- General Commercial 2
- East End Mixed Use
- Marine Commercial
- Marine Industrial
- Open Space Rec
- Conservation
- Bridge Creek Watershed
- Rural Residential
- Urban Residential
- Residential Office

- Scenic Gateway Corridor Overlay
- Small Boat Harbor Overlay

Proposed area to be
rezoned to East End Mixed Use
5/6/2014





Memorandum 14-139

TO: MAYOR WYTHE AND HOMER CITY COUNCIL
FROM: RICK ABBOUD, CITY PLANNER
DATE: AUGUST 9, 2014
SUBJECT: DRAFT ORDINANCE AMENDING RO ZONING DISTRICT ALONG EAST END ROAD

As requested by the City Council, the Planning Commission reviewed the Comprehensive Plan Land Use Recommendations in regards to the East End Road corridor found generally in the easterly direction from the intersection of East Hill Road. Much of information was covered in my memo (14-117, dated July 23, 2014) attached to the City Managers Report of July 28, 2014. After a very thorough review of the proposed area of consideration by Councilman Van Dyke, the comprehensive plan maps and text, all the permitted and conditionally permitted uses in the entire city, and the input (rather lack of) from 2 noticed public hearings (August 6 & 20) to all property owners in and adjacent to the proposal, the Planning Commission voted unanimously to oppose any zoning change at this time.

Many factors contributed to the decision of the Planning Commission. Outlined in Memo 14-117 was the desire to not pull business opportunities for infill out of the other business districts, concern about introducing additional congestion along East End Road in an area already dominated by turning lanes to East Hill Road and Paul Banks Elementary, and foremost the lack of support by any developer or property owner for the zoning change.

Recommendation:

The Homer Advisory Planning Commission recommends the City Council **not** change the current zoning along East End Road.

Attachments:

City Council meeting minutes excerpt from 5.12
Staff Reports 14-43, 14-52, 14-59, 14-67, 14-70, and 14-78
Planning Commission meeting minutes excerpts from 5.21, 6.4, 6.18, 7.16, 8.6, and 8.20
Draft Ordinances to modify the RO District dated 6.4, 6.18, and 7.16
Memo 14-117 Rick Abboud Update to Mayor and Council
Draft Ordinance to rezone a portion of the RO District to RR 8.6

ORDINANCE REFERENCE SHEET
2014 ORDINANCE
ORDINANCE 14-46

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 8.12.200(d) “Chauffeur’s License – Required”, to Remove the Enumerated Chauffer Application Fee and Instead Identify Chauffer License Fees in the City of Homer Fee Schedule Determined by City Council Resolution.

Sponsor: City Manager/City Clerk

1. City Council Regular Meeting September 22, 2014 Introduction
 - a. Memorandum 14-145 from City Clerk as backup
 - b. Resolution 06-45

2. City Council Regular Meeting October 13, 2014 Public Hearing and Second Reading
 - a. Memorandum 14-145 from City Clerk as backup
 - b. Resolution 06-45

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Manager/City Clerk

4 **ORDINANCE 14-46**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AMENDING HOMER CITY CODE 8.12.200(d), "CHAUFFER'S
8 LICENSE-REQUIRED", TO REMOVE THE ENUMERATED CHAUFFER
9 APPLICATION FEE AND INSTEAD IDENTIFY CHAUFFER LICENSE
10 FEES IN THE CITY OF HOMER FEE SCHEDULE DETERMINED BY
11 CITY COUNCIL RESOLUTION.

12
13 WHEREAS, The City of Homer, Alaska ("City"), administrative fee schedule includes the
14 cost of administrative fees imposed for chauffer licenses, including the application fee; and

15
16 WHEREAS, The City wishes to remove specific chauffer license application fees
17 enumerated in the Homer City Code in the interest of clarity and ease of public reference.

18
19 THE CITY OF HOMER HEREBY ORDAINS:

20
21 Section 1. Homer City Code 8.12.200(d) is amended to read as follows:
22

23 d. The applicant shall pay a ~~nonrefundable application fee of \$25.00~~ plus a fingerprint
24 processing fee as set forth in AS 44.41.025(a), plus **a nonrefundable application fee,**
25 **fees for fingerprints,** and any other processing fees in the amount determined by
26 Council resolution and set forth in the City administrative fee schedule.

27 Section 2. This Ordinance is of a permanent and general character and shall be
28 included in the City Code.

29
30 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
31 _____ 2014.

32
33 CITY OF HOMER

34
35
36 _____
37 MARY E. WYTHE, MAYOR
38

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

39 ATTEST:

40

41

42 _____

43 JO JOHNSON, MMC, CITY CLERK

44

45

46

47 YES:

48 NO:

49 ABSTAIN:

50 ABSENT:

51

52

53

54 First Reading:

55 Public Hearing:

56 Second Reading:

57 Effective Date:

58

59

60

61 Reviewed and approved as to form:

62

63

64 _____

65 Walt Wrede, City Manager

66

67 Date: _____

Thomas F. Klinkner, City Attorney

Date: _____

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



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 14-145

TO: Mayor Wythe and Homer City Council
FROM: Jo Johnson, City Clerk
DATE: September 16, 2014
SUBJECT: Amendment to HCC 8.12.200(d) Chauffeur's License Fees

It was recently discovered that HCC 8.12.200(d) Chauffeur's License – Required fees are different than fees listed in the Fee Schedule. In 2006 the Fee Schedule was amended by Resolution 06-45 to increase the chauffeur's license application fee to \$75.

The chauffeur's license application fee in HCC 8.12.200(d) and was not updated to reflect the increase.

RECOMMENDATION: Adopt Ordinance 14-46 to amend the language for chauffeur's license application fee to coincide with the Fee Schedule.

CITY OF HOMER
HOMER, ALASKA

City Clerk
Requested by HPD

RESOLUTION 06-45

A RESOLUTION OF THE CITY COUNCIL AMENDING THE CITY FEE SCHEDULE UNDER PUBLIC SAFETY, THE COST OF THE CHAUFFEURS LICENSE IS \$75.00 PLUS OTHER FEES IN THE AMOUNT OF \$35.00 (FOR FINGERPRINTING TO THE STATE OF ALASKA) NOT \$59.00 AS IS CURRENTLY LISTED.

WHEREAS, The Homer Police Department Dispatchers advised the City Clerk of an inaccuracy in the fingerprinting fee listed under Public Safety, Chauffeurs License.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the City of Homer Fee Schedule, Public Safety fees as follows:

PUBLIC SAFETY

Emergency 911

Administrative Office 235-3150

HPD = Homer Police Department

(The following fees have been set by legislative enactments to HCC 7).

Handicap Parking Violation \$100

Noisy Vehicles - enforcement begins April 28, 2004.

Noise greater than 85 decibels (dBA) at a distance of fifty (50) feet is prohibited. Between the hours of 8 p.m. and 8 a.m. not greater than 75 dBA at a distance of fifty (50) feet.

Offense	Penalty/Fine
---------	--------------

Muffler not working properly	CORR/\$500
------------------------------	------------

Muffler modified/excessive noise	CORR/\$500
----------------------------------	------------

Muffler removed or inoperative	CORR/\$500
--------------------------------	------------

Noise exceeds limits:

First conviction	\$100
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Second conviction within 6 months	\$200
-----------------------------------	-------

of first conviction

Third conviction within 6 months	\$300
----------------------------------	-------

of any prior conviction

Sale of vehicle exceeding noise limits:

First conviction	\$100
------------------	-------

Second conviction within six (6) months of first conviction	\$200
---	-------

Third conviction within six (6) months of any prior conviction	\$300
--	-------

Jake brake use prohibited:

First conviction	\$100
------------------	-------

Second conviction within six (6) months of first conviction	\$200 plus proof of satisfactory
---	----------------------------------

HPD commercial vehicle inspection

Page Two
Resolution 06-45
City of Homer

Third conviction within six (6) months of any prior conviction \$300 plus proof of satisfactory HPD commercial vehicle inspection

CORR: "CORR" means a correctable/dismissal offense. A citation for one of these offenses may be dismissed (or voided) if proof of correction is presented to a HPD vehicle inspector within thirty (30) days. If the required repair is not made and shown to a vehicle inspector within the specified time, the defendant must pay the fine.

Public Transportation (HCC 8.12.150 and 8.12.200):

Vehicle Permit \$75 Fiscal Year, expires June 30th
Permit \$37.50 after January 1st, expires June 30th
\$5 Replacement Permit

~~[Chauffeurs License \$75 application fee (non refundable) plus finger print and other processing fees in the amount of \$59.00.]~~

Chauffeurs License \$75 application fee plus the fees in the amount of \$35.00 (for Fingerprinting to the State of Alaska)(none of these fees are refundable)

Annual Safety Inspection commercial vehicles \$100

(The following fees have been set by legislative enactments AAC 13 (Paid at City Hall).

Parking Tickets -\$10

(The following fees have been set by legislative enactments to HCC 8, Ord. 01-20).

Itinerant Merchant - \$110/for 60 days
Mobile Food Unit - \$130/per yr.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this 24th day of April, 2006.

CITY OF HOMER


JAMES C. HORNADAY, MAYOR

ATTEST:


MARY L. CALHOUN, CMC, CITY CLERK

Fiscal Note: Revenues, amount not defined. /mlc

ORDINANCE REFERENCE SHEET
2014 ORDINANCE
ORDINANCE 14-47

An Ordinance of the Homer City Council Amending the FY 2014 Operating Budget by Appropriating \$105,000 from the General Fund / Fund Balance for Barge Mooring Facility Phase 2 – Uplands Improvements.

Sponsor: City Manager/Port and Harbor Director

1. City Council Regular Meeting September 22, 2014 Introduction
 - a. Memorandum 14-146 from Vessel Haul-Out Task Force as backup
2. City Council Regular Meeting October 13, 2014 Public Hearing and Second Reading
 - a. Resolution 14-47(A) as amended by Council September 22
 - b. Memorandum 14-146 from Vessel Haul-Out Task Force as backup

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Manager/
4 Port and Harbor Director

5 **ORDINANCE 14-47(A)**

6
7 AN ORDINANCE OF THE HOMER CITY COUNCIL AMENDING THE
8 FY 2014 OPERATING BUDGET BY APPROPRIATING \$105,000
9 FROM THE PORT AND HARBOR DEPRECIATION RESERVE FUND
10 FOR BARGE MOORING FACILITY PHASE 2 – UPLANDS
11 IMPROVEMENTS.

12
13 WHEREAS, The Large Vessel Haul-Out Task Force has spent several months
14 researching the development and expansion capabilities of a Large Vessel Haul-Out and
15 Repair Facility in the Homer Port and Harbor; and

16
17 WHEREAS, The Vessel Haul-Out Task Force recommended changes to the Barge
18 Mooring Facility Capital Improvement Plan project to include a second phase that covers
19 necessary upland improvements that support the vessel repair yard activities currently
20 taking place; and

21
22 WHEREAS, The task force recommends action be taken for the first step in this
23 process, which is the designing, engineering, and permitting for such a facility as this will help
24 with current haul-out use and aid in planning for this much needed improvement.

25
26 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

27
28 Section 1. The Homer City Council hereby amends the FY 2014 Operating Budget by
29 appropriating \$105,000 from the Port and Harbor Depreciation Reserve Fund for Barge
30 Mooring Facility Phase 2 – Uplands Improvements as follows:

31
32 Expenditure:

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
456-0380	Barge Mooring Facility Phase 2 – Uplands Improvements	\$105,000

38 Section 2: This is a budget amendment ordinance, is not permanent in nature, and
39 shall not be codified.

40
41 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
42 _____ 2014.

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CITY OF HOMER

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MARY E. WYTHE, MAYOR

52
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ATTEST:

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JO JOHNSON, MMC, CITY CLERK

57
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62

YES:

NO:

ABSTAIN:

ABSENT:

63
64
65

66 First Reading:

67 Public Hearing:

68 Second Reading:

69 Effective Date:

70
71

72 Reviewed and approved as to form.

73
74
75

Walt Wrede, City Manager

Thomas F. Klinkner, City Attorney

76
77
78

Date: _____

Date: _____



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4350 Homer Spit Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum 14-146

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL
FROM: VESSEL HAUL-OUT TASK FORCE
DATE: SEPTEMBER 22, 2014
SUBJECT: FINAL REPORT

Executive Summary: After careful research, discussion and evaluation the Vessel Haul-Out Task Force presents the following for your consideration.

The need for a vessel haul-out facility of some configuration is highly desired by the commercial fishing fleet; deep v-haul and wide body vessels and barges. The amenities of good weather, ice-free harbor area, marine services and upland facilities make the Port of Homer a very attractive consideration for general maintenance work as well as emergency repair work. During the shoulder months of 2013-2014 in the beach area near Lot TR1-A, approximately seven vessels of various types were hauled out for repairs. Two additional vessels were turned away.

The skilled jobs this created, along with additional income to the Harbor Enterprise fund, was a welcomed economic surge. Because of this unexpected activity the task force was organized to dream about the "what if's". Bottom line is: the perfect all-accommodating haul-out facility is not in the near future for the Homer Harbor because of the tremendous, upfront facility costs. What is feasible is to improve what we have going for us by beefing up the beach mooring system, establishing electrical power hook-up service, and building an environmentally adequate wash-down facility. The task force's research gives up the cost to be about \$650,000.00. The upgrades needed are on the existing CIP list and we recommend prioritizing these projects for this year.

RECOMMENDATION: Approve the CIP beach and harbor improvements as described in CIP Barge Mooring Facility Phase II in the amount of \$105,000.00 with the funding source to be from the general fund balance account. Instruct staff to apply and receive all necessary permits this type of marine activity requires. Further, it is recommended the public involvement is restricted to scheduling and supervising rules and regulations, leaving the balance of the activities to the private sector as an open shop. The task force recommends a tariff rate schedule for this new harbor service to be developed and approved. Finally, instruct staff to write and advertise a Request for Proposal for developing the facility

Background: At the December 4, 2013 meeting of the Port and Harbor Commission, Port Director/Harbormaster Hawkins presented the concept of a vessel haul out facility that is further described in a supporting memorandum. In addition to the commissioners' comments, several members of the community (user groups) identified the need to provide a service to the larger vessels. City Manager Wrede also spoke about the projects potential. The commission requested the City Council form a committee to research the possibilities of a vessel haul-out repair facility.

On January 7, 2014 the City Council adopted Resolution No. 14-015 authorizing the formation of the Vessel Haul-Out Task Force.

The Task Force has held twelve meetings and made one presentation to the Port and Harbor Commission. All meetings were well attended by members of the public and government agencies. The staff members for the City Clerk; Finance; Planning; Public Works and Port and Harbor provided valuable and timely information requested.

Members of the Task Force were selected as a good representation of the user groups and interested parties: Glen Carroll; David Lewis; Ian Pitzman; Mike Stockburger; Mike Pate; Bryan Hawkins and Barbara Howard were appointed by the mayor to serve on the task force.

Recent Haul-Out Activities: During March through May 2014, as many as six large vessels of various types were on the beach area of Lot TR1-A. Tugs, barges, and other fishing vessels were being hauled out on air bags and tractors for maintenance and repair. Economically, this activity was a welcome boom to the shoulder months for all marine trades of the Homer area. Income generated by the mooring for the enterprise fund was approximately \$18,000. This amount is low because we did not have a tariff schedule to reflect the true value of the facility. As many as twenty workers were on-site doing high, wage-earning work. Welders, carpenters, mechanics, painters, and other services were readily working for three months. The restaurants and other businesses noted a welcomed increase to business during this period. The beach area was restored to "better than before" status by May 20th in plenty of time for Parks and Recreation staff to prepare the area for campground use and other recreational activities

Result of Research: As part of our research, we developed and sent out a questionnaire to the user groups of approximately 300 vessel owners/operators. We received 44 replies. Copies of the questionnaire and staff memo of the results are included with this report. The need for such service was once again confirmed.

Management Options: A Business Performance was developed as a guiding tool for our assumptions and timeline. A copy of this document is included as well.

ORDINANCE(S)

CITY MANAGER'S REPORT



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

MANAGER'S REPORT

October 13, 2014

TO: MAYOR WYTHE / HOMER CITY COUNCIL

FROM: WALT WREDE

UPDATES / FOLLOW-UP

NOTE: Some of these items appeared in the last report. I have updated them and brought them back in case the Council wanted to discuss.

1. HERC Building Property / Deed Restrictions: The Borough Assembly will be introducing an ordinance to remove the deed restrictions as requested by the Council at its regular meeting on October 14th. The Borough Administration asked if I could attend the committee meeting and the regular meeting, to answer any questions that might come up. I will plan to do so.
2. PARC Needs Assessment Update: The Needs Assessment project is up and running. It is live. The community survey is open and everyone is encouraged to participate. Results from the community survey's completed in October will be used to shape the community meeting in November. The survey will run until December 1st, but people are encouraged to participate early. The community meeting will be Thursday, November 13th, in the evening at Islands and Ocean Visitor Center. You can find the survey and more information on the City of Homer website under Parks and Recreation. Attached is a flyer that will be in Thursday's newspaper. The PARC Committee strategy for getting the word out includes:
 - 3000 newspaper inserts
 - Newspaper article in Homer News this week
 - Advertising and article in next week's Tribune.
 - Radio advertising
 - Mass e-mails inviting people to participate in the survey

This is a general survey for all residents. In a later phase, provider surveys will be sent out to parks and recreation providers that are more specific to them and their services.

The link to the survey is <http://www.cityofhomer-ak.gov/recreation/park-art-recreation-and-culture-needs-assessment-parc>

3. Jeff Paxton / Mercer: The Council has become familiar with Jeff Paxton because he has submitted reports and made presentations to it regarding employee health insurance. Jeff has played a crucial role in helping us get the City's health insurance costs under control and is assisting us with adapting to the requirements of the ACA. Some have commented to the Council that the City pays Mercer too much for what it receives in services. Some have asked if the City still needs Mercer if it chooses to drop self- insurance and go with a private insurance firm. It has occurred to me that the Council may not have a full and complete picture of the range of services Jeff is providing under the contract. I have probably been doing him a disservice myself by consistently referring to him as our insurance broker. I think this might leave people with the impression that all he does is solicit bids for insurance services. In reality, he does much more than that. He is really a benefits consultant and he assists HR on a full range of benefits from life insurance to flexible spending accounts. In some ways, it is appropriate to think of Mercer as an extension of the HR department responsible for benefits. In a way, we are outsourcing this HR function. Attached is a copy of the scope of work included in Mercer's current contract. Also attached is a copy of Mercer's on-line newsletter. I hope this will provide you with a better understanding of Mercer's value and how we use them.
4. Budget Memorandums: We are now officially in the budget season. A draft of the budget will be provided to the Council at the Committee of the Whole on October 13th. The budget is scheduled to be introduced by ordinance on October 27. Attached are two budget related memorandums for your information and discussion. One memorandum describes how labor costs were reallocated between the Public Works General Fund Budget and the Water and Sewer Special Revenue Fund Budget. The other addresses Employee Health Care. A broader budget message will be distributed along with the draft budget on the 13th.

ATTACHMENTS

1. Library Director's Report
2. PARC Needs Assessment Flyer
3. Jeff Paxton / Scope of Work
4. Memorandum 14-156 from Public Works Director, Re: Labor Cost Reallocation / PW and Water and Sewer
5. Capital Project Status Report
6. Memorandum 14-158 from Community & Economic Development Coordinator, Re: Updated Comp Plan Implementation Schedules
7. Memorandum 14-159 from City Manager, Re: Special Budget Report on Employee Health Insurance
8. Letter from Alaska Board of Fisheries

**Homer Public Library
Director's Report
September 26, 2014**

Summer is clearly over, along with the tourist influx and the Summer Reading Program. This year 370 people participated in the program, including 42 adults. Last year's count was 346. Though the Library is slightly less busy than during the summer months, staff is feeling the pinch now that our summer Library Aide, Terry Smith, is gone. Her work at the front desk allowed behind-the-scenes staff to catch up with their workloads, at least for a while.

September Events and Activities

Volunteer Appreciation – #1: Friends of Homer Library (FHL) sponsored a lovely “appreciation” bash for the many volunteers who keep the Library functioning, with live music, delicious foods, and lively conversation.

#2: The City put on a very nice buffet and program for members of boards and commissions. It was well-attended (though not by the LAB). Next time it happens, I recommend it!

Chamber of Commerce Mixer – cancelled due to lack of notice to members by the Chamber.

Banned Book Week – September 21-27. We had a display of banned books and KBBI interviewed me, along with other Kenai Peninsula librarians, on the topic.

iFest – FHL began a three-month series of events for “igniting innovative entrepreneurs,” in conjunction with their BIZ-Idea Contest and new Entrepreneur of the Year Award.

Meetings

Best Beginnings Homer – Claudia and I met with Jenny Martin and Tara Hagge of Sprout.

Western Lot clearing contract award – I attended with Sue Mauger.

Alaska Library Association Executive Council – I spent a lovely Saturday and half a Sunday meeting with the E-Council via videoconference.

MAPP Impact Workshop – I attended a portion of the morning session.

FHL Community Meeting re: Western Lot – I attended.

Staff meeting – We met once.

Issues of Interest

Budget: I submitted my budget requests to Walt Wrede and the Finance Director, John Li, but have not yet seen their final document to be submitted to Council. I asked for a 10% increase in both the book budget and the audio-visual budget. My special budget requests this year were related to equipment: \$8,500 for replacement of our security camera system, which is obsolete; and \$36,906 for depreciation reserves to replace public use technology equipment.

A back-up generator for the Library was included on the City's CIP list. This would enable the Library to be used during disasters or emergencies, as well as provide sorely needed back-up

during power outages. Any power outage lasting longer than 20 minutes or so currently costs us 6-10 hours in staff time to recover. Sometimes more.

Staff Training: All staff members are receiving Green Dot training.

Ann and Holly are receiving Emergency Management training.

Claudia attended the Association for Library Service to Children Institute – and presented on low-budgets way to use new media with youth.

Ann and Claudia attended the Every Child Ready to Read in Alaska workshop – early literacy skills training for librarians in Anchorage.

Most staff need to update first aid and CPR training.

Western Lot – Sue Mauger and I will walk the lot before clearing to flag any trees we do not want cut. The Friends held a community meeting to gather input on how best to use the land.

Behind the Scenes

Staff who order books and other materials are busy placing orders so that items will arrive before the end of the fiscal year.

I have been busy this month with administrative work. I was also involved in organizing the early literacy workshop in Anchorage, having written the grant to make it happen.

Facility

Public Works still plans to extend a gas line to the propane fireplace before winter.

The front door handicapped button broke. Again.

Upcoming Special Events

Friends Semi-Annual Book & Plant sale – Done!

Show Me the Money (Capitalize Your Start-Up) – tonight at 6 PM!

Cardboard Challenge – a collaboration with local schools. Cardboard games and building zone.

Sat. 10/11, 10 AM-noon. Volunteers needed.

Small-Scale Hydro in Alaska – OWL Videoconference from the Cooperative Extension Service.

Noon 10/14. Bring your lunch!

CLOSED 10/17 in observance of Alaska Day.

Feltboard Workshop – for adults in collaboration with Homer’s Early Childhood Coalition.

11 AM 10/18. Registration required.

Healthy Homes – OWL Videoconference from Cooperative Extension Service. Noon 10/28.

Pathfinder Role-Playing – Intro session with Curt Jackson. For ages 11-14. 6-8 PM 10/30.

Registration required.

Ongoing

Story Times – Tuesdays & Wednesdays 10 AM; Small Fry Thursdays 11:30 AM

Knitting – Mondays, 3-5 PM

Book Club – Third Tuesdays, 4:30-6:30

Drop-In Tech Help – First Fridays and Third Saturdays, noon to 2

Genealogy – First Saturdays, 2-4 PM

SPARC Meetings and Ham Radio Classes – First Tuesdays 5 PM and Second Saturdays noon-2



For Community Members in:

Homer + Anchor Point + Kachemak City + Diamond Ridge + East End

Take the Survey: City of Homer Parks and Recreation Website

(Paper surveys available at City Hall, Library, Community Recreation office in the Homer High School Commons, and Homer Council on the Arts)

Go to: www.cityofhomer-ak.gov/recreation

Save the Date: Thursday, November 13th

Community Meeting, Islands and Ocean Visitor Center

PARC = Parks, Art, Recreation + Culture Needs Assessment

Homer + Anchor Point + Kachemak City + Diamond Ridge + East End

For a long time, the Homer area has had a rich offering of parks, arts, recreation and cultural amenities. Community parks, indoor and outdoor sports, visual and performing arts, cultural events and festivals are all part of life in Homer. This is part of what makes the area what it is, attracts new friends and family to live here, and keeps us healthy and engaged in community life.

The City and a number of community organizations have overcommitted or inadequate physical facilities, face tight budgets and other limitations to their ability to sustain programming and facilities. **It's time to get creatively organized** – as a community – about how to make the most of what we have, to build on our existing foundation to provide new amenities, or to move existing programs and facilities in new directions.

A needs assessment is not simply a wish list. It is a thoughtful look forward over the next 10 to 15 years to understand the big picture of our existing PARC activities and resources, what is missing, and which changes we – as a community – would like to see. Please join in the discussion. Your participation is important!

Take the online survey: <http://www.cityofhomer-ak.gov/recreation>

Not online? Paper copies will also be available at City Hall, Library, Community Recreation office in the Homer High School Commons, and Homer Council on the Arts

The Needs Assessment will also include:

- **Focus group discussions** with youth, seniors, and differently-abled community members to better understand their particular needs and resources.
- **Telephone survey** to provide an objective, statistically valid picture of the PARC activities, programs and facilities Homer-area residents value. If you are called, please take a few minutes to give your input!
- **A summary report** with public review and comment opportunities. Check back to the website throughout the next few months for more information.

Project Timeline:

- **Fall 2014:** Gather information, including surveys, community workshop.
- **Winter 2014-2015:** Produce needs assessment.
- **Spring 2015:** Release summary report for community review and approval.

Come to the community workshop:

Thursday, November 13, 2014 at the Islands and Ocean Visitor Center.

Questions? Contact Julie Engebretsen at 235-3106

H&B SERVICE SCHEDULE – October 1, 2014 through December 31, 2014

Our Services consist of the following:

- Conduct strategic planning sessions to review performance of City of Homer's current employee benefits coverage and establish future objectives and strategies to manage City of Homer's employee benefit coverages to which this agreement applies.
- Meet with City of Homer's key designated representatives on a regular basis, to discuss strategy and open items.
- Develop a mutually agreeable renewal action plan and timeline that meets City of Homer's stated objectives.
- Keep City of Homer informed of significant changes and/or trends in the employee benefits marketplace.
- Benchmark Medical/RX/Dental plan costs and employee contributions to industry and size on an annual basis.
- Analyze factors driving City of Homer's plan costs if experience data is available. In connection with such analysis, we will review utilization reports to determine possible causes of identified cost increases. Assist City of Homer in managing risks and costs of its employee benefits coverages.
- Provide cost projections and funding analysis (review of funding methodology with emphasis on employer costs and the tier structure of the contribution.)
- When marketing your plans, prepare an analysis comparing current costs, plan designs, administration costs, network discounts and network accessibility.
- With respect to the renewal process of City of Homer's employee benefit program, we will conduct an annual review during the renewal process to include negotiations, on City of Homer's behalf, with current vendors/carriers, as per City of Homer's request.
- Upon the request of City of Homer, we will assist City of Homer in the preparation of a RFP for purposes of obtaining competitive quotes from the marketplace. We will be the primary point of contact during the bidding process.

Page 7
September 26, 2014
Walt Wrede
City of Homer

- Upon request of City of Homer, evaluate and assist in the management of voluntary benefit products offered to City of Homer's employees.
- Assist City of Homer in the implementation of the benefit program by dealing with vendor/carriers and performing contract and SPD review for purposes of determining conformity to agreed upon plan provisions and costs.
- Identify and negotiate on City of Homer's behalf with insurers and other benefit program providers and keep City of Homer informed of significant developments. We shall be authorized for purposes of this Agreement to represent and assist City of Homer in all discussions and transactions with all insurers/providers, provided that we shall not place any insurance or vendor programs on behalf of City of Homer unless so authorized by City of Homer.
- Assist with documentation and other steps to obtain commitments for and implement insurance policies and other services selected by City of Homer regarding its employee benefits program upon City of Homer's instructions, it being understood that we will not independently verify or authenticate information not originating from us necessary to prepare proposals or underwriting submissions and other documents relied upon by insurers/providers, and City of Homer shall be solely responsible for the accuracy and completeness of such information and other documents furnished to us and/or insurers/providers and shall sign any application for coverage. City of Homer understands that the failure to provide all necessary information to an insurer, employee benefit provider or third party vendor whether intentional or by error, could result in the impairment or voiding of coverage or service.
- Provide City of Homer access to the national insurance marketplace and related services marketplace and use our commercially reasonable efforts to place insurance policies and other services selected by City of Homer regarding its employee benefit program on behalf of City of Homer, if so instructed by City of Homer.
- Act as a liaison between City of Homer and insurers/ providers for the lines of coverage and services that we have placed or obtained on behalf of City of Homer or for which Mercer is named as the broker of record.
- We may utilize the services of other intermediaries to assist in the marketing of City of Homer's program (including brokers in the London and other markets), when in Mercer's professional judgment those services are necessary or appropriate with disclosure to City of Homer. Such intermediaries may be Mercer affiliates. The compensation of such

Page 8
September 26, 2014
Walt Wrede
City of Homer

intermediaries is not included in our compensation under this Agreement and will be paid by insurers/providers out of paid premiums.

- Follow up with insurance carriers/providers for timely issuance of policies and contracts.
- Follow up with insurance carriers/providers with respect to the payment or return premiums.
- Review policies and contracts for accuracy and conformity to specifications provided by City of Homer and the related negotiated coverages.
- Assist City of Homer in connection with issues relating to interpretation of insurance policies/contracts placed by us.
- Provide information/coverage summaries for all new coverages and updates on changes to existing coverages.
- Provide access to the Mercer Online Resource web site.

Walt Wrede

From: Mercer Select <select@mercer.com>
Sent: Tuesday, October 07, 2014 5:31 AM
To: Walt Wrede
Subject: Mercer Select Daily | United States

You have received this email as a member of [Mercer Select](#).

[Manage your Mercer Select emails.](#)



HR news, views and analysis for members of Mercer Select

7 Oct 2014

US justices' inaction expands gay marriage rights

Same-sex marriages will soon begin in Indiana, Oklahoma, Utah, Virginia, and Wisconsin, now that the US Supreme Court has decided not to take up the issue at this time. The justices' inaction also paves the way for gay marriage in six other states. ([Mercer Select](#), 6 Oct 2014)

Flexible work challenges for low-wage workers

US low-wage workers are less likely to be offered flexible work arrangements than higher paid workers, several studies show. This roundup focuses on the challenges this disparity creates for low-wage workers and how some employers have responded. ([Mercer Select](#), 3 Oct 2014, 1 page)

Today: Web briefing on ACA play-or-pay and MEC reporting

Now that the IRS has issued draft forms and instructions, join Mercer experts for an Oct. 7 web briefing to review employer action steps for upcoming ACA reporting. The IRS will use this information to help enforce shared-responsibility requirements. ([Mercer Select](#), 19 Sep 2014, 1 page)

In This Issue

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» [CANADA](#) » [AROUND THE WORLD](#)

Talent

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Why you haven't gotten a pay-raise

"... Nine million workers are currently counted as unemployed. ... Labor-force



Key Links

- [Mercer's FLSA Toolkit](#)
- [Diversity & Inclusion](#)
- [US home](#)
- [US executive rewards](#)
- [Executive Rewards: Global legal developments](#)
- [US health & benefits](#)
- [US H&B ComplianceConnection \(premium\)](#)
- [US retirement](#)
- [US talent](#)
- [GRIST](#)
- [Canada home](#)
- [UK home](#)
- [Global home](#)
- [Request research](#)

Most Viewed by Mercer Select Members

[ACA out-of-pocket limits leave plan design issues](#) ([GRIST](#), 1 Oct 2014, 8 pages)

[Court strikes down ACA subsidies in 36 states](#) ([Vox](#), 1 Oct 2014)

[Obama faults pay policies](#) ([Reuters News](#), 3 Oct 2014)

[Mercer presentation on 2015](#)

participation rates remain shockingly low, even among Americans in their prime working-age years. This shadow surplus of workers takes the pressure off employers to raise wages." (The Washington Post, 7 Oct 2014)

Executive Rewards

[Top](#)

CEO equity based compensation and risk-taking

"This paper explores to find out the determinants of the change of CEO equity-based compensation structure. ... [T]his study shows that stock dominates option compensation in the view of risk-taking." (Business and Economic Research, 25 Jul 2014, 19 pages)

Health & Benefits

[Top](#)

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Why costly specialty drugs are often worth the cost

"... A new study finds that new specialty drugs often provide substantially much higher health benefits than the traditional drugs, but the specialty drugs also come with significantly higher costs, according to research published in this month's Health Affairs journal." Read the Post article and the Health Affairs study. (The Washington Post, 7 Oct 2014)

Supreme Court pass may bring gay marriage to 30 states

"The Supreme Court refused to get involved in the national debate over same-sex marriage Monday, leaving intact lower court rulings that will legalize the practice in 11 additional states." (USA Today, 6 Oct 2014)

Health care fees: One more thing on diners' plates

Some high-end Los Angeles restaurateurs are following their peers in San Francisco and applying a 3% surcharge for employee medical insurance in the wake of passage of the Affordable Care Act. (Los Angeles Times, 7 Oct 2014)

Weekly information briefing from EBRI

Issues highlighted in this week's EBRIef include a GAO report on carrier participation in the health insurance marketplaces, public pension shortfalls, and changing retirement patterns. (Employee Benefit Research Institute (EBRI), 6 Oct 2014, 5 pages)

Retirement

[Top](#)

[compensation planning](#) (Mercer, 3 Oct 2014, 70 pages)

[Why aren't US firms raising their workers' pay?](#) (Associated Press Newswires, 5 Oct 2014)

[Obamacare's surprises: The ACA's overlooked aspects](#) (Politico, 29 Sep 2014)

[HATFA transition guide for pension plan sponsors](#) (GRIST, 26 Sep 2014, 18 pages)

For Premium Members

[HATFA transition guide for pension plan sponsors](#) (GRIST, 26 Sep 2014, 18 pages)

[In search of 401\(k\) lifetime income solutions](#) (GRIST, 8 Sep 2014, 15 pages)

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US justices' inaction expands gay marriage rights

Same-sex marriages will soon begin in Indiana, Oklahoma, Utah, Virginia, and Wisconsin, now that the US Supreme Court has decided not to take up the issue at this time. The justices' inaction also paves the way for gay marriage in six other states. (Mercer Select, 6 Oct 2014)

Supreme Court pass may bring gay marriage to 30 states

"The Supreme Court refused to get involved in the national debate over same-sex marriage Monday, leaving intact lower court rulings that will legalize the practice in 11 additional states." (USA Today, 6 Oct 2014)

A look at DC plan design optimization studies

"... An optimization study is 'a process that determines the best [DC] plan design for an employer to [use to] maximize employees' chance at an adequate retirement, while staying within the employer's budget constraints.'" (PlanSponsor, 1 Sep 2014, 3 pages)

Weekly information briefing from EBRI

Issues highlighted in this week's EBRIef include a GAO report on carrier participation in the health insurance marketplaces, public pension shortfalls, and changing retirement patterns. (Employee Benefit Research Institute (EBRI), 6 Oct 2014, 3 pages)

Canada

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NB seniors' prescription co-payments questioned

"The New Brunswick Pharmacists' Association says it will begin enforcing co-payment on seniors' prescriptions under the provincial drug plan, despite debate about whether collection is mandatory." (CBC.ca, 5 Oct 2014)

Canada's part-time problem

"... This type of unsteady or precarious work is a quieter or less visible trend in Canada's labour market. ... But the growing number of reduced-hours and part-time positions, ... as well as contract jobs, have widespread effects." (Paid registration may be required) (The Globe and Mail, 4 Oct 2014)

Workplace flexibility

"... [W]hen deployed correctly, workplace flexibility can be the competitive factor that attracts — and retains — top talent. It also can help boost company productivity. It just takes time, effort and the occasional trial and error." (HR Professional Magazine, October 2014)

Around the World

[Top](#)

S. Africa: Ten-day paternity leave a step closer

"Sowetan reports that a proposal of 10 days of leave for new fathers is now a step closer to reality as Parliament has agreed to consider a petition that changes be made to the Basic Conditions of Employment Act (BCEA) in that regard." (South African Labour News, 1 Oct 2014)

New Irish employment permit forms posted

New employment permit forms are now available on the website of Ireland's Department of Justice, Enterprise, and Innovation. The new employment permit process regime became effective on 1 October, and employers must now use these new forms. (Mercer Select, 6 Oct 2014, 1 page)

Australian executive bonuses under scrutiny

"Companies are set to come under scrutiny for 'gaming' earnings to meet executive bonus hurdles and for favouring large investors in capital raisings as the peak season for annual meetings kicks off in earnest this week." (The Sydney Morning Herald, 6 Oct 2014)

Top critics of UK executive pay named in survey

"Henderson Global Investors, Aviva Investors and JP Morgan Asset Management have been named among the most active investment managers when it comes to voting against company remuneration policies." (Financial News, 6 Oct 2014)

Pension lifeboat lowers levy for UK businesses

"Businesses paying into the government's pensions lifeboat will see their levy fall by an average of almost 10pc in 2015, as the organisation moves ahead with its aim to be self-funding by 2030." (Telegraph.co.uk, 6 Oct 2014)

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Memorandum 14-156

TO: Walt Wrede – City Manager
FROM: Carey Meyer – Public Works Director
DATE: September 25, 2014
SUBJECT: **2015 Budget – Public Works/Water & Sewer Labor Distribution
Adjustments Made Per Organizational Changes**

Earlier this year I implemented a reorganization that affected Public Works operations. All water and sewer personnel (distribution and treatment) now work as a team under one supervisor and focus all their efforts on water and sewer issues. All other personnel work as a team under a separate supervisor focused on roads, drainage, parks, and vehicle and building maintenance. Both groups assist each other on an as-needed basis. I believe this reorganization improved span of control, productivity and customer service as I discussed in the presentation I made to the City Council at the time. See attached organizational charts that reflect these changes.

Because of this reorganization, in preparation for this year's budget, the labor distribution of each employee across each of the operational units was reevaluated, and some substantial reallocations have been proposed. I have also taken the opportunity to reevaluate how each employee's time is spent and analyzed the reasonableness of how their time is distributed to Public Works operations (funded by the General Fund) and to the Water and Sewer operations (funded by the Utility Special Revenue Fund).

Overall, General Fund labor increased and Special Utility Fund (Water/Sewer) labor was reduced, but *I believe it now reflects a more appropriate distribution of work effort*. On the following page is a table that reflects changes in labor distribution in terms of full time employees (FTE's) for each of the Public Works and Water/Sewer budgets.

Public Works Administration costs were substantially reduced due to the movement of the Project Manager's time from Administration (0170) to the more appropriate Engineering/Inspection (0177). In addition, some mechanics time which in previous years had be charged to PW Administration (0170) and prorated to Water and Sewer, was charged directly to the benefiting Water and Sewer departments (0404 and 0504). These changes reduce PW and W/S Admin labor budgets to more realistically reflect actual administration costs associated with these operations (a reduction of 1.8 FTE's). As a result of this adjustment, there is an increase in the Engineering/Inspection budget, but overall the 2015 General Fund related labor remained similar to that of 2014.

Summary of Reallocated Labor (in terms of FTE's) – 2014 vs. 2015

Cost Centers	CC #	FTEs in FY 15	FTEs in FY 14	Changes
Public Works Admin	0170	1.4	3.1	(1.8)
General Maintenance	0171	2.1	2.0	0.1
Gravel Roads	0172	1.2	0.4	0.8
Paved Roads	0173	1.4	0.9	0.5
Winter Roads	0174	1.7	0.9	0.8
Parks - Cemetery	0175	1.4	1.6	(0.2)
Motor Pool	0176	1.9	2.0	(0.1)
Engineering Inspection	0177	2.5	1.5	1.0
Janitorial	0178	1.8	1.8	0.1

Water Systems Administration	0400	1.0	1.8	(0.8)
Treatment Plant	0401	2.1	2.0	0.1
Testing	0402	0.3	0.3	0.0
Pump Stations	0403	0.6	0.4	0.2
Distribution Sys	0404	1.8	1.6	0.2
Water Reservoir	0405	0.5	0.6	(0.2)
Water Meters	0406	1.0	1.0	(0.1)
Water Hydrants	0407	1.9	1.7	0.2

Sewer Systems Administration	0500	1.0	1.8	(0.8)
Sewer Plant Operations	0501	2.5	2.7	(0.2)
Sewer System Testing	0502	0.6	0.6	0.0
Sewer Lift Stations	0503	1.7	1.5	0.2
Collection System	0504	1.8	1.6	0.2

In 2014, .4 FTE's were accounted for in **Gravel Roads** (0172); a total labor budget of \$29,581. In my opinion, much more time is spent maintaining gravel roads (grading, dust control, repairs, sign maintenance, etc.) than this number represented. The proposed 2015 budget reflects more labor being accounted for in Gravel Roads (1.2 FTE's); for a total labor budget of (\$116,904).

In 2014, .9 FTE's were accounted for in **Paved Roads** (0173); a total labor budget of \$88,517. In my opinion, much more time is spent maintaining paved roads (sweeping, striping, sign maintenance, crosswalks, patching, etc.) than this number represented. The proposed 2015 budget reflects more labor being accounted for in Gravel Roads (1.4 FTE's); for a total labor budget of (\$139,527).

In 2014, .9 FTE's were accounted for in **Winter Roads** (0174); a total labor budget of \$103,030). In my opinion, much more time is spent maintain road in the winter (plowing, hauling, sanding, etc.) than this number represented. The proposed 2015 budget reflects more labor being accounted for in Winter Roads (1.7 FTE's); for a total labor budget of (\$186,249).

As shown in the chart below, Public Works labor costs attributable to the General Fund increased by 9.3%. Water labor costs decreased by 5.2% and Sewer labor costs decreased by 8.7%.

		Budget FY 14	Budget FY 15	\$ Changes	%
Labor Costs w/o PERS in the picture	PW	1,428,005	1,574,411	146,406	9.3%
	Water	954,861	905,542	(49,319)	-5.2%
	Sewer	814,829	743,747	(71,082)	-8.7%
Total		3,197,695	3,223,700	26,005	0.8%

The reason for this is two-fold:

- 1) Previous budget labor distributions probably attributed more effort to Water and Sewer operations than was reasonable (i.e. – low allocations to Gravel Roads, Paved Roads, and Winter Roads as discussed above).
- 2) The reorganization focused all personnel on their core tasks’, making it easier to identify how much effort is being expended on General Fund Public Works responsibilities and how much effort was being expended on Water and Sewer responsibilities.

You might ask – if .8 FTE were reallocated from water and sewer administration directly to other water/sewer areas, why didn’t these areas see an increase in FTE’s? Answer – these shifted FTE were offset by the redistribution of water/sewer labor costs to the general fund (Gravel Roads, Paved Roads, and Winter Roads) as discussed above.

You might ask – if water/sewer labor costs went down, why didn’t the overall water/sewer budget go down? It would have, except this year’s budget includes one-time pumping Kachemak City septic tanks (\$39,000), a request to purchase new heads/batteries for replacing worn out water meters (\$55,000), and increased PERS costs.

You might ask – if Public Works General Fund labor costs went up \$146,406, why did overall budget go up \$224,000? This year’s budget includes an additional part time administrative position and increased PERS costs.

Overall, I believe this year’s budget attributes labor costs more accurately between the General Fund and the Utility Special Revenue Fund (water and sewer).

STATUS REPORT - CAPITAL PROJECTS

City of Homer - Public Works Department – October 2014

The following projects have been completed this year or are under construction:

Homer Natural Gas Main Extensions – The second (and final) year’s construction of the gas mains is complete. Gas services are being installed until cold weather stops any trenching efforts.

City Building Conversions to Natural Gas – City buildings served by the second year gas main extensions (Water Treatment Plant and the Restrooms/Harbor Maintenance Shop on the Spit) will be completed this year. Conversions at the water treatment plant are complete; Spit facilities are now being converted. This will complete all conversion authorized by the City Council.



Harbormaster Overslope Construction

Harbormaster’s Office Building Replacement – Ground was broken this summer for the new Harbormaster’s Office. Currently the building enclosure is being completed, which will allow the interior work to be completed this winter. Site work, including paving, will be completed this year. Art work has been selected and artists have received their notice to proceed. Grand Opening – May, 2015.

Harbor Float Replacement – This project, is funded 50% by State grant; 50% by City bond proceeds, bid this Spring; material arrived in August and much of the improvements planned for the west side of the harbor have been completed. This coming spring, System 4 improvements will be installed. The work provides improved floats in the Small Boat Harbor, including A, J, R, and S float replacement and utility improvements (on the west side of the harbor); and System 4 improvements including portions of AAA float and HH and JJ float replacement with utility improvements (on the east side). All work will be complete by Summer 2015.



New Floats in Storage

Ramp 3 Replacement – The project is also funded 50% by State grant; 50% by City bond proceeds. The work consists of the removal of the existing approach trestle and ramp and construction of a new shorted trestle and longer covered ramp. This work is now substantially complete.



New Ramp 3 Being Installed

System 5 Electrical Improvements – The project is funded 50% by State grant; 50% by City bond proceeds. The work provides improved water and electrical service to the large commercial vessels that moor at this facility. This improvement will provide more dependable connections.



New Electrical Pedestal

DWD Trail/Cruise Ship Bus Staging Area – This work is funded by cruise ship passenger head tax revenues. The work is substantially complete and consists of improvements at the Deepwater Dock approach, including staging area striping and signage; and paving of a trail from the staging area, along the east side of the small boat harbor, past the load and launch ramp to Homer Spit Road. Also included in this project are timber overlooks, benches, perimeter banners, interpretive signing and 1% for art installations. A restroom, guard shack and shelter were constructed last year at the Deepwater Dock approach.

STATUS REPORT - CAPITAL PROJECTS

Spit Trail Extension –This work is also funded by cruise ship passenger head tax revenues (but provided through ADOT). The work is substantially complete and consists of improvements to the End of the Road Park, including parking area paving, striping and signage; and paving of a trail from the Park, back toward the Small Boat Harbor and along the east side of the small boat harbor to the Freight Dock Road/ Homer Spit Road intersection. Also included in this project are timber overlooks, benches, perimeter banners, interpretive signing and 1% for art installations. A restroom was constructed last year at the End of the Road Park.



Overlook near the Fish Dock



New Spit Boardwalk

Spit Trail Boardwalk Replacement Project – This project was completed early this summer and consists of replacing the wooden boardwalk along the Small Boat Harbor between Ramp 1 and 3. The new boardwalk is wider than the old one; and includes overlooks with picnic tables and benches. This work is funded by cruise ship passenger head tax revenues provided through ADOT.

Coal Point Trail - This work is funded by cruise ship passenger head tax revenues. The work is substantially complete and consists of paving of a trail from Homer Spit Road (near the Ice Dock Road intersection) over to the Bay; along the Bay (near the Small Boat Harbor entrance) to Coal Point Park. Also included in this project is interpretive signing. Riprap shore protection installed last year along the trail alignment allowed for permanent trail improvements to be constructed and erosion of the beach was eliminated.



Harbor Entrance Shore Protection Improvements –This shore protection will solve shore erosion problem and allow for the Coal Point Trail to be constructed (providing access from the proposed Spit Trail to Coal Point Park). This work is funded by cruise ship passenger head tax revenues provided through ADOT.



City Beautification Project – The Parks and Recreation Department has again this year provided thousands of plants for City flower beds and local business barrels and planting areas.

Skyline Satellite Fire Station – The new fire station, located at the Water Treatment Plant, is substantially complete. The new building includes four vehicle storage bays, and a small office and restroom. This year there will be no fire-fighting equipment stored outside and all equipment will be ready to respond to any emergency.



New Skyline Station

Karen Hornaday Park Shelter Relocation –This work was completed early this summer and consisted of moving the old shelter to a new foundation in between the ball fields. This work was the initial effort associated with Phase II of the current Park improvement projects.



Relocated Shelter

Karen Hornaday Park Campground/Trail Improvements – This project is funded by a Land and Water Conservation Fund grant, with a 50% match requirement, represents the second phase of the current Park improvement projects. The project is substantially complete. The project consists of constructing a looped trail around the back of the first upper ball field, providing access for maintenance equipment and pedestrians to the second upper

STATUS REPORT - CAPITAL PROJECTS

ball field and the relocated shelter. The project also consists of providing improvements to the campground – completing drainage improvements, capping all access roads with gravel, capping all camping parking spaces, improving campgrounds one and two to meet ADA requirements, and providing electrical service to the campground host site.

Sewer Treatment Plant Headworks Intake Screen Replacement – The original treatment plant headworks (screening and solids removal at the beginning of the sewer treatment process) upgrade was completed this year to facilitate better treatment and replace aging equipment.

Airport Underground Fuel Tank Removal – Completing the conversion of the airport terminal to natural gas was the removal of the underground fuel tank that previously served the facility. Removal of underground tanks eliminates the potential liability associated with operating underground tanks and the potential for groundwater contamination.



Airport Tank Removed



Beluga Slough Sign

Beluga Slough Trail Interpretive Signage – Six interpretive signs were placed along the Beluga Slough Trail. These signs reflect the poetry of Wendy Erd, writer and story facilitator, and provide the trail user with inspiration and education about the wetland environment of the slough, and the plants and wildlife that make it home. The last portion of plastic trail is scheduled to be replaced next spring

Old Town Pedestrian Improvements – This project is complete and consisted of restriping Bunnell Avenue (from Main to Beluga Place) to narrow vehicle lanes, provide for a pedestrian walkway along the south side of the street; installation of 15 MPH speed limit signs; paint crosswalks at three locations (with signage); pave the Bishop’s Beach parking lot; and construct a portion of trail along Charles Way. The intent of this project was to slow vehicular traffic and provides safer pedestrian access in the Old Town area.



Bunnell St. Safety Improvements

Bishop’s Beach Parking Lot Paving – This trailhead parking lot was paved using Homer Accelerated Roads and Trails Program (HART) funds. The improvements increased the convenience of beach access, reduced maintenance, and increased parking efficiency.



Bishop's Beach Parking Pavement



Charles Way Trail Connection

Charles Way Trail Improvement – a short section of trail, connecting access improvements already in place to the Beluga Place right-of-way (near the Bishop’s Beach Park was connected to increase pedestrian access in the Old Town neighborhood.

STATUS REPORT - CAPITAL PROJECTS

The following projects were designed this summer:

New Water Storage Tank
Shellfish Water Main Extension
Kachemak Drive (Phase III) Water Main Extension
Homer Spit Cast Iron Water Main Replacement
PRV Replacement/Micro Hydro Turbine Installation
Seafarer's Memorial Parking Lot

The design of the following projects is anticipated to begin soon:

Feasibility Study – Deep Water Dock Expansion
Homer Spit Barge Haul Out Facility
Chip Pad Runoff Water Quality Improvements



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Memorandum 14-158

TO: Mayor Wythe and Homer City Council
THROUGH: Walt Wrede, City Manager
FROM: Katie Koester, Community and Economic Development Coordinator
DATE: October 8, 2014
SUBJECT: Strategic Implementation Planning

The purpose of this memo is to update the Mayor and Council on the Strategic Implementation Planning session on Saturday October 25, 9:00am-4:30pm (30 minute lunch break, lunch will be provided).

As you recall from the last strategic implementation planning update, the facilitator from the University of Alaska Center for Economic Development, Melissa Houston is becoming familiar with City of Homer plans. The Comprehensive Plan will ground the conversation, but she has been asked to review the plans adopted under the Comprehensive Plan and the implementation tables from the Water Sewer Master Plan and Comprehensive Economic Development Strategy.

Because the Comprehensive Plan will provide the launching point for the strategic implementation planning session, I have collected 'status updates' from the various City departments on each strategy outlined in the implementation plan. The individual strategies in the implementation table of the Comprehensive Plan and Homer Spit Comprehensive Plan will be analyzed, mapped, and prioritized over the course of the strategic implementation planning. A packet will be prepared for the meeting and distributed on Monday October 20. However, I have also attached the Comprehensive Plan implementation table status updates to this memo. As materials become available, they are posted on the City Council web page: <http://www.cityofhomer-ak.gov/citycouncil/strategic-implementation-planning>

October 25 will begin with an introduction to the strategic doing model from Melissa. Next she will present the Council with her map of the individual strategies in the Comprehensive Plan Implementation Table according to the 4 quadrants of the Portfolio Model of Civic Innovation and collect feedback from Council. From there she will lead the council in a numerical prioritization exercise. The last part of the day will be spent looking at the strategic doing model as it applies to implementation.

Thank you for taking the time to be part of this important exercise.

Chapter 10 Implementation: *status update*

Key: ~~Strike Through~~ = accomplished

Blue Text & Italics = Status Update

Land Use. *See Chapter 4 for details.*

Project	Timeframe			Primary Responsibility
	Near Term	Mid Term	Longer Term	
Improved Zoning				
<ul style="list-style-type: none"> Develop new zoning code to implement new categories. <i>Ongoing and have made good progress. Started with Mixed Use, Town Center, and Residential Office Districts.</i> 			x	City, Planning Department and Commission
<ul style="list-style-type: none"> Work with the Comprehensive Plan Land Use Recommendation map on an area by area basis to determine the feasibility and acceptability of rezoning. <i>Ongoing and have made good progress.</i> 			x	City, Planning Department and Commission
Improved Standards and Regulations				
<ul style="list-style-type: none"> Create a new City subdivision code. 	x			City, Planning Department and Commission, Public Works
<ul style="list-style-type: none"> Evaluate and consider shifting platting authority from Borough to City of Homer. <i>Reviewing Borough subdivision ordinance, high technical hurdles.</i> 			x	City Council, Administration, Planning Department and Commission, Public Works and Kenai Peninsula Borough
<ul style="list-style-type: none"> Adopt new development standards for development in environmentally sensitive areas. Includes road construction practices. <i>Steep slope standards developed, CIP project submitted for storm water plan.</i> 	x			City Planning Department and Commission, Public Works, Transportation Advisory Committee
<ul style="list-style-type: none"> Create new development standards for higher density residential development. <i>Ongoing. For example, secondary residential dwelling use has been opened up.</i> 		x		City, Planning Department and Commission
<ul style="list-style-type: none"> Adopt building codes. 		x		City Council, with future Building Inspector
Green Infrastructure				
<ul style="list-style-type: none"> Evaluate incentives to promote development that uses the green infrastructure ideas presented in Appendix D. 	x			City, Planning Department and Commission,
<ul style="list-style-type: none"> Develop new standards to address issues related to shore stabilization and ocean front development. <i>Shore stabilization standards developed.</i> 		x		City Planning Department and Commission,
<ul style="list-style-type: none"> Adopt guidelines for sustainable development such as energy efficiency, use of recycled materials, and low impact landscaping in city buildings. <i>Ongoing. No official policy.</i> 	x			City Administration, Council

Pattern of Development				
▪ Work with Borough to prepare mutually acceptable development standards.		x		City, with Kenai Peninsula Borough
▪ Establish more specific criteria, process, schedule and objectives for possible future annexations.		x		City Council, Administration, Public Works, Finance, Planning
▪ Amend city code to recognize the transfer of development rights to preserve environmentally sensitive or recreational areas.	x			City Planning Department and Commission, Borough

Transportation. *See Chapter 5 for details.*

Project	Timeframe			Primary Responsibility
	Near Term	Mid Term	Longer Term	
Establish a Road Corridor Preservation Program and adopt appropriate ordinances (e.g., road standards, cost sharing mechanisms).	x			City, Public Works, Planning Department, Planning Commission,
Update the 1986 Master Streets and Roads Plan and the 2005 Transportation Plan. Implement the Transportation Plan. <i>Implementation of Transportation Plan is ongoing (for example, CIP project for east west connector, etc). Plan should be updated in 2015.</i>		x		City, Public Works, Planning Department, Planning Commission, Transportation Advisory Committee

Parking

▪ Construct strategically located parking lots in or near downtown. <i>Designated RV parking areas at HERC and Chamber.</i>		x		City, Administration, downtown businesses
▪ Improve/increase on-street parking.		x		City, Planning Department and Commission, Public Works
▪ Allow for shared parking and in-lieu fees for downtown businesses. <i>Partially complete: parking code has been updated and shared parking is easier to do. No work on in-lieu fee parking.</i>		x		City, Planning Department and Commission,

Trails/Non-motorized Transportation

▪ Develop bike/pedestrian friendly roadway design standards.	x			City Public Works, Transportation Advisory Committee
▪ Implement the policy recommendations of the Non-Motorized Transportation Plan, e.g. an acceptance policy for trail easements. <i>Ongoing. Trails design manual in place. New trails have been built (Spit trail, for example).</i>	x			City Public Works, Administration
▪ Build the recommended trail connections in the Non-Motorized Transportation Plan. <i>Ongoing.</i>	x	x	x	City Council, Public Works, Parks and Recreation Commission, Transportation Advisory Committee, Planning, nonprofits, developers

Public Services & Facilities. See Chapter 6 for details.

Project	Timeframe			Primary Responsibility
	Near Term	Mid Term	Longer Term	
Fire & Emergency Services				
<ul style="list-style-type: none"> Construct new building and training facility. <i>Preliminary design underway for new joint public safety building.</i> 		x		City Administration, Council, Fire Department
<ul style="list-style-type: none"> Develop satellite facility on Skyline Drive. Completion date October 2014. 	x			City Administration, Fire Department
<ul style="list-style-type: none"> Hire Fire Marshal/Code Examiner. 	x			City, Council
<ul style="list-style-type: none"> Increase volunteer core to 50 people. 		x		City, Fire Dept, volunteers
<ul style="list-style-type: none"> Increase marine fire/emergency response capabilities. Refurbished marine fire carts is a top 5 CIP priority. 		x		City, Port & Harbor merchants & patrons
<ul style="list-style-type: none"> Increase training opportunities. Ongoing. 		x		City, Fire Department
<ul style="list-style-type: none"> Update Emergency Operations & Hazard Plans. <i>EOP updated in 2013. Hazard Plan updated 2010, due for update in 2015.</i> 			x	City, Fire Department
Police Department				
<ul style="list-style-type: none"> Hire dedicated Homer Spit Officer for summer months. <i>When all officer positions are filled, one officer is assigned to the Spit during the summer.</i> 	x			City, Council, Police Department, Port and Harbor
<ul style="list-style-type: none"> Address retention and recruitment issues, and retain a competitive compensation package. Ongoing. 	x			City, Police Department, Council
<ul style="list-style-type: none"> Implement a reasonable vehicle replacement plan. <i>Have replaced 1 since 2010, 4 more need replacement.</i> 		x		City Council, Administration, Public Works
<ul style="list-style-type: none"> Construct new building. <i>Preliminary design underway for new joint public safety building.</i> 		x		City Council, Administration
Water & Sewer				
<ul style="list-style-type: none"> Institute a community water conservation program and provide incentives. <i>New water rates promote conservation. Ample water supply for near future.</i> 	x			City, Public Works, Finance, Council
<ul style="list-style-type: none"> Implement the Water Sewer Master Plan. <i>Ongoing. New water treatment plant, other capital projects in the works.</i> 	x	x	x	City, Public Works, Finance, Council
<ul style="list-style-type: none"> Construct water and sewer lines to developed properties as demand warrants. <i>Ongoing. Master Plan is used to plat easements in new developments. Lines are constructed as requested through LIDs and HAWSP (latest example, K-Drive phase 2).</i> 			x	City Public Works, Council
<ul style="list-style-type: none"> Develop a new water source. <i>Long term CIP priority.</i> 			x	City, Administration, Public Works
<ul style="list-style-type: none"> Repair and rehabilitate sewer mains to reduce infiltration. <i>Sliplined 1800LF in central business district.</i> 	x			City, Public Works

<ul style="list-style-type: none"> Enact a sewer inflow reduction program. <i>Some money is budgeted for smoke testing but more education, code revisions and enforcement is needed.</i> 	x			City, Public Works
Port & Harbor				
<ul style="list-style-type: none"> Complete the Port and Harbor projects listed in Homer's current CIP, including: <ul style="list-style-type: none"> Create an East Boat Harbor Address general harbor maintenance and erosion control <i>Have a draft dredge management plan with Corps. Will be able to cross off the list soon.</i> Complete Homer Spit trail and harbor pathways Improve restrooms along the spit trail. <i>Ongoing. 2 have been improved, others are on the CIP.</i> Build new Port and Harbormaster facility. Completion date March 2015. 	x	x	x	City, Council, Administration, Port and Harbor, ACOE, AKDOT
<ul style="list-style-type: none"> Address parking/develop spit shuttle <i>Have made improvements to parking through enforcement. Parking expansion project is on CIP. Homer Trolley offers seasonal shuttle.</i> 	x			See land use City, Council, Administration, Port and Harbor
<ul style="list-style-type: none"> Monitor erosion of Spit <i>Ongoing. DOT installed rip rap along Spirt Road summer 2014. Harbor entrance erosion control complete in 2014.</i> 	x			City, ACOE, AKDOT, KBRR, KPB Coastal Management District
Solid Waste				
<ul style="list-style-type: none"> Institute measures to improve recycling among City departments. <i>About half of City facilities have office recycling.</i> 	x			City Administration
<ul style="list-style-type: none"> Work with the Borough on developing future strategies for waste disposal. Landfill has been converted to transfer site for domestic trash. 	x			City Administration, Borough
Library				
<ul style="list-style-type: none"> Increase staff to respond to increased demand. <i>2014 increased .3 position and 1 seasonal employee. Current staff levels are able to respond to customers at the front desk. Additional 1.5 staff are needed behind the scenes to manage technology services, implement programming, and catalog and process books and materials.</i> 		x		City Council, Administration
Administration				
<ul style="list-style-type: none"> Build a new City Hall and Plaza. City Hall expansion and remodel complete. 		x		City Council, Administration

Senior Services				
<ul style="list-style-type: none"> Improve accessibility for senior citizens. Require all public facilities be accessible for seniors and individuals with disabilities. <i>Newer facilities are built ADA accessible. Library has additional ADA resources. No retrofitting has occurred at existing facilities.</i> 	x			City Administration, Public Works, Planning Department and Commission
<ul style="list-style-type: none"> Encourage or create incentives for private businesses to provide or improve accessibility for seniors. 		x		City, business community
Youth Services				
<ul style="list-style-type: none"> Provide a range of activities and programs to benefit youth. <i>Continued work by Community Recreation, Library and Parks. Adequate staffing and facilities are limiting factors for the City. The needs assessment will identify community wide barriers and opportunities for non-city organizations and businesses. REC room provides youth services (non-profit).</i> 		x		City, Parks and Recreation/Community Schools, nonprofits
Education				
<ul style="list-style-type: none"> Continue to partner and work to support efforts of the Kenai Peninsula Borough School District. 			x	City, KPB
Storm Water				
<ul style="list-style-type: none"> Develop storm water design criteria for large parcel development. <i>Storm water plan submitted as CIP project.</i> 	x			City, Public Works
<ul style="list-style-type: none"> Adopt area-wide storm water management standards. <i>Storm water plan submitted as CIP project.</i> 		x		City, Public Works
<ul style="list-style-type: none"> Encourage the utilization of green infrastructure mapping as a means to identify and retain natural drainage channels and important wetlands, which serve drainage functions. <i>Ongoing. City uses environmental information for all developments and plats that are reviewed by the Planning Commission.</i> 	x			City, Public Works, Planning
Community Capacity				
<ul style="list-style-type: none"> Continue to work with residents and businesses to better understand community priorities, and to the extent possible, find resources to meet these needs. <i>Ongoing.</i> 	x			City, All departments
<ul style="list-style-type: none"> Continue to work with citizen groups and nonprofit organizations which play a large role in providing desired services in Homer. <i>Ongoing. Collaboration with various area non-profits.</i> 	x			City, Community
<ul style="list-style-type: none"> Increase the net revenues coming into the city, through managing costs and expanding the community's tax base. <i>Ongoing. Slight upward trend in revenue from 2010.</i> 	x			City Council, Administration, Community
<ul style="list-style-type: none"> Support the efficient use of existing community facilities. Partner with organizations to keep city facilities operating beyond normal hours. <i>Ongoing. HERC building is used by community.</i> 	x			City

Parks, Recreation, & Culture. *See Chapter 7 for details.*

Project	Timeframe			Primary Responsibility
	Near Term	Mid Term	Longer Term	
Increase staffing at Parks & Recreation and determine if a merger with Community Schools would be appropriate. <i>A partial merger has taken place and P&R seasonal staffing has increased.</i>		x		City, City Council
Conduct parks inventory and needs assessment ; establish a park dedication ordinance. <i>A needs assessment is underway. No work accomplished on a park dedication ordinance.</i>		x		City, nonprofits, Public Works, Planning and Parks and Recreation Departments and Commissions
Establish, implement park landscaping standards. No progress.	x			City, Parks and Recreation
Build a city greenhouse to support the Homer beautification program. <i>Currently use the HS greenhouse, but demand for that facility by school district is growing and will push out City eventually.</i>			x	City, Administration, Parks and Recreation
	x			City, Parks and Recreation
Develop a community recreation facility.			x	City, nonprofits
Establish park endowment fund.		x		City, City Council, Friends groups, non-profits
Develop public restrooms in downtown.	x			City, Administration
Investigate multipurpose arts and cultural facility. <i>The needs assessment is assessing the need for a facility. Homer Council on the Arts is also assessing need.</i>		x		City Administration, nonprofits
Create a Parks and Recreation Master Plan. Still needed. <i>The results of the needs assessment is a piece of this future plan.</i>	x			City, Public Works, Parks and Recreation Department and Commission, Planning
Update the Beach Policy. <i>Ongoing, as requested by the public and P&R Commission.</i>		x		City, Parks and Recreation Commission, Police Department

Economic Vitality. See Chapter 8 for details.

Project	Timeframe			Primary Responsibility
	Near Term	Mid Term	Longer Term	
Improve technology infrastructure.		x		City, businesses
Work with the University, KBC to develop education and vocation programs for Homer residents. <i>University is conducting a space needs assessment.</i>		x		City, Economic Development Commission, University, Students
Research and implement strategies to provide for a range of housing options.		x		City, developers
Accommodate and promote arts and culture events. <i>Ongoing.</i>	x			City, Public Arts Committee, nonprofits
<i>Tourism</i>				
<ul style="list-style-type: none"> Provide adequate parking for Spit attractions and/or efficient shuttle service between downtown and Spit areas. <i>Homer Trolley serves as seasonal shuttle. Spit parking has been improved through enforcement.</i> 	x			City/private
<ul style="list-style-type: none"> Prepare a Tourism Management Plan. 		x		City, Chamber
<i>Natural Resources</i>				
<ul style="list-style-type: none"> Expand the Deep Water Dock. <i>Feasibility study will be underway 2014.</i> 			x	City Council, Port and Harbor Commission and Department
<ul style="list-style-type: none"> Support commercial fishing and fish processing. <i>Ongoing. For example, recently installed new power pedestals at System 5. Spit zoning has been updated and better accommodates these uses. Lease policy has been updated.</i> 	x	x	x	City, Council, Lease Committee, Port and Harbor and Economic Development Commissions
Support staging areas for large development projects. <i>Ongoing. Allow for short and long-term leases at '30 acres' by Deep Water Dock.</i>		x		City, Council, Lease Committee, Economic Development Commission
Partner with and support the efforts of other organizations, such as the Chamber of Commerce, to plan for economic development. <i>Increased collaboration with Chamber (designated seats for City of Chamber board and Chamber on EDC).</i>		x		City, Council, Economic Development Commission, Chamber
Review and update the Comprehensive Economic Development Strategy as needed. <i>CEDS plan was updated in (2011).</i>		x		City, all departments, Council

Energy Plan. *See Chapter 9 for details*

Project	Timeframe			Primary Responsibility
	Near Term	Mid Term	Longer Term	
Create an energy plan.		x		City - Administration
Implement the Climate Action Plan, employee Sustainability Guidebook , and strategies to grow and maintain the Sustainably Fund. <i>Implementation of Climate Action Plan ongoing. Sustainability fund functional.</i>	x			City – Administration, City Council
Improve energy efficiency and conservation in City facilities. <i>Ongoing. Converting City facilities to natural gas, interior and exterior lighting upgrades, new motors at water treatment plant, tracking energy costs at City facilities.</i>	x			City - Administration
Create a solid waste and recycling plan for City operations, and update procurement policies to reduce “upstream” waste and pollution.	x			City – Administration, Finance
Partner with public, private and non-profit organizations to implement a plan to reduce, reuse and recycle solid waste.		x		City Administration, borough, public and private organizations

Homer Spit Comprehensive Plan Implementation

Key: ~~Strike through~~ = accomplished *Blue italicized text* = status update

1. Land Use and Community Design

Goal 1.1 Maintain the variety of land uses that establish the unique “Spit” character and mix of land uses.

Objective	Strategies	Responsibilities
<p>Revise zoning to protect character and enhance commercial, industrial, and public facilities development</p>	<p>Identify appropriate residential uses on the Spit.</p> <p>Similar land uses (such as charter offices, boat and gear sales, tourism activities) shall be encouraged to cluster to achieve a mix of related activities and minimize adverse impacts on other activities.</p> <p>Consider a 25-foot building height limit, with a Conditional Use Permit (CUP) process for buildings up to 35 feet.</p> <p>Encourage all developments to provide amenities such as bike racks, benches, picnic tables, trash cans, and landscape features such as planters and art.</p> <p>Review Spit parking requirements and possible solutions.</p>	<p>Planning Department</p> <p>Planning Commission</p> <p>Port and Harbor Commission</p>
<p>The City should plan for the future land use of City-owned properties</p>	<p>Reserve and cluster industrial land at specific nodes, including east and south of harbor.</p> <p>Better utilize the limited land available for industrial and economic development. <i>This has been addressed from a zoning perspective.</i></p> <p>Reserve sufficient land by the deep water dock for future industrial development.</p> <p><i>Developed short and long term leasing program for 30 acres near DWD.</i></p> <p>Designate “overslope” for commercial use focus on south and west sides.</p> <p><i>Have recommended areas for overslope development (harbor). New harbormaster building overslope.</i></p>	<p>City Council</p> <p>Port and Harbor Commission</p>

Address marine commercial and marine industrial zoning	Submit draft ordinance to Planning Commission and City Council. Consider zero lot line construction and the amount of right of way realistically needed to support specific uses at build out. <i>Are mechanisms in code for zero lot line development, however it is very expensive construction due to fire code.</i>	Planning Department Planning Commission
Review land lease policy and determine impact on leasing and character of leasing	Continue reviewing lease policies periodically. City leases shall include land sufficient for businesses and minimal employee parking. <i>Extensive review of lease policy in 2010.</i>	City Council

Goal 1.2 Improve the permanence and character of new commercial development.

Objective	Strategies	Responsibilities
Develop standards for public property development	Revisit design guidelines for overslope development to provide more specificity for development at harbor overslope, considering issues such as lot size, legal access, and parking policies.	City Council

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

Objective	Strategies	Responsibilities
Provide amenities that aid residents and visitors	Identify locations and needs for restrooms/showers. <i>Locations for restrooms have been identified, some constructed. Challenges with City providing showers, there are seasonal private providers of showers.</i>	Port and Harbor Department, harbor users, leaseholders

<p>Provide enhanced park and recreation facilities</p>	<p>Identify and prioritize public recreation needs on the spit, and include projects on the CIP. Refer to the Master Parks and Recreation Plan, chapter 7, in the 2008 Comprehensive Plan.</p> <p>Prepare a master plan for development of a new community gathering space at the site of the existing City campground north of Freight Dock Road (pier 1 area).</p> <p>Provide kayak launching facilities.</p> <p>Set aside a new community park. <i>End of the Road Park.</i></p> <p>Evaluate and develop a plan for non-boating access to fishing opportunities.</p> <p><i>End of the Road Park development has created more non-boating fishing.</i></p> <p>Construct weather-protected picnic and outdoor meeting facilities. <i>Covered pavilion at DWD.</i></p> <p>Open space recreation uses shall be encouraged on the west side of the Spit on public land.</p>	<p>Public Works Department/Parks and Recreation Division Chamber of Commerce</p>
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Goal 1.4 All development should recognize, value, and complement the unique natural resources on the Homer Spit.

Objective	Strategies	Responsibilities
<p>Preserve and protect important wildlife and bird sanctuary areas.</p>	<p>Require site-specific handling requirements for all runoff from parking areas. <i>New development considers run-off.</i></p> <p>Provide information on preventing the growth of noxious weeds.</p> <p>Encourage the use of native plant materials for all landscaped areas. <i>New projects have used native species.</i></p> <p>Encourage the presence of interpretive programs to identify plant and animal resources.</p> <p>Clearly sign beach areas designated off-limits for motorized travel.</p>	<p>Planning Department Parks and Recreation Division State of Alaska, DNR Parks Non-profit Organizations US Fish & Wildlife Services</p>

Identify private lands to become conservation areas	Buy private property from willing landowners for conservation purposes. Encourage containment and cleanup of junk. <i>Removal of derelict vessels.</i> The City should pursue ownership or preservation of the west side of the Spit for open space recreation, camping, and view shed protection.	City Council
Allow the natural transport of sediments along the west side of the Spit to continue uninterrupted.	Proponents of bulkheads, groins, breakwaters, or other devices shall demonstrate that their project will not adversely disrupt this sediment transportation. <i>Development has allowed natural sediment transport to continue.</i>	Public Works Department

Goal 1.5 Respond to seasonal land use demand fluctuations.

Objective	Strategies	Responsibilities
Ensure that high demand seasonal uses are given priority	Allow interim/temporary uses of vacant City land when they are supportive of seasonal demands (fishing, tourism, etc.). Rationalize parking areas to make sure demand is met but at the same time, reduce the overall footprint and visual impact.	Port and Harbor Commission Administration Port & Harbor Department

Goal 1.6 Protect public access to and enjoyment of the Spit’s unique natural resources.

Objective	Strategies	Responsibilities
<p>Maintain and protect traditional public use of the beaches along the Spit such as gathering coal, shellfish, fishing and other recreational activities.</p>	<p>Inventory and identify key traditional use areas and access routes.</p> <p>Obtain public ownership of land on the Spit especially focused around key sites.</p> <p>Conservation of the Mud Bay area of the Spit.</p> <p>Maintain and increase public access to the harbor and beaches to improve opportunities for fishing, and other recreational activities.</p> <p>Minimize conflicts between motorized and non-motorized users on the Spit. Install signage to educate ATV users about responsible ATV use.</p>	<p>Public Works Department</p> <p>Parks and Recreation</p> <p>Planning Department</p> <p>Port and Harbor Commission</p>
<p>Protect the scenic, natural and aesthetic resources.</p>	<p>Encourage the build-up of driftwood on Spit Beaches. <i>In beach policy.</i></p> <p>Use native landscape elements in public design projects (beach grass, driftwood).</p> <p><i>Ongoing. New projects have used native species/driftwood.</i></p>	<p>Public Works Department</p> <p>Parks and Recreation</p> <p>Planning Department</p> <p>Port and Harbor Commission</p>

2. Transportation

Goal 2.1 Enhance and protect the Spit’s critical role in regional marine transportation.

Objective	Strategies	Responsibilities
<p>Prioritize transportation and land use decisions to support waterfront dependent activities</p>	<p>Priority for use of the Small Boat Harbor and distal end of the Homer Spit shall be marine commercial, marine industrial (fishing), industrial transportation, waterfront tourism, and recreation (both day use and outings across the bay). <i>Acquired land from the state around the Deep Water Dock. Obtained an exemption for the Port and Harbor from the Critical Habitat Area.</i></p> <p>Enhance the connectivity and infrastructure needed to support Deep Water Cargo activities and Main Dock Areas. <i>Feasibility phase of DWD expansion RFP advertised.</i></p> <p>The City shall reserve right-of-way for access to the east side of the harbor.</p>	<p>Port and Harbor Public Works Administration City Council</p>
<p>Balance cruise ship and other commercial activities. One should not happen at the expense of another</p>	<p>Improve cruise ship passenger disembarkation area by the Deep Water Dock.</p> <p>Create way finding kiosks along the harbor. <i>Flags around the harbor serve as way finding kiosks accompanied by strategically placed “you are here” maps.</i></p> <p>Create a covered harbor overlook area in near ramp 7 or the Deep Water Dock and the harbor entrance.</p> <p>Consider temporary solutions and how to prioritize improvements for cruise ship passengers, since the number of port calls varies year to year. Temporary solutions not needed with \$6 million in permanent cruise ship passenger vessel improvements complete using dedicated Commercial Vessel Passenger Tax funds.</p>	<p>Port and Harbor Public Works Administration Existing commercial/retail business owners Excursion vendors Chamber of Commerce</p>

Goal 2.2 Improve traffic flow and safety on the Sterling Highway (Homer Spit Road).

Objective	Strategies	Responsibilities
<p>Maintain the capacity of the Sterling Highway (Homer Spit Road)</p>	<p>Limit number of access points to the Sterling Highway.</p> <p>Initiate a Reconnaissance Study to better define and control crossing points in the harbor commercial area. <i>Entire boardwalk area is now a crossing zone.</i></p> <p>Evaluate traffic calming as an element of the Reconnaissance Study. <i>Addressed traffic calming and pedestrian crossing through agreement with ADOT.</i></p> <p>Enter Memorandum of Agreement with ADOT&PF to address parking, maintenance, and management of the right of way.</p>	<p>ADOT Administration</p>

Goal 2.3 Provide adequate and safe facilities for pedestrians and bicyclists.

Objective	Strategies	Responsibilities
<p>Provide safe walkways and trails</p>	<p>Develop pedestrian plan for Spit.</p> <p>Work with DOT on solutions such as crosswalks.</p> <p>Plan and design the proposed bike path extension to meet the needs of bicyclists and pedestrians.</p> <p>Plat easements for walkways in commercial areas and along overslope area.</p> <p>Require provision of connectivity between adjacent commercial properties in permit process/zoning language.</p> <p>Connect harbor to Seafarers Memorial with trail.</p> <p>The City shall reserve 15' pedestrian/safety rights-of-way and access for overslope development around the periphery of the small boat harbor.</p> <p>Construct pedestrian pathway around northerly harbor rim.</p>	<p>Public Works Department Planning Department Port & Harbor Dept</p>

Goal 2.4 Provide improved multi-modal transportation on and to the Spit.

Objective	Strategies	Responsibilities
Support year round car ferry service to the outlying communities of Kachemak Bay	Participate in a public or private task force or organization. <i>AMH provides year round ferry service to Seldovia.</i>	City Council Economic Development Commission, Chamber of Commerce Administration
Encourage a shuttle bus system during peak summer months to transport visitors and employees to town, lodging and remote parking.	Participate in a public or private task force or organization. Create business plan/model to determine funding/cash flow. <i>Private company, Homer Trolley shuttles to/from the Spit.</i>	

Goal 2.5 Improve organization, wayfinding, and location of parking and harbor facilities

Objective	Strategies	Responsibilities
Better define parking locations	<p>Separate long term parking from short term/day use parking.</p> <p>Designate specific areas for RV parking.</p> <p>Provide loading zones for delivery trucks and motor coaches in the retail district.</p> <p>Implement a fee and permit system for long term parking.</p>	Port and Harbor Planning Department
Provide coherent wayfinding system for parking, and restrooms	<p>Establish a consistent theme for all parking graphics and signage.</p> <p>Develop color or other graphic/design feature to clearly indicate intended use.</p> <p>Clearly identify City of Homer as owner and requirements for use of lots.</p> <p>Clearly label all ramps so they are visible from the roads and parking lots.</p> <p>Create a kiosk or signage at each ramp and restroom showing the layout of the harbor, and parking in the immediate area of the user. <i>The new Spit Trail has way finding signage and flags.</i></p>	Port and Harbor Planning Department
Define loading and unloading areas	<p>Create a bus loading zone near the harbormasters office.</p> <p>Analyze options for a turn around/cul de sac/roundabout at End of the Road Park.</p>	Port and Harbor ADOT City Council

3. Economic Vitality

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

Objective	Strategies	Responsibilities
Enhance the circulation and safety in the fish dock area	<p>Create site-specific land use study for fish dock/processing/ice house area. <i>CIP project for truck loading facility improvements.</i></p> <p>Develop appropriate safety measures on Fish Dock Road. <i>Alternate pedestrian route to Coal Point Park developed.</i></p> <p>Construct an observation deck near the Fish Dock.</p>	<p>Port and Harbor Dept</p> <p>Parks and Recreation</p>
Enhance east harbor area for industrial use	<p>Review zoning for adequacy of provisions for industrial growth.</p> <p>Compress trailer parking to ensure there is no encroachment into needed industrial reserve lands.</p> <p>Expand the port facilities and freight capacity for improved transportation of goods and materials in and out of Homer. <i>DWD expansion, barge mooring.</i></p> <p>Expand and improve the deep water dock and other related port facilities. <i>DWD feasibility study advertised.</i></p> <p>Improve Outer Dock Road. <i>Freight Dock Road has been paved and a path to get pedestrians off of Outer Dock Road has been installed.</i></p>	<p>Public Works</p> <p>Planning Department</p> <p>Port and Harbor</p>
Determine economic development opportunities for “value added” growth such as	<p>Encourage development related to the fishing, fish processing, and boating industries. <i>Ongoing.</i></p> <p>Host economic development forum and determine opportunities for value added growth. <i>CEDS development process (adopted 2011).</i></p>	<p>Alaska Economic Development Corporation</p> <p>Planning Department</p> <p>Chamber of Commerce</p>

processing, small scale local retail, and restaurants serving local products		Processing plant managers/operators
Determine incentives needed to promote Overslope development	Analyze and develop market plan for development. Determine alternate incentives that would encourage growth. Identify sources of funding or implementation actions for identified incentives.	Public Works Department Port and Harbor Commission Alaska State DEC Finance Department

4. Natural Environment

Goal 4.1 Manage conservation areas and the natural resources of the Spit to ensure continued habitat and biological diversity.

Objective	Strategies	Responsibilities
Minimize human impact on conservation areas.	Avoid development on city owned tidelands adjacent to Conservation areas, such as Louie’s Lagoon and Mud Bay. Minimize all development that is not marine related within the Kachemak Bay Critical Habitat Area, defined as below the 17.4 ft mean high tide. Improvements to public lands should focus active recreation on the west side of the Spit, Mariner Park, and south of the Fishing Lagoon.	Port and Harbor Dept Parks and Recreation

<p>Purchase or obtain conservation easements on private lands on the Spit, such as between north of the hockey rink, and the base of the Spit.</p>	<p>Work with willing land owners to conserve land through methods such as conservation easements, or public or nonprofit ownership. Consider purchasing first right of refusal options, right of occupancy for remainder of lifetime or other less traditional methods that will ensure conservation of the properties at some point in the future.</p>	<p>Public Works Planning Department Port and Harbor</p>
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Goal 4.2 Support environmentally responsible harbor operations by all user groups. Activities such as power washing and scraping, sanding and painting may not be allowed in the harbor in the future due to environmental regulations.

Objective	Strategies	Responsibilities
<p>Support and implement the Alaska Clean Harbor Pledge</p>	<p>Implement relevant portions of Chapter 9 Energy, from the 2008 Comprehensive Plan, such as energy efficient public buildings, recycling and solid waste management.</p> <p>Implement a bilge water management program.</p> <p>Pursue public education on boat cleaning agents, to reduce the use of harsh chemicals such as bleach.</p>	<p>Public Works Planning Department Port and Harbor</p>
<p>Support the concepts presented in “Clean Boating for Alaskans”</p>	<p>Continue to support environmentally responsible boating habits. Partner with harbor user groups on public education and providing appropriate facilities.</p> <p><i>Homer Harbor designated first “Alaska Clean Harbor.”</i></p>	<p>Port and Harbor Harbor user groups</p>

Goal 4.3 Manage Storm Water Runoff

Objective	Strategies	Responsibilities
<p>Address stormwater issues, puddling, and erosion</p> <p><i>Storm water master plan on CIP</i></p>	<p>Explore better parking lot maintenance and storm water management approaches such as rain gardens, settling ponds and shallow ditches. Use to also help define parking areas, particularly where winter maintenance is not needed. Parking revenues could be used to help pay for these projects.</p> <p>Create a spit drainage and grading plan. Drainage needs to be planned and implemented block by block rather than haphazardly for all properties.</p>	<p>Public Works</p> <p>Port and Harbor</p>

Goal 4.4 Manage the Port as a working harbor, for both recreational and working vessels

Objective	Strategies	Responsibilities
<p>Remove derelict vessels</p>	<p>Continue to get rid of boats not paying moorage; the harbor is not a storage facility or museum. Harbor expansion is expensive; the harbor should be fully utilized by active users. Dead boats can also be an environmental hazard if no one is responsible for making sure they don't sink or leak.</p>	<p>Public Works</p> <p>Port and Harbor</p>



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Memorandum 14-159

TO: Mayor Wythe and Homer City Council

FROM: Walt Wrede

DATE: October 13, 2014

SUBJECT: Special Report on Employee Health Insurance

INTRODUCTION

Several times over the past few months I informed the Council that it was my intention to review the employee health insurance benefit and be prepared to make a recommendation on how to proceed next year as part of the regular budget approval process this fall. Jeff Paxton, the City's benefits consultant has been working closely with Andrea Browning, John Li and myself on this project. Jeff has spent the past few months analyzing the performance of the self-insurance fund, projecting costs in 2015 and 2016 if the City stayed self-insured, soliciting proposals from private insurance companies, and comparing those proposals with the self-insurance plan in terms of both cost and benefits.

Jeff received the final proposal in early September. He analyzed the proposals in detail, compared them with the self-insured plan and put together a report that he shared with Andrea, John, and I the week of September 22. Jeff then travelled to Alaska and we met with the Employee Committee for two hours on Tuesday, September 30. Jeff went over the complete report and the Committee reviewed all of the information there including performance and cost projections for the self-insured plan and the quotes we received from the private sector. The staff and the Committee were in agreement about the course of action to recommend to the Council on the big questions: 1) should the City continue to stay self-insured and 2) if the City moves to a private, fully insured plan, which proposal is best in terms of coverage and cost.

ANALYSIS

Self- Insured Plan

Jeff's analysis indicates that the measures taken last year are having the desired effect. The City was insuring less people and utilization patterns were beginning to change. In other words, the trend looked good. But, in reality, all we were doing was restraining growth in the cost of insurance. Health care costs are continuing to rise at alarming rates. Although utilization was down generally, expensive procedures

and hospital visits were driving costs higher. In short, the City's overall costs and level of risk was becoming unacceptably high. The pool and the City's financial resources are simply too small to handle this risk.

Jeff projected that total health insurance costs in 2015 would be \$2,109,542. This takes into account industry trends and utilization trends and assumes increases in the cost of stop loss insurance and the plan third party administrator (Meritain). This is about an 18% increase over projected total costs in 2014. If we assume that the Council is unable to increase its contribution from the past two years (\$1,500 per employee, per month) and keeps the contribution at the same level, the Council contribution would be \$1,854,000. Keep in mind that this is a projected cost. The cost could be higher and the City assumes all of the risk. The remainder of the cost (the difference between the Council contribution and the projected total cost) would be absorbed by the employees. This amounts to about \$255,542. If the Employees assume all of the increase in projected costs, the payroll deductions would increase significantly over last year.

Private Sector Proposals

The request for Proposals /Quotes asked that the companies provide two plan choices for employees similar to what we have now. Four proposals were received and reviewed. They were:

- Aetna (State of Alaska Political Subdivision Group Health Plan)
- Moda Health
- Premera Blue Cross
- United Health Care

All of the proposals were reviewed in detail. They all had strengths and weaknesses in terms of their cost and the coverage provided. In the end, Premera Blue Cross was deemed to be the best proposal by Jeff, the staff, and the Employee Committee. There were a number of reasons for this. First was cost. Premera's quote for medical and vision was \$1,382,692. The dental plan was another \$112,806 for a total quote of \$1,495,498. If compared to projected costs in 2015 with the self-insured plan, (2,109,542), this represents about a 30% percent savings in total costs.

Second, The coverage plan was improved over what we have now, especially with the Core Plan and if employees use in-network providers. For example, in the Core Plan, the coverage is improved in the areas of co-insurance, out of pocket max, office visits, deductibles, emergency visits, and prescription benefits. The plan also contains a hearing benefit and very extensive in-network coverage including facilities in Seattle and the Pacific Northwest.

DISCUSSION

The self-insured employee health insurance plan has served the City and its employees well for several decades. Making a change from self-insured to fully insured is a big step and should not be taken lightly. Once the City takes this leap, it is very unlikely that it will ever go back. However, I believe that the time is right to make this move. The City employee pool is too small for self-insurance. The health insurance financial and regulatory environment has changed rapidly over the last few years and so has the employee demographic. The self-insurance plan is too expensive, the financial risks for the City are too high and the administrative burden too great. Health insurance costs are now driving overall budget

decisions and they threaten existing programs and reserve accounts. The self- insured plan is not sustainable without additional reductions in benefits and increased payroll deductions. The magnitude of the reductions required would essentially result in catastrophic health care coverage.

The City is fortunate to have obtained very attractive and competitive bids from private sector insurance carriers. The changes that were made last year have paid off in a big way. These changes have “right sized” and repositioned the City in a way that made these bids possible. For example, last year, before the changes were instituted, Premera submitted a bid of over \$4 Million. The changes that were made last year were very painful for everyone involved. Employees had to absorb large increases in payroll deductions and a significant reduction in coverage. The whole process took a personal toll on Andrea Petersen and we owe her our gratitude. She took a real bullet for the City and its employees. In the end, these steps were necessary and had to be done.

The Council and the Administration had a common goal. We had to get employee health insurance costs under control before they jeopardized programs and services and drained reserve accounts. We also needed to come into compliance with the Affordable Care Act and at the same time, provide a good insurance benefit for employees. The proposal from Premera allows us to achieve those goals. My recommendation to Council is to accept the Premera proposal and split the savings between the Council and the employees. Specifically, I would:

- Reduce employee payroll deductions by another 28% on average. This is on top of the 20 percent reduction Council approved several months ago. The one exception would be single employees choosing the Buy Up Plan.
- Reduce the Council health insurance contribution in the 2015 Budget from \$1,500 per employee, per month, to \$1,100 per employee per month. This will save the General Fund alone approximately \$364,000.

In short, under this proposal, we have a significant budgetary savings for the Council, a significant reduction in payroll deductions for employees, and better health insurance coverage overall.

At the meeting I will provide copies of the Premera coverage vs. the existing coverage and copies of the proposed payroll deductions vs. the existing deductions. Please let me know if there is other information you would like to see and how you would like to proceed with the final decision making process.

RECOMMENDATION:

1. Move from self- insured to the private sector.
2. Accept the proposal from Premera (A resolution will appear on the next agenda)
3. Discuss, amend if necessary, and approve the allocation of the budgetary savings.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of
Fish and Game

BOARDS SUPPORT SECTION
Headquarters Office

1255 West 8th Street
P.O. Box 115526
Juneau, Alaska 99811-5526
Main: 907.465.4110
Fax: 907.465.6094

September 30, 2014

Honorable Senator Cathy Giessel
745 W. 4th Ave. Suite 220
Anchorage AK, 99501

Honorable Senator Peter Micciche
145 Main Street Loop, Suite 217
Kenai AK, 99611

Honorable Representative Mike Chenault
145 Main Street Loop Room 223
Kenai AK, 99611

Honorable Representative Kurt Olson
145 Main Street Loop, Suite 221
Kenai AK, 99611

Honorable Representative Paul Seaton
270 W. Pioneer Ave
Homer AK, 99603

Subject: 2017 Alaska Board of Fisheries Location Selection

Dear Kenai Peninsula Legislative Delegation:

Thank you for your letter advocating the Board of Fisheries (Board) hold its next Upper Cook Inlet meeting, scheduled for 2017, on the Kenai Peninsula. I passed your letter, along with the corresponding resolutions of support, to the Board members so they can give the issue their full consideration at the October work session when deciding the meeting schedule. This year the work session is on October 15-16 in Juneau.

We appreciate your interest in ensuring the Board of Fisheries process is as accessible as possible to impacted Alaskans. Please contact our office if you have any questions about how the board determines meeting schedules.

Sincerely,


Glenn Haight
Executive Director
Alaska Board of Fisheries

cc: see attached list

cc list: Governor Sean Parnell
Karl Johnstone, Chair/Alaska Board of Fisheries
Cora Campbell, Commissioner, Alaska Department of Fish and Game
United Fisherman of Alaska
Kenai Area Fishermen's Coalition
Kenai Peninsula Borough
City of Kenai
City of Soldotna
City of Seldovia
City of Homer
Kenai River Special Management Area Advisory Board

CITY ATTORNEY REPORT

MEMORANDUM

TO: MAYOR AND CITY COUNCIL MEMBERS
FROM: THOMAS F. KLINKNER
RE: CITY ATTORNEY REPORT FOR SEPTEMBER 2014
CLIENT: CITY OF HOMER
FILE NO.: 506,742.18
DATE: OCTOBER 7, 2014

The following summarizes our activities as City Attorney during the month of September 2014.

City Council. Holly Wells attended the September 8, 2014, City Council meeting, and advised the City Clerk regarding procedural issues for the September 22, 2014 City Council meeting.

City Clerk. I advised the City Clerk regarding the procedure for reviewing City Manager candidates.

Planning Department. I drafted amendments to the regulations for the Bridge Creek Watershed Protection District. Holly Wells advised the City Clerk regarding procedural issues in an appeal to the Board of Adjustment from the approval of a conditional use.

City of Homer v. Reidel. Mara Michaletz attended an evidentiary hearing before the District Court regarding Mr. Reidel's additional loose goat citations, and has moved the court to impose previously suspended fines against Mr. Reidel due to those violations.

Auction Block v. City of Homer. Holly Wells moved for the City to intervene in Auction Block's appeal to the Ninth Circuit Court of Appeals from the dismissal of its complaint by the Federal Maritime Commission.

Water and Sewer Utility. Holly Wells advised the City Manager regarding taxation of payments under the Wastewater Agreement with the City of Kachemak.

I will be available to answer questions regarding these matters at the October 13, 2014, Council meeting.

cc: Walt Wrede
Jo Johnson

COMMITTEE REPORTS

PENDING BUSINESS

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 14-093

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

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

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

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

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

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

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

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

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

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

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CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum 14-134

TO: Mayor Wythe and Homer City Council

THROUGH: Walt Wrede, City Manager

FROM: Katie Koester, Community and Economic Development Coordinator

DATE: September 2, 2014

SUBJECT: Capital Improvement Plan Resolution

This memo accompanies Resolution 14-093 adopting the 2015-2020 Capital Improvement Plan and establishing capital project legislative priorities for fiscal year 2016.

During the August 25, 2014 Council work session Council communicated that the Legislative Request, or top 5, is to remain consistent until those projects are fully funded. Therefore, I brought forward a resolution that is substantially similar to Resolution 13-087(A) from 2013. Councilmember Zak submitted the prioritized below list that varies from Resolution 13-087(A):

1. Water Storage/Distribution Improvements
2. Homer Education and Recreation Center Upgrades
3. Harbor Sheet Pile Loading Dock
4. Fire Department Equipment Upgrades
5. East to West Transportation Corridor
6. Storm Water Plan

At the work session Councilmember Roberts asked a question regarding the project Water Storage/Distribution Improvements. The project map shows a water main across Shellfish that extends south down South Slope Street. Councilmember Roberts asked why the South Slope Street portion of the line was not funded through a Homer Special Improvement District (HSAD). This section of pipe will not have adequate pressure therefore adjacent lots will not be able to access this water main. The Public Works Director hopes to be able to take advantage of the trenching when the main water line is installed and install a parallel water line that is accessible (through a HSAD or developer); the pipe itself will be paid for by the City.

Proposed New Projects:

The following Projects have been proposed by City Commissions, Department Heads, and/or Community Organizations. **Council needs to make a formal motion to include these projects in the 2015-2020 CIP.**

City of Homer Projects

1. Replacement Ambulance: proposed by Fire Chief
2. Backup Generator for Homer Public Library: proposed by Library Director
3. Homer Education and Recreation Center Upgrades: proposed by Parks & Recreation Commission
4. Seafarers Memorial Parking: proposed by Port & Harbor Director and Port & Harbor Commission
5. Storm Water Plan: proposed by Planning Director, Public Works Director and Planning Commission
6. Bayview Park Restoration Project: proposed by Parks & Recreation Commission and Best Beginnings Homer
7. Homer Spit Trailhead Restroom: proposed by Planning Commission

Projects Submitted By Other Organizations

1. Reconfiguration and Facility Upgrade: Homer Council on the Arts
2. Safety/Security Improvements: Haven House

The following projects will be removed from the 2015-2020 for the reason expressed in the second column. Traditionally Council has not made formal motions to remove projects from the CIP. However, **if Council disagrees with the removal of a project, or would like it moved to the Long Range section of the CIP, please direct staff accordingly.**

PROJECT:	REASON:
HH Float Improvements	Able to replace more floats as part of current Harbor Improvements than originally anticipated.
Town Center Infrastructure	Staff decided elements of this project are encompassed in the project East to West Transportation Corridor and recommend removal to prevent duplicate requests
Pioneer Avenue Upgrade	State funded project, DOT selected preferred alternative & Council passed resolution of support
Sterling Highway Reconstruction Anchor Point to Baycrest Hill	This section of road improved recently by ADOT/PF
Kachemak Bay Equestrian Association: Cottonwood Horse Park	KBEA completed this project (paid off land)
Haven House: Sustainability/ Energy Efficiency Improvements	Funded by Legislature
Visitor Information Center: Beautification Phase 1: Parking Lot	Funded by Legislature
Kenai Peninsula Borough: Homer High School Turf Field	Funded by bond
Kachemak Ski Club: Ohlson Mountain Rope Tow Safety Equipment Upgrade	Funded by Legislature

Remaining steps from Council:

- 1) Make a motion to adopt the proposed new projects, listing each by project title that the council would like to include in the 2015-2020 CIP.
- 2) If desired, make a motion to make 'Rogers Loop Trailhead Land Acquisition' a City of Homer project, as requested by Kachemak Nordic Ski Club
- 3) Discuss the Legislative Request, or top 5 projects, in the accompanying CIP resolution. (Per the CIP schedule adopted in May, the resolution is not adopted until the September 22nd meeting to give the public an additional opportunity to comment).



City of Homer

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Memorandum 14-144

TO: Mayor Wythe and Homer City Council
THROUGH: Walt Wrede, City Manager
FROM: Katie Koester, Community and Economic Development Coordinator
DATE: September 17, 2014
SUBJECT: Additional proposed new project for the 2015-2020 CIP

Attached you will find a proposed new project that was recently submitted by the Homer Hockey Association. Please add this to your list of proposed new projects you are considering for the 2015-2020 Capital Improvement Plan.



City of Homer

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Memorandum 14-157

TO: Mayor Wythe and Homer City Council

THROUGH: Walt Wrede, City Manager

FROM: Katie Koester, Community and Economic Development Coordinator

DATE: October 8, 2014

SUBJECT: Capital Improvement Plan Final Draft

The purpose of this memo is to present the Council with a final draft version of the 2015-2020 Capital Improvement Plan and incorporate the Council's recommendations from the September 22, 2014 meeting.

The Capital Improvement Plan has undergone extensive review by staff, City Boards and Commissions, the Public, and the Council. Once the Council adopts Resolution 14-093, the 2015-2020 Capital Improvement Plan will be distributed to our State delegation, posted on the City's website, and used as a guiding document to pursue capital funding opportunities. The Federal Priorities enumerated in Resolution 14-093 will be submitted to Federal delegation.

Enc: 2015-2020 Capital Improvement Plan Final Draft

City of Homer Capital Improvement Plan 2015-2020



Daniel D Takak being hauled out of the harbor for repairs. Infrastructure for a haulout to facilitate boat work on large vessels is on the 2015-2020 City of Homer CIP.



City of Homer
491 E. Pioneer Avenue
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City of Homer

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Office of the City Manager

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citymanager@cityofhomer-ak.gov

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(f) 907-235-3148

September 8, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2015 through 2020 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2015-2020 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Walt Wrede
City Manager



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Funded Projects from 2014-2019 CIP List

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

- Homer Harbor HH Float Improvements

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

- Harbor Sheet Pile Loading Dock
- Fire Department Equipment Upgrades: (Refurbish Fire Engine 4 and Tanker 2 funded)
- East to West Transportation Corridor

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

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

- Pioneer Avenue Upgrade
- Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

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

- Kachemak Bay Equestrian Association: Cottonwood Horse Park
- Haven House: Sustainability/Energy Efficiency Projects
- Homer Chamber of Commerce: Visitor Information Center Parking Lot
- Kenai Peninsula Borough: Homer High School Turf Field
- Kachemak Ski Club: Ohlson Mountain Rope Tow Safety Equipment Upgrades



Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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

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

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

Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Preserve quality of life while supporting the creation of more year-round living wage jobs.

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

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

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

City of Homer State Legislative Request FY2016 Capital Budget



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

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



Legislative Request FY2015

**City of Homer FY2015 State Legislative Priorities list
approved by the Homer City Council
via Resolution 13-087(A)**

- 1. Water Storage/Distribution Improvements - \$3,510,000**
- 2. Public Safety Building - \$2,163,400**
- 3. Harbor Sheet Pile Loading Dock- \$955,000**
- 4. Fire Department Equipment Upgrades -\$1,012,500**
- 5. East to West Transportation Corridor - \$4,939,250**



1. Water Storage/Distribution Improvements

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

The overall multi-phased project includes:

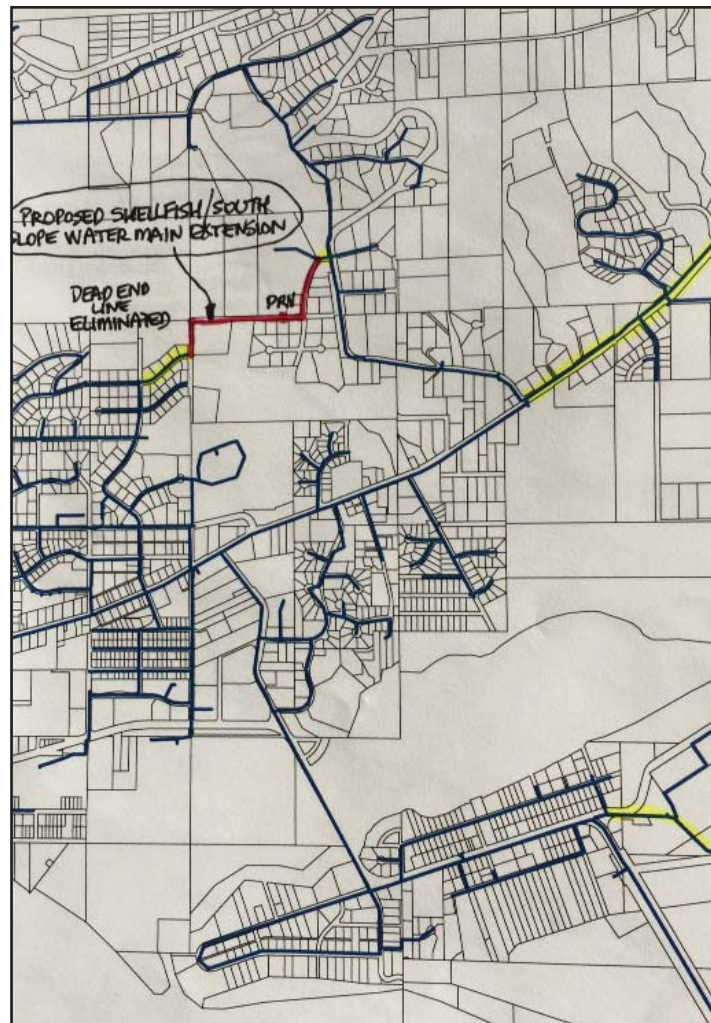
- **Phase 1:** Installation of 4,500 linear feet of water main extension on Kachemak Drive, 2,600 linear feet of distribution main connecting isolated sections of town, and a new pressure reducing valve (PRV).
- **Phase 2:** Installation of an underground water storage tank and 2,000 linear feet of water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

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The design has been completed through a \$884,000 Special Appropriation Project grant the City received from the Environmental Protection Agency. The City applied for funding for Phase 1 of the project through the Department of Environmental Conservation's Municipal Matching Grant program in 2014.

Total Project Cost: \$9,700,000

- 2014 (Design, funding secured): \$900,000
- 2016 Phase 1 Construction: \$2,700,000
- 2017 Phase 2 Construction: \$3,900,000
- 2018 Phase 3 Construction: \$2,200,000

FY2016 State Request for Phase 1: \$1,890,000
(City of Homer 30% Match: \$810,000)





2. Public Safety Building

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

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

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

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

Plans & Progress: The City fully funded the preliminary concept design (\$300,000) and formed a Public Safety Building Review Committee to oversee the design and construction process. To achieve cost savings and continuity, Homer is using a General Contractor Construction Manager approach and has hired a consultant team including USKH, Loren Berry Architect, and Cornerstone General Contractors. The committee is working on siting criteria, concept design, cost projections, and has produced a space needs analysis that projects a 61,585 square foot building to accommodate Homer's public safety needs for the next 30 years.

Total Project Cost: \$27,097,400

2014-2015 Design: \$2,463,400

2014 (to 10% Design): \$300,000

2015 (to 100% Design): \$2,163,400

2016-2017 (Construction): \$24,634,000

2018 (Inspection): \$1,231,700

FY2016 State Request for Design: \$2,163,400

(City of Homer 12% Match: \$300,000)



Homer Fire Hall in winter



Homer Police Department in winter



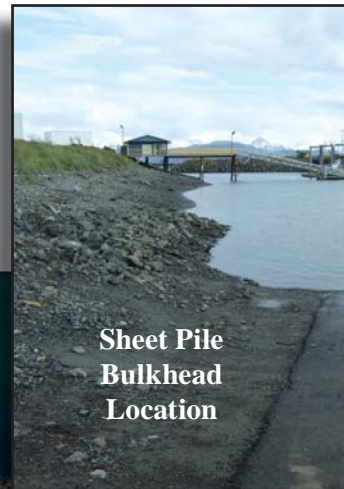
3. Harbor Sheet Pile Loading Dock

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

Plans and Progress: This project was first identified as a need when the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item. Material from dredging of the harbor will be used to back fill the dock, saving the project the cost of fill. The Alaska State Legislature awarded \$350,000 in FY2015 which will fund 100% of design and just shy of 20% of construction.

Total Project Cost: \$1,450,000
2015 (Design Funding Secured): \$145,000
2015 (Construction): \$1,100,000
Funding Secured: \$205,000

FY2016 State Request: \$955,000
(City of Homer 10% Match: \$145,000)





4. Fire Department Fleet Management

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

Quint (Ladder Truck): An Aerial truck will greatly enhance the City of Homer’s firefighting capability. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders (the Homer Volunteer Fire Department’s tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. An aerial truck will increase fire fighting capability for large public buildings recently built (West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion), potentially lowering insurance rates for the community. Cost: \$800,000

Brush/Wildland Firefighting Truck: The Department’s existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up. Cost: \$120,000

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

Total Project Cost: \$1,125,000

State Request FY2016: \$1,012,500

(City of Homer 10% Match: \$112,500)



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



5. East to West Transportation Corridor

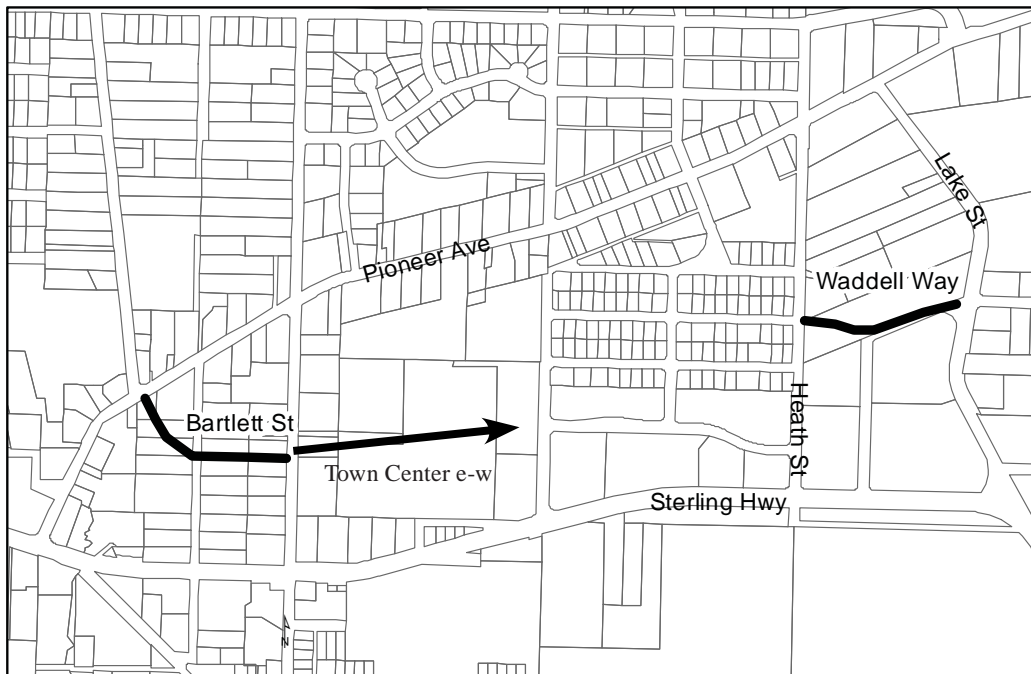
Project Description & Benefit: Currently the only way for drivers to get through town is via Pioneer Avenue or the Sterling Highway. Extending Bartlett Street, acquiring and upgrading Waddell Way and putting in a road through Town Center providing an alternate east - west route for traffic will ease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

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

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

Total Project Cost: \$8,459,000
2014 (Land Acquisition): \$1,400,000
2015 (Design): \$543,000
2016 (Construction): \$5,430,000
2017 (Inspection & Contingency): \$1,086,000

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





Mid-Range Projects

Part 2: Mid-Range Projects

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



Local Roads

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



Heath Street - Pioneer to Anderson

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

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

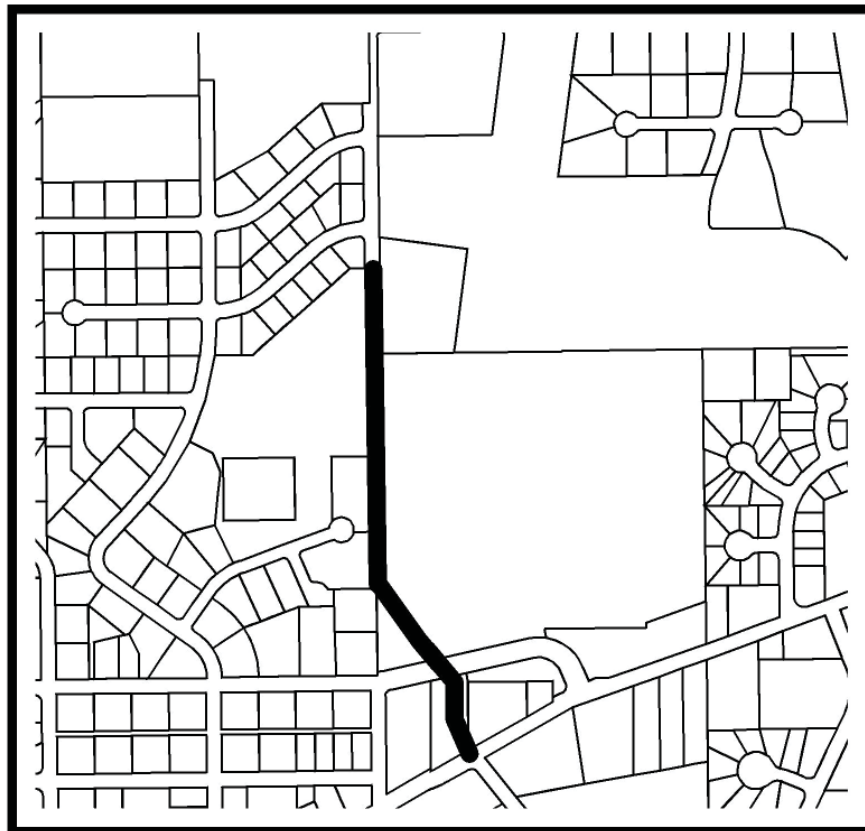
Total Project Cost: \$4,500,000

Schedule:

2018 (Design): \$500,000

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

Priority Level: 3





Land Acquisition for New Roads

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

Lake/Heath Street to Anderson Avenue

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

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

Total Project Cost: \$1,000,000

Schedule: 2015-2017

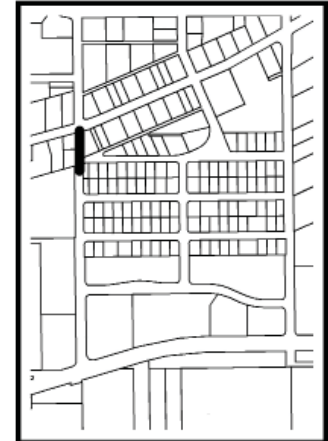
Priority Level: 1



Lake/Heath Street to Anderson Avenue.



Early Spring Street to East End Road.



Poopdeck Street to Pioneer Avenue.



Parks and Recreation

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



Ben Walters Park Improvements, Phase 2

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

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

Total Project Cost: \$250,000

Schedule: 2015

Priority Level: 2



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



Jack Gist Park Improvements, Phase 2

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

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

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2015

Priority Level: 2





Karen Hornaday Park Improvements, Phase 2

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

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

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

Total Project Cost: \$1,978,750

Schedule: 2015 - 2017

Priority Level: 2



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



Mariner Park Restroom

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

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

Total Project Cost: \$330,000

Schedule: 2016

Priority Level: 2



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



Baycrest Overlook Gateway Project

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

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

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

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

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

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

The project will consist of three phases:

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

Total Project Cost: \$262,000

2013 (Preliminary Design): \$6,000

2015 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000





Bayview Park Restoration

Project Description & Benefit:

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

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

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

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

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

Total Project Cost: \$189,974



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



Rogers Loop Trailhead Land Acquisition

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

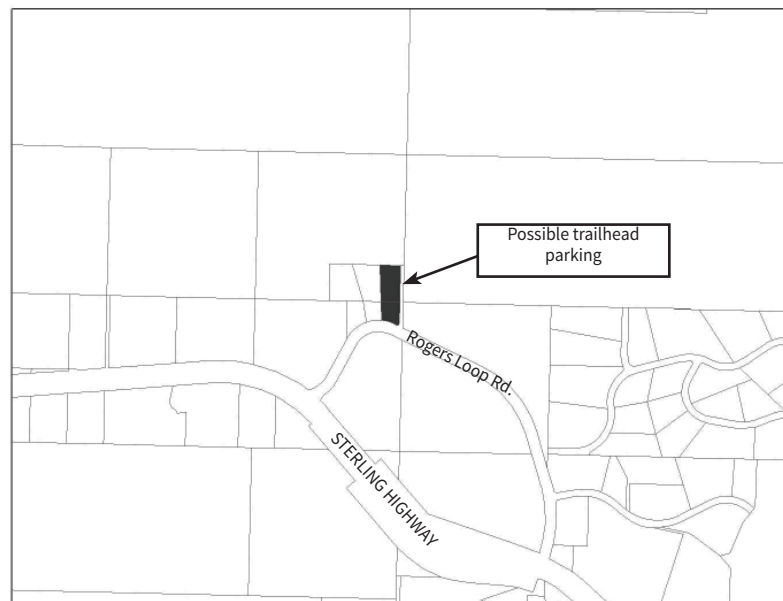
Currently the only parking for this large recreational area is on the shoulder of Rogers' Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

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

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

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

Total Project Cost: \$70,000





Homer Spit Trailhead Restroom

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

Total Project Cost: \$295,000



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



Port and Harbor

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



Deep Water/Cruise Ship Dock Expansion, Phase 1

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

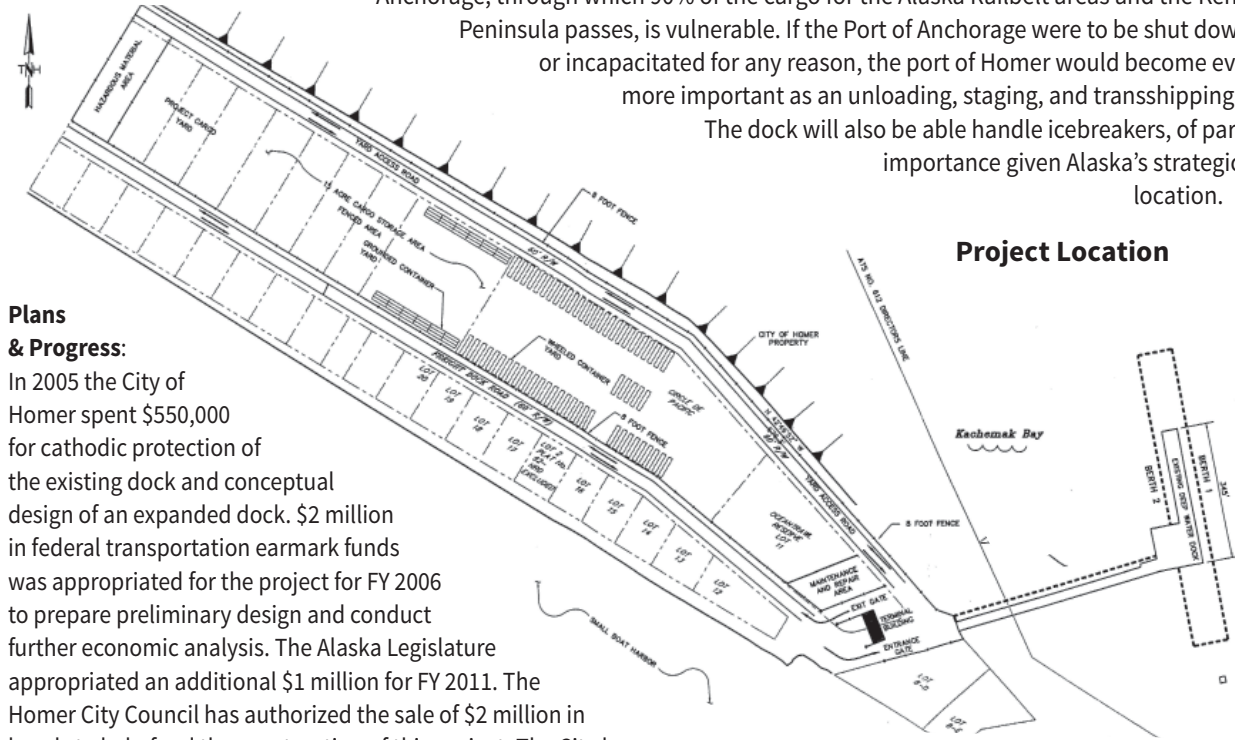
Resource Development Capabilities: The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the existing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

Cargo Capabilities: The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing the cost of delivering materials and supplies to much of the Peninsula. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, Aleutians, and Bristol Bay.

Visitor Industry Capabilities: The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

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

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



Plans & Progress:

In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds was appropriated for the project for FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City has initiated the feasibility study and preliminary design for this project.

- Total Project Cost:** \$35,000,000
- Feasibility:** \$1,250,000
- Design:** \$1,750,000
- Construction:** \$26,000,000

Priority: 1



East Boat Harbor

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

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

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



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

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

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

Total Project Cost: \$115,725,000

Design and Permitting: \$1,750,000

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

Inner Harbor Improvements: \$23,700,000

Priority Level: 1



Barge Mooring Facility

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

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

Phase 1 - Pilings and Bollards

Design/Engineering/Permitting/Geotechnical (2015): \$250,000

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

Phase 2 - Uplands Improvements

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

Construction -(2019): \$495,000





Marine Ways Large Vessel Haulout Facility

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

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

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

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

Schedule: 2016

Priority Level: 2





Homer Spit Dredged Material Beneficial Use Project

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

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

Total Project Cost: \$688,000

Schedule:

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

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

2016-17: \$628,000

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

Priority Level: 2



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



Ice Plant Upgrade

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

Total Project Cost: \$500,000

Schedule: 2015

Priority: 2



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



System 4 Vessel Mooring Float System

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

Plans & Progress: Floats HH, JJ, and headwalk float AA between those floats is scheduled to be replaced in fall of 2014. Power and water will be extended from ramp 6 to JJ as part of the same project. A new landing float was installed for Ramp 7 Spring of 2014.

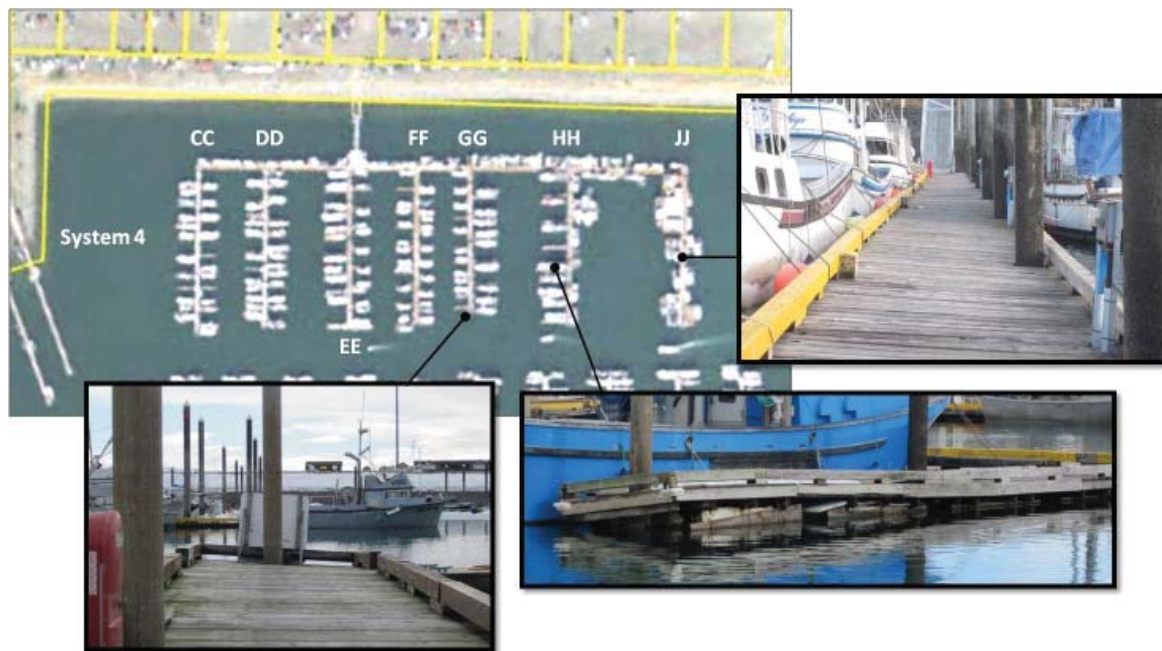
Total Project Cost: \$6,600,000

Schedule:

2015 (Design): \$600,000

2016-2019 (Construction): \$6,000,000

Priority Level: 2





Truck Loading Facility Upgrades at Fish Dock

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

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

Total Project Cost: \$300,000

Schedule: 2017

Priority: 1



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



Ramp 5 Restroom

Project Description & Benefit: Ramp 5 is located at the southwest corner of the harbor at Freight Dock and Homer Spit Road and serves float System 2. This system provides moorage space for as much as 3,951 linear feet of moorage, including 81 reserved stall lessees. Currently, restroom service for these vessels and the City-maintained campground across the highway is an outhouse facility capable of occupying only two people at a time.

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

Total Project Cost: \$295,000

Schedule: 2016

Priority Level: 2



The outhouse at Ramp 5 is often the first time out of state visitors use an outhouse.



Ramp 8 Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, adequate shore power, and even basic restroom facilities are expected in a modern competitive harbor such as the Homer Small Boat Harbor.

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

Total Project Cost: \$295,000

Schedule: 2015

Priority Level: 3



This outhouse sees heavy use from crews of large vessels moored at Ramp 8.



Seafarers Memorial Parking Expansion

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

Plans & Progress: The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for engineering and permitting of this project completed in 2014. The dredged materials are scheduled to be placed in the lot by fall of 2014.

Total Project Cost: \$635,000

Schedule:

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

2014 (Dredged Material Placement by Corps): In kind

2015 (Construction): \$627,000

Priority Level: 1



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



Public Safety

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



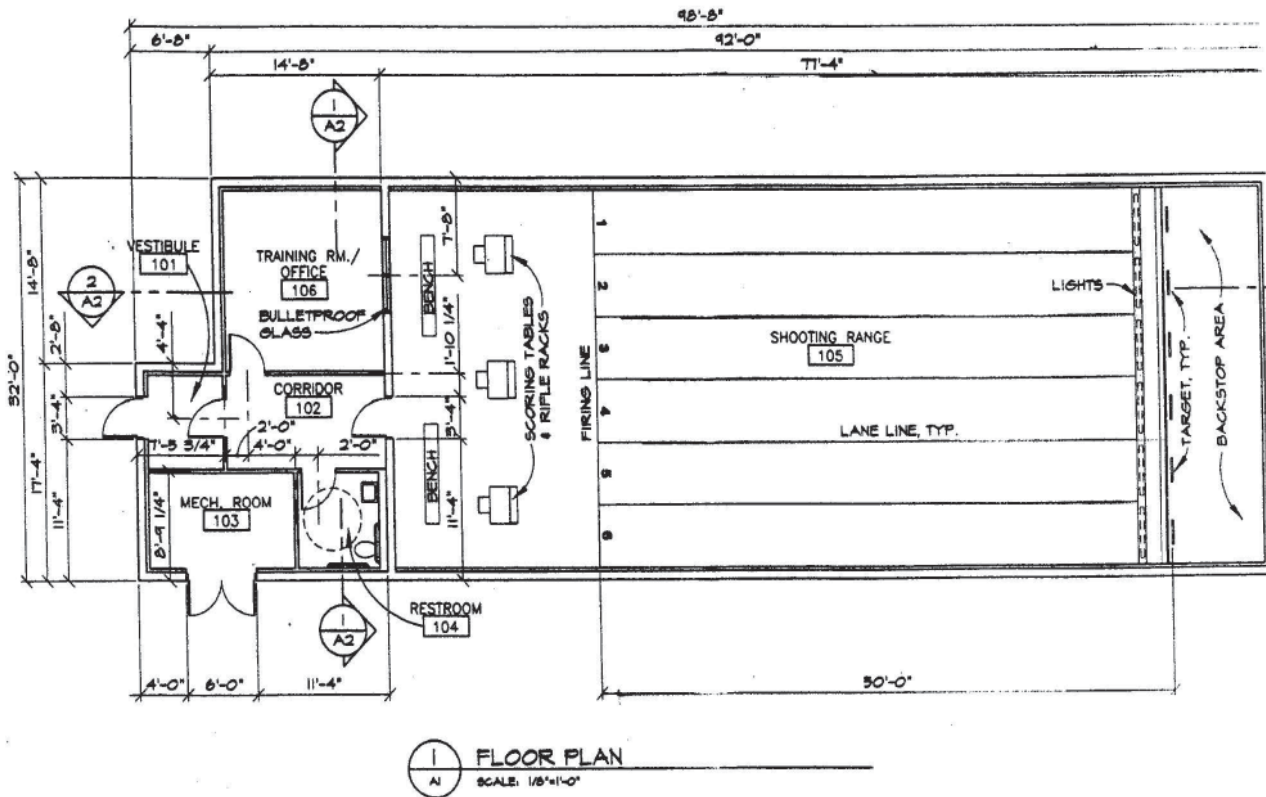
South Peninsula Fire Arms Training Facility

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

Total Project Cost: \$1,500,000

Schedule: 2017

Priority Level: 2





Replacement Ambulance

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

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

Total Project Cost: \$170,000

Funding Secured:

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

State of Alaska Code Blue: \$70,000

Priority Level: 1

Schedule: 2015



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



Public Projects

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



Backup Generator for Homer Public Library

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

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

Total Project Cost: \$114,400

Engineering: \$14,300

Purchase Generator: \$54,600

Installation: \$41,600

Inspection: \$ 3,900

Priority Level: 2

Schedule: 2016



Homer Public Library at Dusk. Photo Chirs Arend.



Storm Water Master Plan

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

A new master plan will outline how the City can:

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

Total Project Cost: \$340,000



A master plan is needed to address storm water management issues. This picture of the Homer library parking lot is an example of flooding and overflows that occur community wide during rain storm events.



State Projects

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

Transportation projects within City limits:

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

Transportation projects outside City limits:

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

Non-transportation projects:

- **Alaska Maritime Academy**



Homer Intersection Improvements

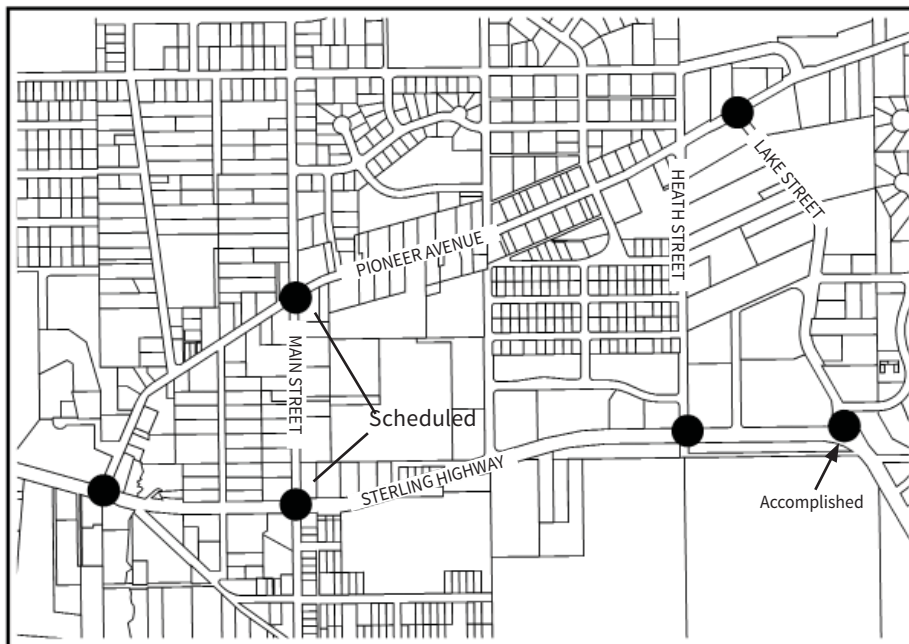
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection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

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

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

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

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



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



Main Street Reconstruction

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

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

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

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

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



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

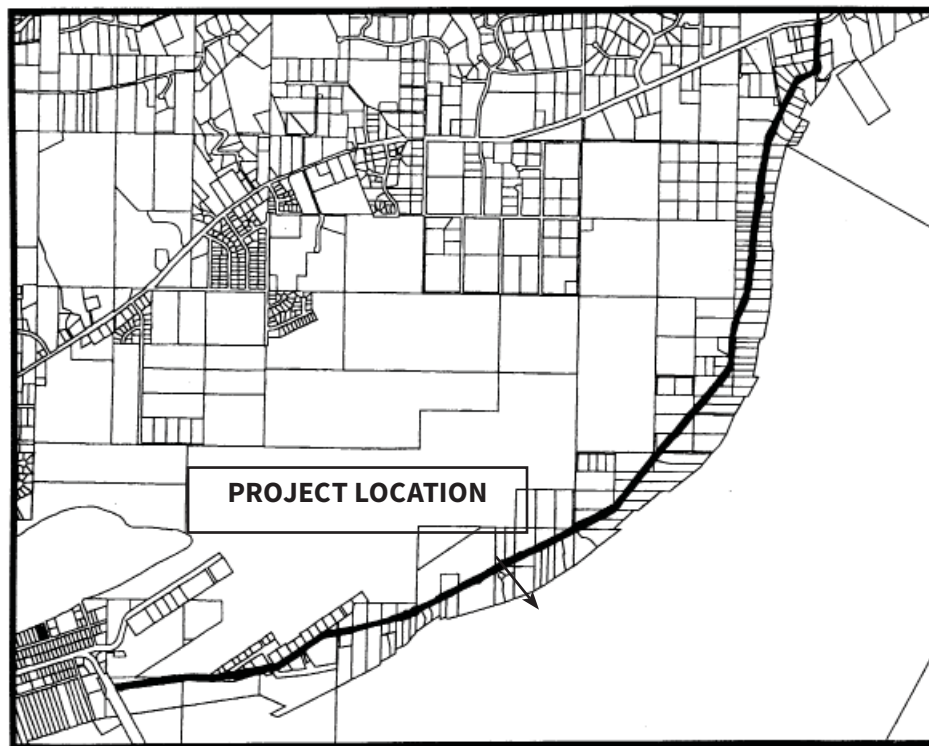


Kachemak Drive Rehabilitation/Pathway

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

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

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





Sterling Highway Realignment MP 150-157

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

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

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



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



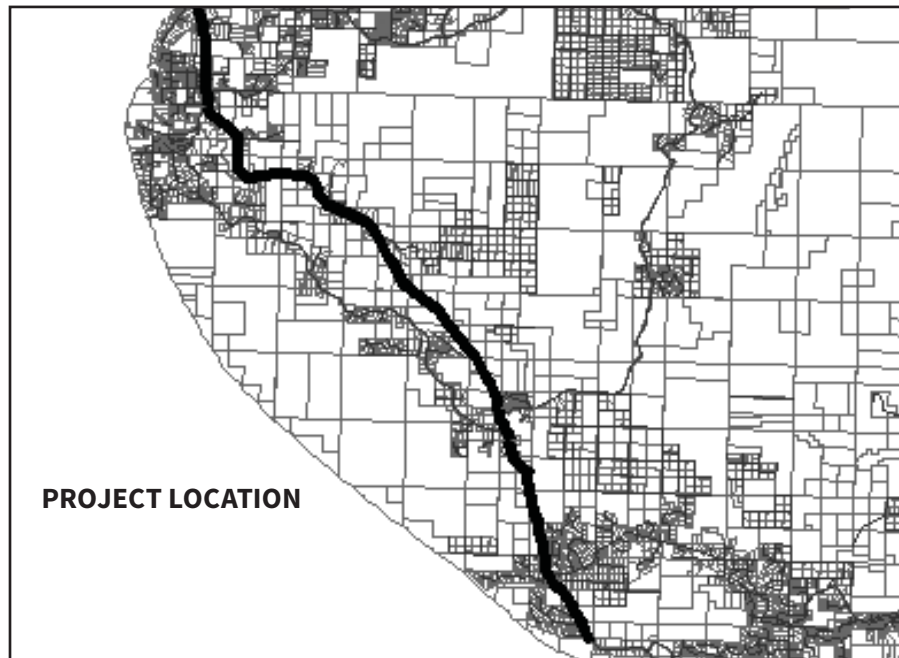
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

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

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





Alaska Maritime Academy

Project Description & Benefit: This project will establish an accredited maritime academy providing quality post-secondary education primarily focused on marine related programs for developing career-oriented skills relating to engineering, ship operations, marine science, maritime management, and small vessel design and operation. The academy would provide both classroom and hands-on training, taking advantage of Homer’s existing marine trades industry cluster and opportunities for time onboard vessels in port and at sea.

The federal Maritime Administration provides training vessels and other support to state maritime academies. Currently there are six academies in the U.S.; none in Alaska. Alaska Statute Sec. 44.99.006 specifies that the governor may enter into an agreement with the Federal Maritime Administration to provide for an Alaska Maritime Academy.

Plans And Progress: The Homer City Council approved Resolution 10-22(A) requesting that Alaska’s governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A maritime academy is also included as a potential economic development opportunity in the City of Homer Comprehensive Economic Development Strategy.



Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.



Projects Submitted by Other Organizations

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

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



Pratt Museum New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 30,000 visitors, with more than 4,000 young and adult learners participating in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum exists in a structure that does not meet the Museum or the community's needs. The existing 10,500 square foot building is more than 45 years old, and the building's galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.8 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility. The Planning Phase spanned the Fall of 2007 to December 2010. The Design Phase started in January 2011 and will be complete in the Spring of 2015. Construction will begin as early as the Fall of 2015, with the new facility opening in 2017. The total budget is \$9.5 million.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt's property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 35% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input throughout the Design Phase;
- With leadership from the Patrons of the Pratt Society, 9.8 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free;
- The Pratt participated in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings;
- The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities;
- The Pratt is working on Phase II community input planning and research for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured \$3.3 million (35% of the project total) in cash, grants, and pledges;
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012; and
- Schematic designs are complete, and the balance of the Design Phase will be completed in early 2015.

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

Preconstruction: \$1,000,000

Construction: \$8,500,000

Schedule:

Planning: 2010

Design/Preconstruction: 2015

Construction: 2017





Homer Senior Citizens Natural Gas Conversion

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

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

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

Plans & Progress: The Alaska State Legislature awarded Homer Senior Citizens Inc. \$100,000 in FY2015 towards this project.

Total Project Cost: \$504,898

Funding Secured: \$100,000

Schedule:

Preconstruction: 2014

Construction: 2015



Homer Senior Citizen's main building.



South Peninsula Hospital Site Evaluation & Planning for Hillside Reinforcement

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

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

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

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

Total Project Cost: \$100,000

Schedule: 2014





Kachemak Shellfish Growers Association Kachemak Shellfish Hatchery

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

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

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

The benefit of a thriving oyster farming industry in Homer is huge. Oyster production in Kachemak Bay is currently in its 22nd year. Oysters have become a sparkling year-round addition to the seafood options available to residents and tourists in Homer. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Oysters clearly benefit the community and economy.

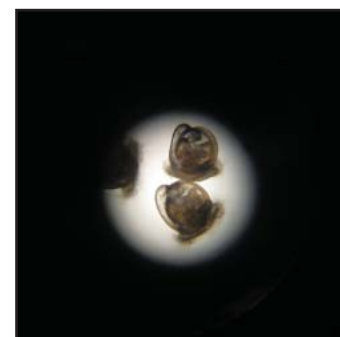
A local hatchery and nursery can also provide a great learning lab for high school and university students, who currently have to travel to the hatchery in Seward for their studies. (The Seward hatchery hatches opilio crab; however the waters of Resurrection Bay are less conducive to oyster seed.) A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

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

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

Total Project Cost: \$400,000
Preconstruction: \$75,000
Funding Secured: \$50,000
Construction: \$325,000

Schedule: 2015



Microscopic view of two tiny oysters.



Homer Council on the Arts Re-configuration & Facility Upgrade

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

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

Plans & Progress: HCOA has a preliminary architectural design and narrative for the interior re-model. The cost estimate is currently in progress. HCOA will continue to work through Foraker's Pre-Development Program through the next stages of the project.

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

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

Total Project Cost: \$500,000

Schedule:

Preconstruction: 2014

Construction: 2019





Haven House Safety/Security Improvements

Project Description & Benefit: Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence and sexual assault. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and such shelters warrant a high degree of security systems, equipment, and technology. Haven House is requesting \$30,000 to improve the security of the facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in the building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

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

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

Total Project Cost: \$55,000

Funding Already Secured: \$25,000

Schedule: 2014-2015





Homer Hockey Association Kevin Bell Ice Arena Acquisition

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the Kenai Peninsula hosting the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Since opening its doors, the Homer Hockey Association (HHA) has operated the rink within its yearly \$300,000 budget. In September 2015, HHA will have to begin paying the principal on its loan which will double monthly payments and make programs too expensive for people to participate. In order to purchase the building and the land, HHA needs to obtain \$2.74 million dollars.

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

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

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

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

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

Total Project Cost: \$2,740,000

Schedule: 2014-2015





Capital Improvement Long-Range Projects

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

Local Roads

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

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

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

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

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

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

Parks And Recreation

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

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

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



Capital Improvement Long-Range Projects

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

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

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

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

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

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

Cost: Staff Time Priority Level 3

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

Cost: \$400,000 Priority Level 3

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

Cost: \$860,000 Priority Level 2

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

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

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

Cost: \$295,000

Priority Level: 2

PUBLIC PROJECTS

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

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

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

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

Cost: \$5 million

Priority Level 3

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

A new Public Works complex will include the following:

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

Cost: Design—\$500,000

Construction—\$4,500,000

Priority Level 2



Capital Improvement Long-Range Projects

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

Cost: \$400,000 Priority Level 3

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

Cost: \$60,000 Priority Level 3

UTILITIES

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

Cost: \$400,000 Priority Level 3

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

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

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

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



Capital Improvement Long-Range Projects

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

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

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

STATE PROJECTS

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

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



Capital Improvement Appendices

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



Capital Improvement Appendices

**CITY OF HOMER
2015-2020 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2016 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council approval of schedule	May 27, 2014
Solicit new/revised project information from City departments, local agencies and non-profits	May 27
Input for new draft requested by	June 30
Prepare and distribute draft CIP to City advisory groups for review and input. (Administration compilation of draft CIP June 30-July 9)	(Meeting dates): Planning Commission July 16, August 6
	Parks and Recreation Commission August 21
	Port and Harbor Commission July 23
	Library Advisory Board August 5
	Economic Development Commission July 8, August 12
	Public Arts Committee August 14
Administrative review and compilation	August 15 - August 20
City Council worksession to review proposed projects	August 25
Public Hearing on CIP/Legislative request	September 8
Consideration of resolution by City Council	September 22
Adoption of resolution by City Council	October 13
Administration forwards requests for Governor's Budget	October 15
Distribution of CIP and State Legislative Request	October 2014 & January 2015
Compilation/distribution of Federal Request	February 2015



Capital Improvement Appendices

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**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 14-093

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

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

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

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

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

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

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

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

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

PASSED AND ADOPTED by the Homer City Council for the City of Homer on this 22nd day of
September 2014.



Capital Improvement Appendices

Page 2 of 2
RESOLUTION 14-093
CITY OF HOMER

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CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A



Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

1. The six-mill property tax limitation precludes utilizing General Fund operating revenue to fund major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program.
5. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.

NEW BUSINESS

RESOLUTIONS

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Clerk/
4 Canvass Board

5 **RESOLUTION 14-109**

6
7 A RESOLUTION OF THE CITY COUNCIL CERTIFYING THE RESULTS
8 OF THE CITY OF HOMER REGULAR CITY ELECTION HELD
9 OCTOBER 7, 2014 TO DECIDE BALLOT PROPOSITION #1 "SHALL A
10 CHARTER COMMISSION BE ELECTED TO PREPARE A PROPOSED
11 CHARTER?" AND TO ELECT THE MAYOR AND TWO COUNCIL
12 MEMBERS.

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14 WHEREAS, In compliance with the Homer City Code 4.35, the Canvass Board of the City
15 of Homer has opened, counted and tallied the votes on absentee ballots, including special
16 needs ballots, found to be valid and made determination on questioned ballots, and has
17 opened, counted and tallied those questioned ballots found to be valid, cast in the Regular
18 City Election held on October 7, 2014; and

19
20 WHEREAS, The total number of voters voting in the City Election was _____ and
21 reflects the number of voters, not the number of votes cast or ballots counted; and

22
23 WHEREAS, In accordance with Homer City Code 4.35, the Canvass Board of the City of
24 Homer has opened and inspected the precinct reports, Election Central Logs and entered the
25 results of the absent and questioned ballots on the Certification of Election along with the
26 results of the precinct counts; and

27
28 WHEREAS, The results of the Regular City Election held October 7, 2014, attached
29 as Exhibit A, is presented in the Canvass Board's Certificate of Election in accordance with the
30 Homer City Code.

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32 NOW, THEREFORE, BE IT RESOLVED that the City Council hereby certifies the results of
33 the Regular City Election held October 7, 2014, as presented in the Canvass Board's
34 Certificate of Election, attached as Exhibit A, in accordance with the Homer City Code.

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36 BE IT FURTHER RESOLVED the results of Proposition #1 "SHALL A CHARTER
37 COMMISSION BE ELECTED TO PREPARE A PROPOSED CHARTER?" are:

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39 YES _____ NO _____

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41 BE IT FURTHER RESOLVED the following candidate is declared elected to Office of
42 Mayor having received at least 40% of the votes cast for a two-year term of office:

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MAYOR (TWO-YEAR TERM)

BE IT FURTHER RESOLVED that the following candidates are declared elected to Office of Councilmember, having received at least 40% of the votes cast for a three-year term of office:

COUNCILMEMBERS (TWO THREE-YEAR TERMS)

BE IT FURTHER RESOLVED that the Canvass Board's Certificate of Election (Exhibit A) be attached permanently as part of this Resolution.

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

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

COMMENTS OF THE AUDIENCE
COMMENTS OF THE CITY ATTORNEY
COMMENTS OF THE CITY CLERK
COMMENTS OF THE CITY MANAGER
COMMENTS OF THE MAYOR
COMMENTS OF THE CITY COUNCIL
ADJOURNMENT

