

City Council  
August 24, 2015  
Monday



Worksession 4:00 P.M.  
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



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2015

AUGUST – SEPTEMBER

<b>Monday 24<sup>th</sup></b>	<b>CITY COUNCIL Worksession 4:00 p.m. Committee of the Whole 5:00 p.m. Regular Meeting 6:00 p.m.</b>
<b>Wednesday 26<sup>th</sup></b>	<b>PORT &amp; HARBOR ADVISORY COMMISSION Worksession 5:00 p.m. Regular Meeting 6:00 p.m.</b> <b>PUBLIC SAFETY BUILDING REVIEW COMMITTEE Regular Meeting 5:30 p.m.</b>
<b>Thursday 27<sup>th</sup></b>	<b>CANNABIS ADVISORY COMMISSION Regular Meeting 5:30 p.m.</b>
<b>SEPTEMBER</b>	
<b>Tuesday 1<sup>st</sup></b>	<b>LIBRARY ADVISORY BOARD Regular Meeting 5:00 p.m.</b>
<b>Wednesday 2<sup>nd</sup></b>	<b>ADVISORY PLANNING COMMISSION Worksession 5:30 p.m. Regular Meeting 6:30 p.m.</b>
<b>Monday 7<sup>th</sup></b>	<b>LABOR DAY HOLIDAY City Offices Closed for the Holiday</b>
<b>Tuesday 8<sup>th</sup></b>	<b>ECONOMIC DEVELOPMENT ADVISORY COMMISSION Regular Meeting 6:00 p.m.</b>
<b>Monday 14<sup>th</sup></b>	<b>CITY COUNCIL Worksession 4:00 p.m. Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.</b>

**Regular Meeting Schedule**

City Council 2<sup>nd</sup> and 4<sup>th</sup> Mondays 6 p.m.  
Library Advisory Board 1<sup>st</sup> Tuesday except January, April, August and November 5:00 p.m.  
Economic Development Advisory Commission 2<sup>nd</sup> Tuesday 6 p.m.  
Parks and Recreation Advisory Commission 3<sup>rd</sup> Thursday of the month with the exception of January, July and December 5:30 p.m.  
Planning Commission 1<sup>st</sup> and 3<sup>rd</sup> Wednesday 6:30 p.m.  
Port and Harbor Advisory Commission 4<sup>th</sup> Wednesday 5 p.m. (May-September 6:00 p.m.)  
Public Arts Committee Quarterly 2<sup>nd</sup> Thursday 5:00 p.m. Upstairs in the Conference Room  
Permanent Fund Committee Quarterly 2<sup>nd</sup> Thursday 5:15 p.m.

**MAYOR AND CITY COUNCILMEMBERS AND TERMS**

**BETH WYTHER, MAYOR – 16**  
**FRANCIE ROBERTS, COUNCILMEMBER - 15**  
**CATRIONA REYNOLDS, COUNCILMEMBER – 16**  
**DAVID LEWIS, COUNCILMEMBER – 17**  
**BRYAN ZAK, COUNCILMEMBER – 16**  
**BEAUREGARD BURGESS, COUNCILMEMBER – 15**  
**GUS VAN DYKE, COUNCILMEMBER – 16**

**City Manager, Katie Koester**  
**City Attorney, Thomas Klinkner**

<http://cityofhomer-ak.gov/cityclerk> for home page access, Clerk's email address is: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us) 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](http://www.cityofhomer-ak.gov)



**WORKSESSION**  
**4:00 P.M. MONDAY**  
**AUGUST 24, 2015**  
**COWLES COUNCIL CHAMBERS**

MAYOR BETH WYTHE  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
COUNCIL MEMBER GUS VAN DYKE  
COUNCIL MEMBER CATRIONA REYNOLDS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER KATIE KOESTER  
CITY CLERK JO JOHNSON

### **WORKSESSION AGENDA**

- 1. CALL TO ORDER, 4:00 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. 2016 – 2021 CAPITAL IMPROVEMENT PLAN** **Page 7**  
**FY 2017 LEGISLATIVE REQUESTS**
- 4. COMMENTS OF THE AUDIENCE**
- 5. ADJOURNMENT NO LATER THAN 4:50 P.M.**  
Next Regular Meeting is Monday, September 14, 2015 at 6:00 p.m., Committee of the Whole 5:00 p.m., and a Worksession 4:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.





# City of Homer

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

## Administration

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

TO: Mayor Wythe and Homer City Council  
THROUGH: Katie Koester, City Manager  
FROM: Patrick Lawrence, Assistant City Manager  
DATE: August 19, 2015  
SUBJECT: 2016-2021 CIP; FY 2017 Legislative Request

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The City of Homer Capital Improvement Plan for 2016-2021 is ready in draft form for your review. A few notes:

- One new project has been proposed for inclusion in the CIP. This project will not be included in the CIP without first being approved by Council.

- Homer Senior Citizens, Inc. Alzheimer's Unit, brought by The Senior Center

- Recommendations from City Boards and Commissions (in priority order). Boards and Commissions were asked to limit their recommendation to Council to their top 2 projects they would like to see on the Legislative Request. Due to the meeting schedule of the Library Advisory Board, their recommendation to Council and the tally of recommendations will be presented as a lay down at your September 14th work session.

- Planning Commission

1. Ice Plant Upgrade
2. Storm Water Master Plan

- Parks and Recreation Commission:

Look for their recommendations in a lay down memo as their meeting is after packet deadline

- Library Advisory Board:

Look for their recommendations at your September 14<sup>th</sup> meeting as they do not meet until September 1

- Economic Development Commission:

1. Deep Water/Cruise Ship Dock Expansion, Phase 1
2. Barge Mooring Facility

- Port and Harbor Commission: (recommendations from Harbor Master Hawkins)

1. Barge Mooring Facility
  2. East Boat Harbor
- Public Arts Committee:
    - Pratt Museum: New Facility and Site Redesign
- Four projects from the 2015-2020 were fully funded and removed from the 2016-2021 CIP
    1. Homer Harbor – Ramp 5 Restroom
    2. Water Storage/ Distribution Improvements – Phase 1
    3. Rodgers Loop Trailhead Acquisition.
    4. East to West Transportation Corridor – Phase 1 – Waddell Way
  - Three projects are being recommended for removal from various department heads
    1. Marine Ways Large Vessel Haul out Facility
    2. Ramp 8 Restroom
    3. Alaska Maritime Academy

Project descriptions have been updated throughout the CIP with new information regarding estimated cost, scope, progress to date, etc.

- Assigning priority terms: Each City of Homer project is labeled as either Level 1 Priority (highest), Level 2 Priority, or Level 3 Priority. (State transportation projects and projects submitted by non-profits have not been given priority labels).

- Federal Priorities: In the past the Council has designated the large scale infrastructure projects; East Boat Harbor Expansion and Deep Water Dock Expansion as the top Federal priorities within the CIP Resolution. This designation directs City staff to advocate for those projects when meeting with representatives of the federal government and our congressional delegation (understanding the limitations on earmarks in the current fiscal climate). Please let me know how you would like to proceed with Federal priorities.

- **Remaining Steps for Council in 2016-2021 Capital Improvement Planning Process:**

1. **Please submit your top 5 priorities and new ranking.** In the past Council has elected to leave the previous years Legislative Requests on the top 5 list until the projects were funded. There are two opening with the funding of; Water Storage/Distribution Improvements - Phase 1 and the East to West Transportation Corridor – Phase 1 – Waddell Way. I will tally Council recommendations and draft a resolution in advance of the September 14 public hearing on the CIP.
2. September 14: Public Hearing on CIP/Legislative Request
3. October 12: Adoption of CIP and Legislative Request Resolution by Council



## **Proposed New Projects Table of Contents**

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### **City Projects**

### **Projects Submitted by Other Organizations**

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

PROPOSED NEW PROJECT - DRAFT



## Homer Senior Citizens Inc. Alzheimer's Unit

PROPOSED NEW PROJECT - DRAFT

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

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

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

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

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

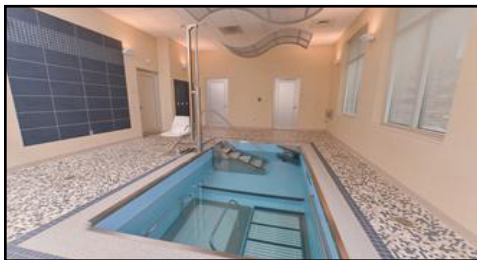
**Plans & Progress:** HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5 year profit will be approximately 1,508,600. This does not include contractual arrangements with third party vendors.

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

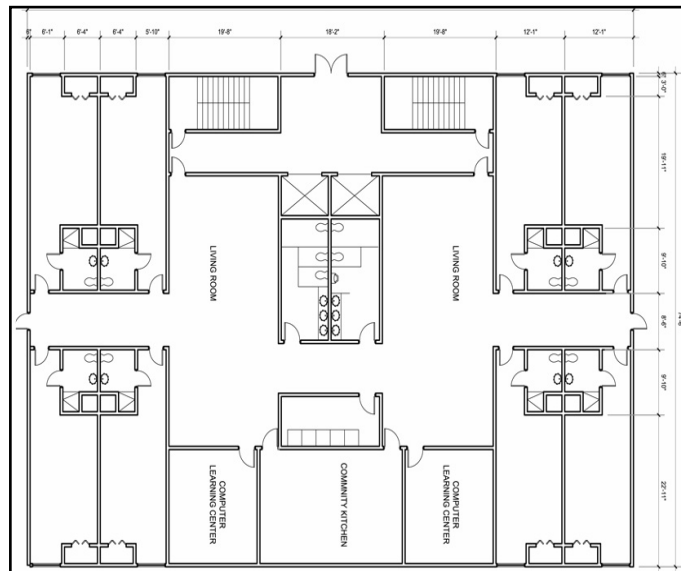
**Total Project Cost:** \$3,000,000

**Priority Level:**

**Schedule:** 2016



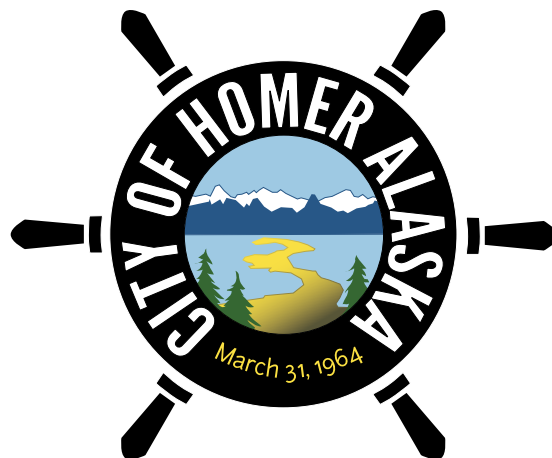
HydroWorx Pool Room .



# City of Homer Capital Improvement Plan 2016-2021



The Sesok and Surfbird in the Uplands. Infrastructure for a haulout to facilitate boat work on large vessels is on the 2016-2021 City of Homer CIP.



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







# City of Homer

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

## Office of the City Manager

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September 14, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2016 through 2021 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 2016-2021 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Katie Koester  
City Manager





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## **Funded Projects from 2015-2020 CIP List**

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

- Homer Harbor -Ramp 5 Restroom construction is complete
- Water Storage/Distribution Improvements - Phase 1
- Rodgers Loop Trailhead Land Acquisition
- East to West Transportation Corridor- Phase 1 - Waddell Way



## Introduction: The Capital Improvement Program

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A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects 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 FY2017 Capital Budget**



The Homer Harbor is a major economic power for the City of Homer. The addition of the Harbor Sheet Pile Loading Dock will grow our capacity to service barges, landing craft and fishing vessels in various capacities, stimulating economies and creating additional jobs.

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



## **Legislative Request FY2017**

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**City of Homer FY2017 State Legislative Priorities list  
approved by the Homer City Council  
via Resolution 14-093**

- 1. OPEN**
- 2. Public Safety Building - \$1,622,000**
- 3. Harbor Sheet Pile Loading Dock- \$955,000**
- 4. Fire Department Equipment Upgrades -\$1,012,500**
- 5. OPEN**



## **1. OPEN**

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## 2. Public Safety Building

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

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

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

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

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

**Total Project Cost:** \$30,083,672

- 2014-2016 Design: \$1,922,000
  - 2014 (to 10% Design, funding secured): \$300,000
  - 2015 (to 35% Design): \$355,000
  - 2016 (to 100% Design): \$1,267,000
- 2016 (Site Preparation): \$2,250,500
- 2016-2017 (Construction): \$21,741,123
- 2017 (Contingency/Inspection/Admin): \$4,170,049

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

(City of Homer 30% Match: \$655,000)



Homer Fire Hall in winter



Homer Police Department in winter





### 3. Harbor Sheet Pile Loading Dock

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

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

**Total Project Cost:** \$1,450,000

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

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

Funding Secured: \$205,000

**FY2016 State Request: \$955,000**

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





## 4. Fire Department Fleet Management

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

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

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

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

Total Project Cost: \$1,355,000

**State Request FY2016: \$1,219,500**

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



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



## 5. OPEN

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## **Mid-Range Projects**

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### **Part 2: Mid-Range Projects**

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





## **Local Roads**

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- **East to West Transportation Corridor**
- **Heath Street - Pioneer to Anderson**
- **Land Acquisition for New Roads**



## East to West Transportation Corridor

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

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

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

Total Project Cost: \$8,459,000

2015 (Land Acquisition): \$1,400,000

2015 (Design): \$543,000

2016 (Construction): \$5,430,000

2017 (Inspection & Contingency): \$1,086,000

**State Request FY2016: \$4,939,250**

(City of Homer 25% Match: \$2,114,750)

(Waddell Way FY15 State Grant: \$1,405,000 approved)





## Heath Street - Pioneer to Anderson

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**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

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**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

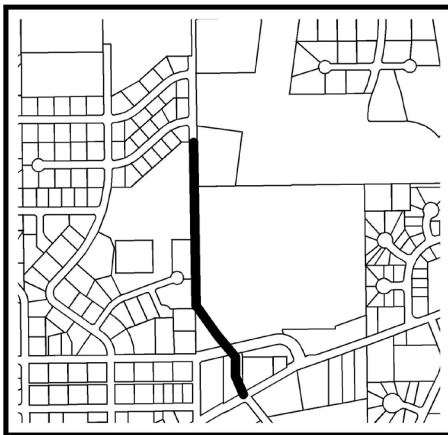
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

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

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

**Schedule:** 2015-2017

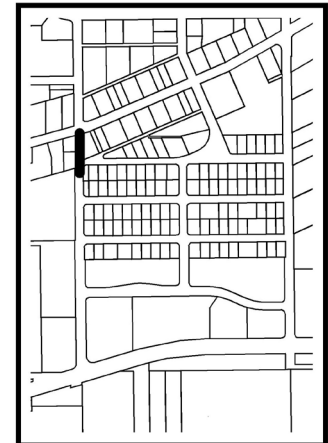
**Priority Level:** 1



Lake/Heath Street to Anderson Avenue.



Early Spring Street to East End Road.



Poopdeck Street to Pioneer Avenue.



## **Parks and Recreation**

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- **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

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**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

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**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**

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**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

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**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

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**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

### Priority Level: 3





## Bayview Park Restoration

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### 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

**Priority Level:** 2



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





## Homer Spit Trailhead Restroom

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**Project Description & Benefit:** The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular 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

**Priority Level:** 3



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



## **Port and Harbor**

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- **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 8 Restroom**
- **Seafarers Memorial Parking Expansion**



# Deep Water/Cruise Ship Dock Expansion, Phase 1

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

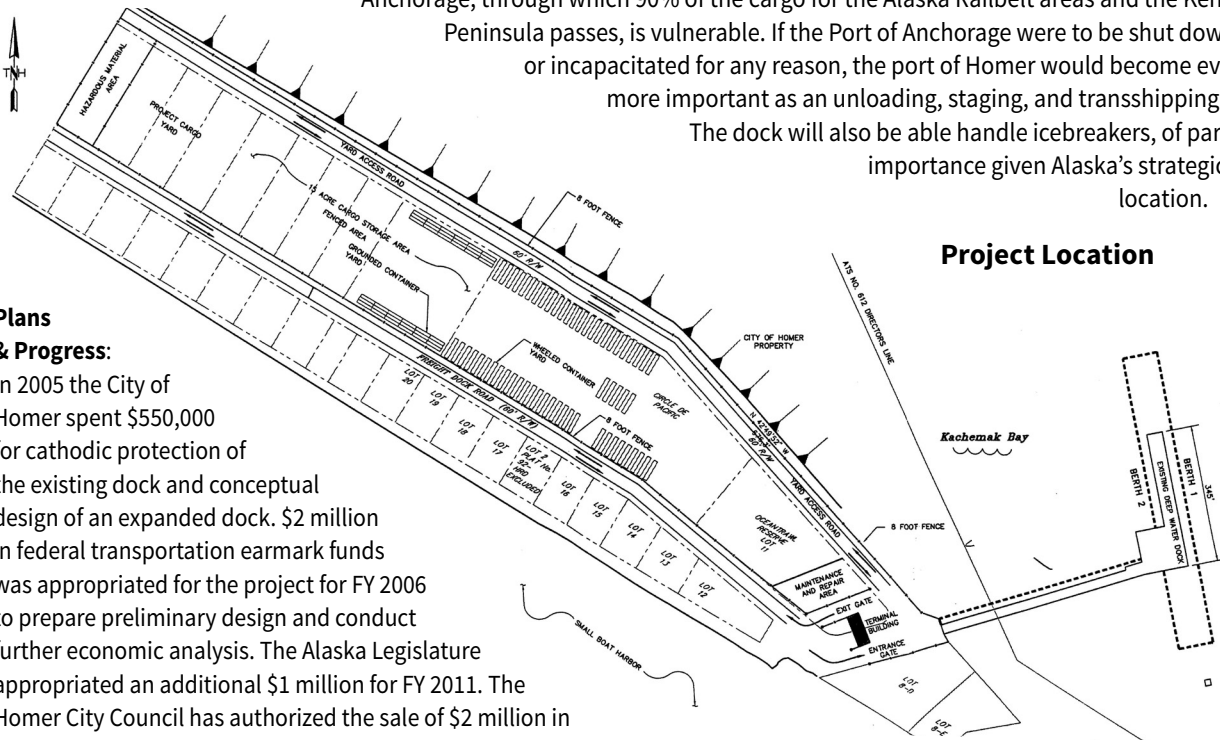
**Resource Development Capabilities:** The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the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

**Cargo Capabilities:** The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing the cost of delivering materials and supplies to much of the Peninsula. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, Aleutians, and Bristol Bay.

**Visitor Industry Capabilities:** The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

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

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



## Plans & Progress:

In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds was appropriated for the project for FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City has initiated the feasibility study for this project.

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

**Feasibility:** \$1,250,000 (Completion Spring 2016, currently underway)

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

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

**Priority:** 1



## East Boat Harbor

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

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

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



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

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

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

**Total Project Cost:** \$115,725,000

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

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

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

**Priority Level:** 1





## Barge Mooring Facility

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

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

Phase 1 - Pilings and Bollards

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

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

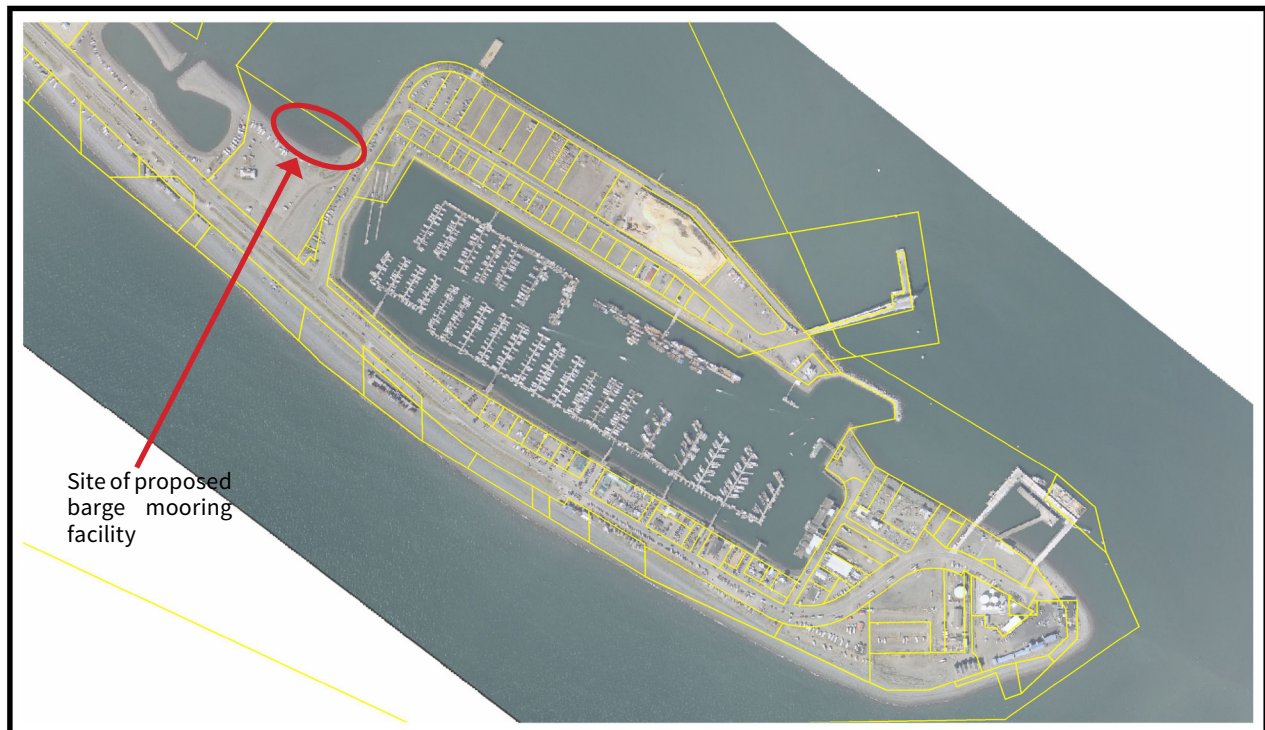
**Schedule:** Fall 2015

Phase 2 - Uplands Improvements

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

Construction - (2019): \$495,000

**Priority Level:** 2







## 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 needs of a new class of vessels. Different haulout options are being considered to serve our large vessel fleet, such as a travel lift, a barge, a large vessel boat trailer, or creating long ramp and marine ways to the East of the Chip pad that would allow us 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

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

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

**Schedule:** 2015

**Priority:** 2



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





## System 4 Vessel Mooring Float System

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

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

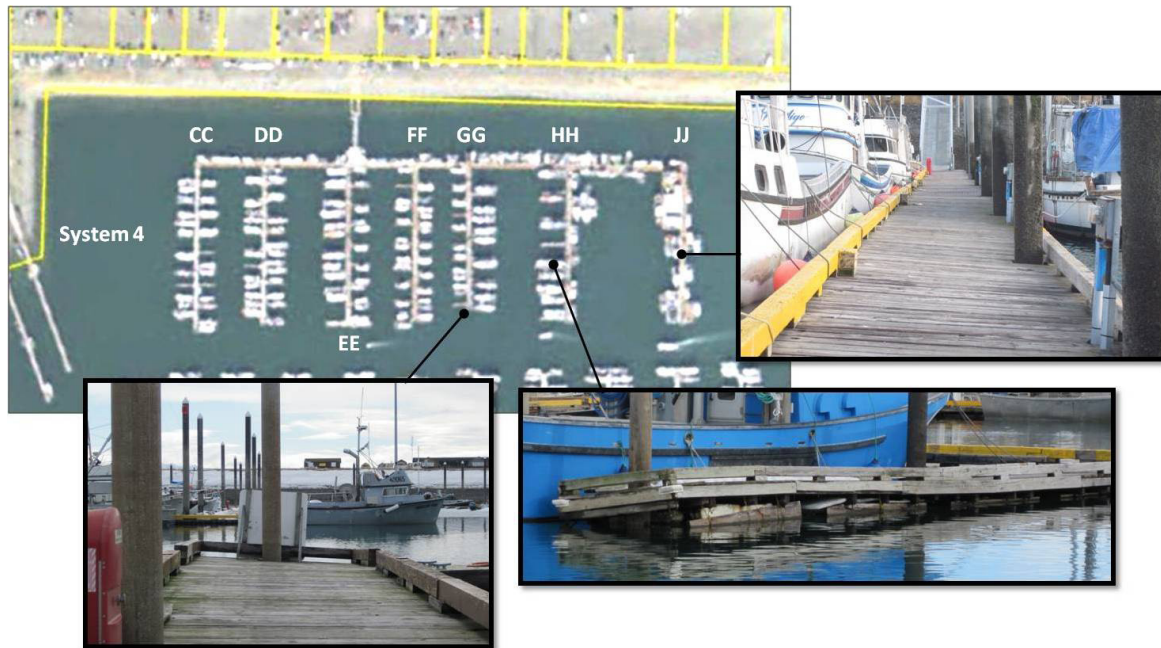
**Total Project Cost:** \$5,600,000

**Schedule:**

**2015 (Design):** \$600,000

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

**Priority Level:** 2





## Truck Loading Facility Upgrades at Fish Dock

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**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 8 Restroom

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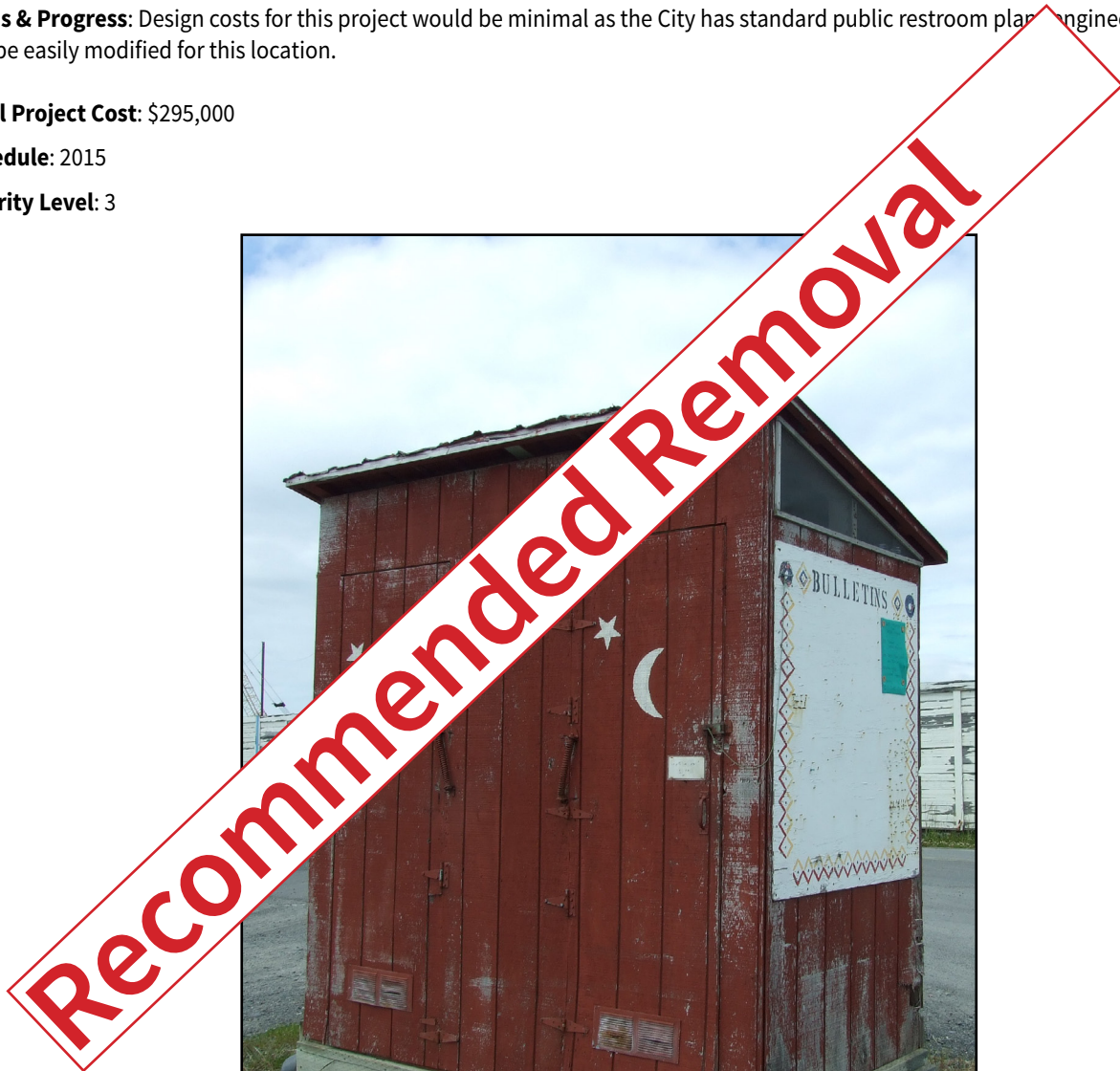
**Project Description & Benefit:** Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, 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 preliminary engineering and permitting of this project completed in 2015. The dredged materials are scheduled to be placed in the lot by fall of 2016.

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

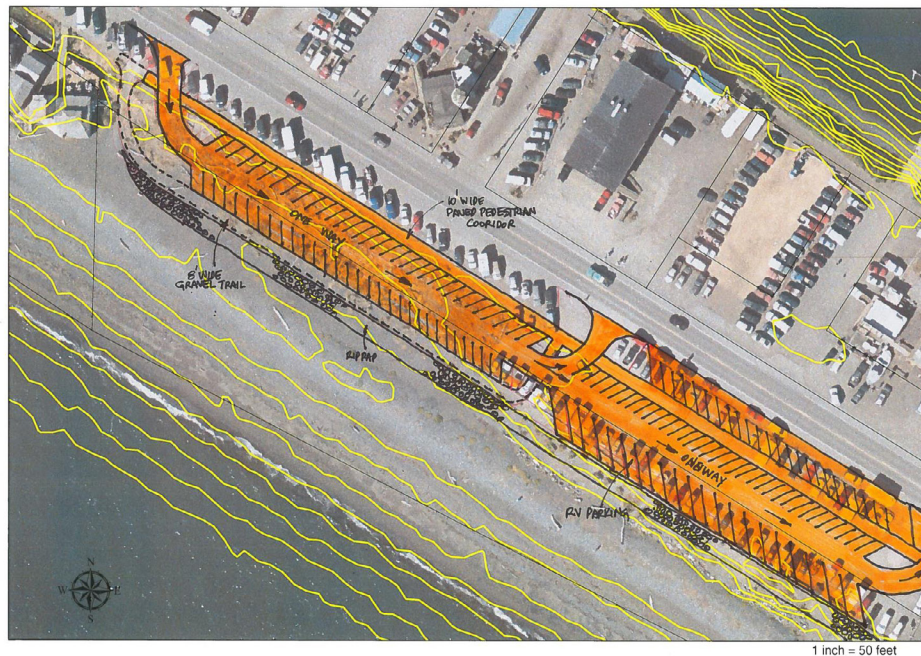
### Schedule:

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

**2014 (Dredged Material Placement by Corps):** In kind

**2015 (Construction):** \$627,000

**Priority Level:** 1



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





## **Public Safety**

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



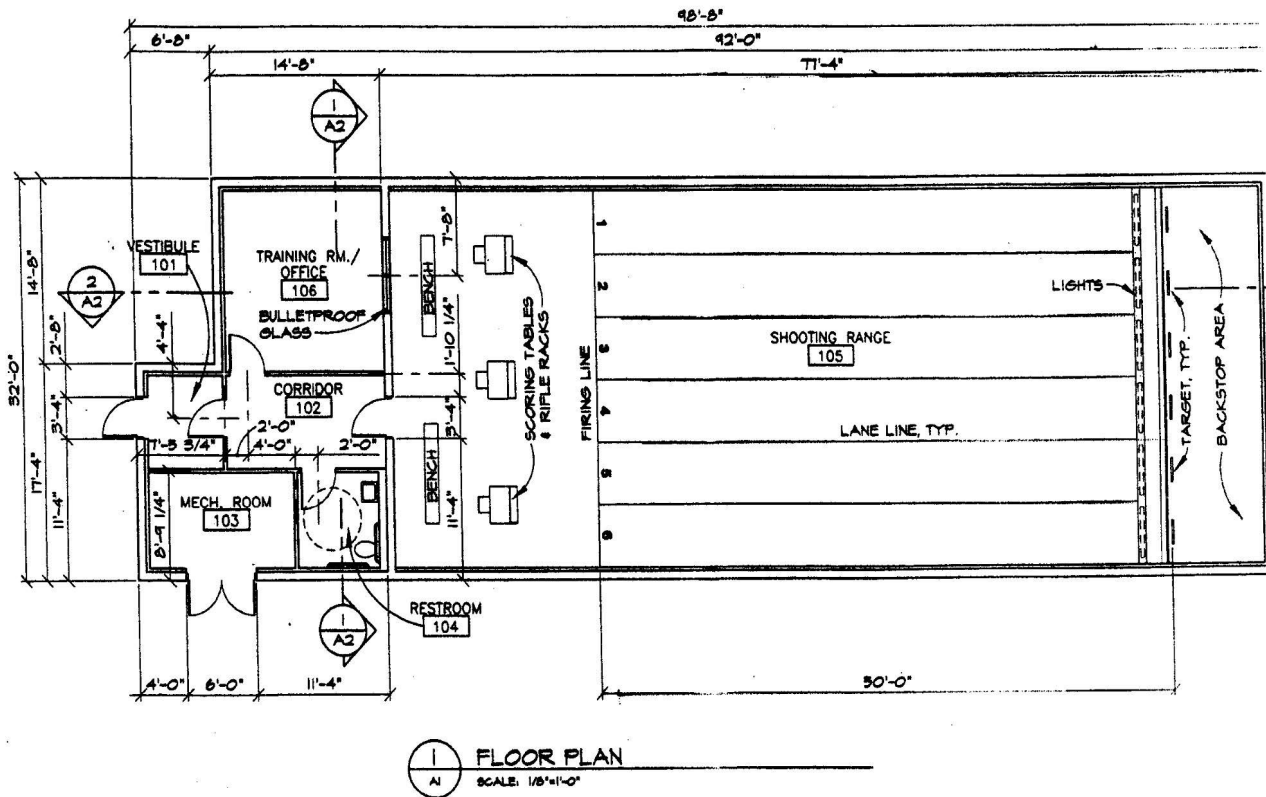
## South Peninsula Fire Arms Training Facility

**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

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

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

**Total Project Cost:** \$170,000

**Funding Secured:**

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

**State of Alaska Code Blue:** \$70,000

**Priority Level:** 1

**Schedule:** 2015



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



## **Public Projects**

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- **Water Storage/Distribution Improvements**
- **Back up Generator for Homer Public Library**
- **Storm Water Plan**



## Water Storage/Distribution Improvements

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

The overall multi-phased project includes:

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

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

**Total Project Cost:** \$9,828,934

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

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

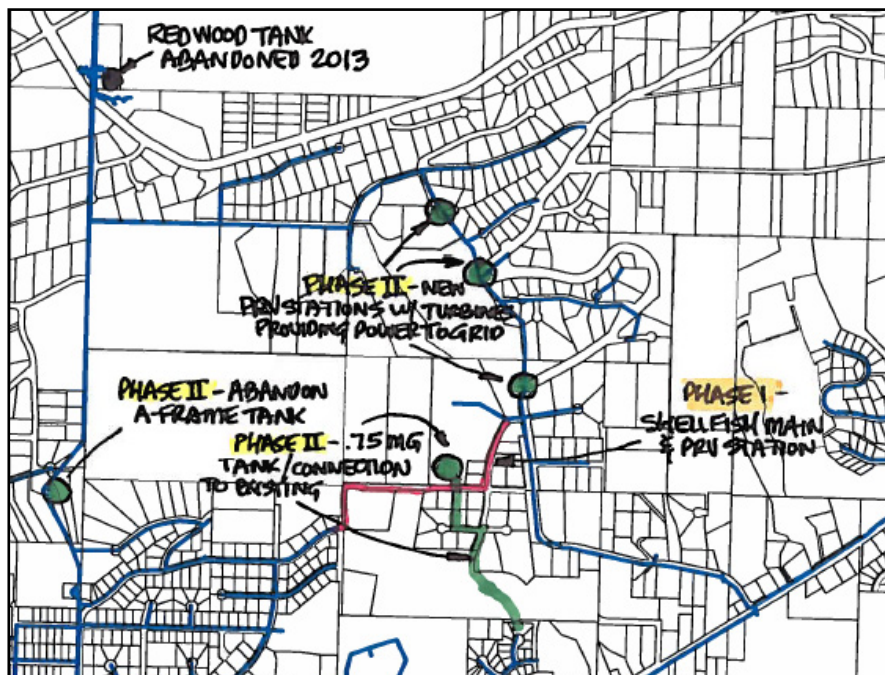
2017 Phase 2 Construction: \$3,900,000

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

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

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

**Priority Level: 1**







## Backup Generator for Homer Public Library

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**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

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**Project Description & Benefit:** The City of Homer has an outdated storm water master plan. The current plan was prepared in the 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

**Priority Level:** 2



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





## State Projects

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

Transportation projects within City limits:

- **Homer Intersection Improvements**
- **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

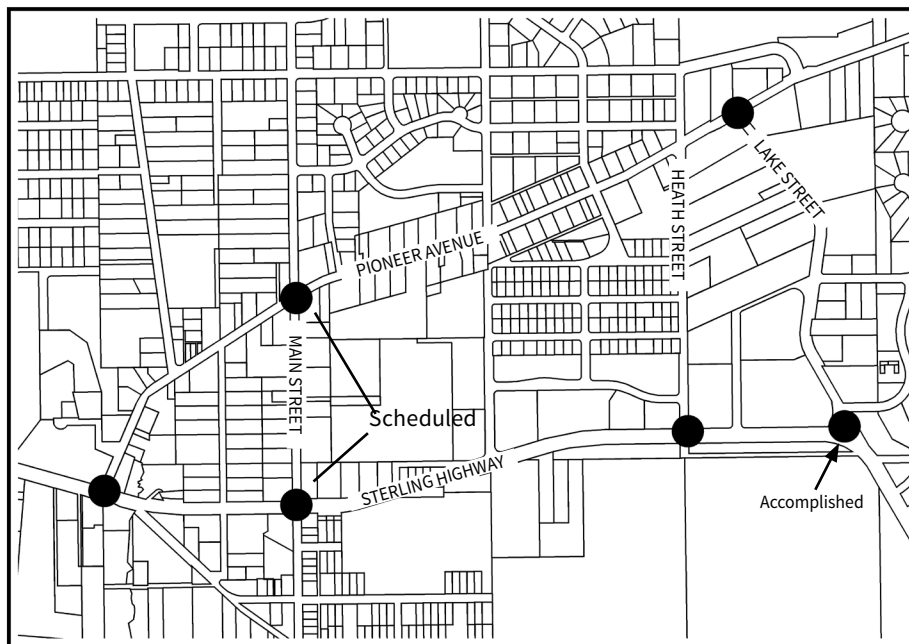
**Project Description & Benefit:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection 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

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**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.



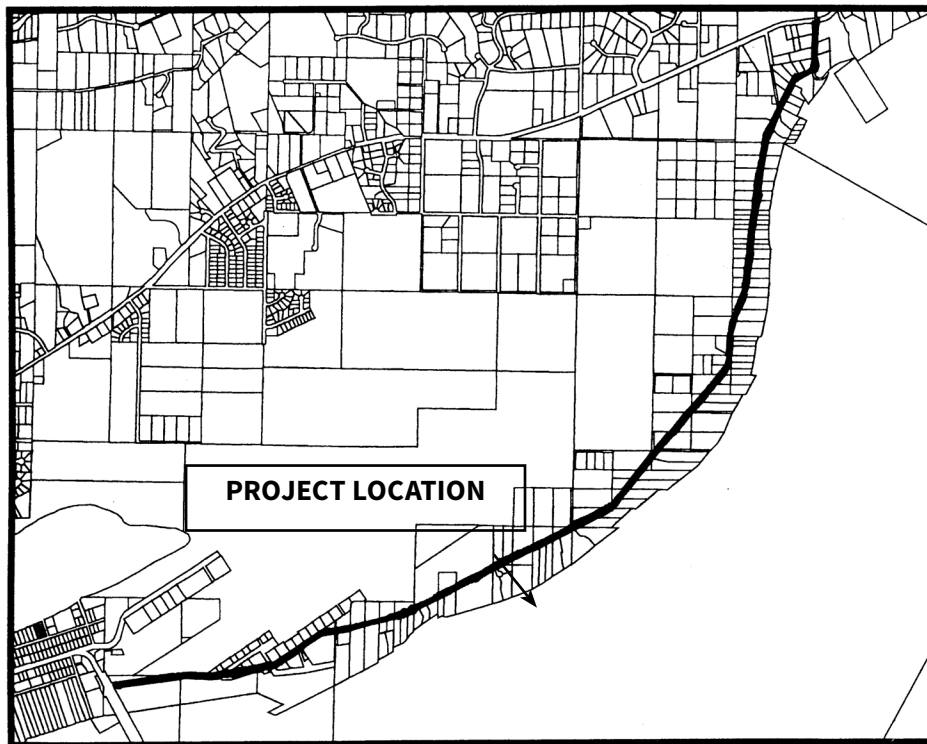
## Kachemak Drive Rehabilitation/Pathway

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**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**

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**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**

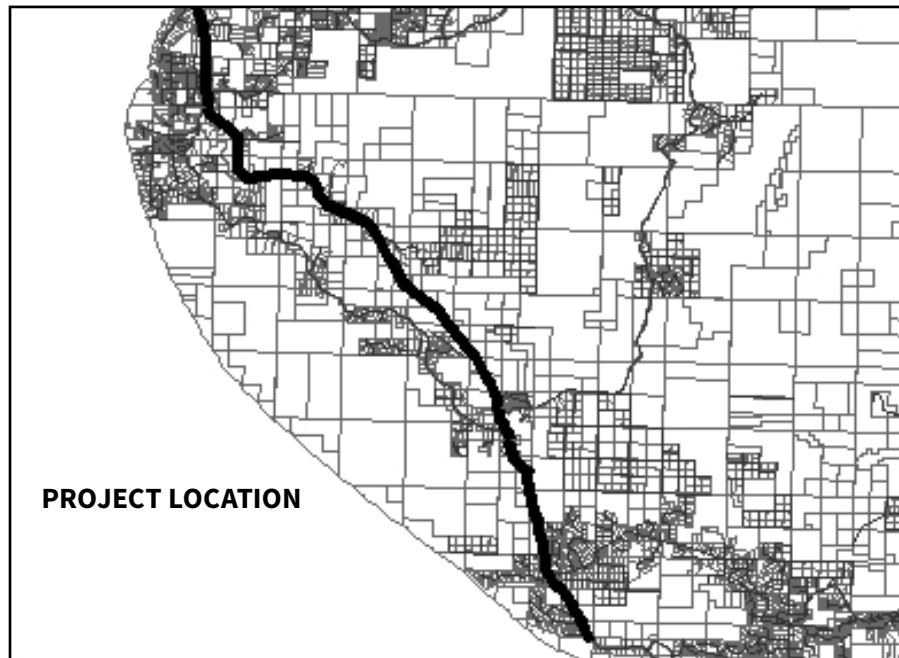
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**Project Description & Benefit:** This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills, and blind spots 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 the 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 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**

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

- **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

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

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

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

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

**Schedule:**

Planning: 2010  
Design/Preconstruction: 2015  
Construction: 2017





## Homer Senior Citizens Natural Gas Conversion

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

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

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

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

**Total Project Cost:** \$504,898

**Funding Secured:** \$100,000

**Schedule:**

**Preconstruction:** 2014

**Construction:** 2015



Homer Senior Citizen's main building.



## **South Peninsula Hospital Site Evaluation & Planning for Hillside Reinforcement**

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**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**

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

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

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

The benefit of a thriving oyster farming industry in Homer is huge. Oyster production in Kachemak Bay is currently in its 22nd year. Oysters have become a sparkling year-round addition to the seafood options available to residents and tourists in Homer. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Oysters clearly benefit the community and economy.

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

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

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

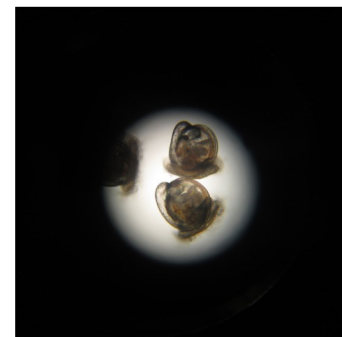
**Total Project Cost:** \$400,000

**Preconstruction:** \$75,000

**Funding Secured:** \$50,000

**Construction:** \$325,000

**Schedule:** 2016



Microscopic view of two tiny oysters.





## **Homer Council on the Arts Re-configuration & Facility Upgrade**

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

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

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

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

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

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

**Schedule:**

**Preconstruction:** 2014

**Construction:** 2019





## Haven House Safety/Security Improvements

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

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

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

**Total Project Cost:** \$70,000

**Funding Already Secured:** \$45,000

**Schedule:** 2014-2015





## **Homer Hockey Association Kevin Bell Ice Arena Acquisition**

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**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

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

### Local Roads

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

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

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

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

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

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

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### Parks And Recreation

**Beach Access from Main:** This project will provide residents and visitors with coastal viewing stations and access to the beach at the southern end of Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional access so that 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**

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## Capital Improvement Long-Range Projects

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**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

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**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

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**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

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**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

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**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

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## Capital Improvement Long-Range Projects

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**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

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### 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

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**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

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## Capital Improvement Long-Range Projects

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**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

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**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

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### 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

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**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

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**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

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## Capital Improvement Long-Range Projects

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**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

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### STATE PROJECTS

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

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



## **Capital Improvement Appendices**

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



## Capital Improvement Appendices

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

ACTION	TIME FRAME
City Council approval of schedule	May 11, 2015
Solicit new/revised project information from City departments, local agencies and non-profits	May 11
Input for new draft requested by	June 30
Prepare and distribute draft CIP to City advisory groups for review and input. (Administration compilation of draft CIP June 30-July 8)	(Meeting dates): Planning Commission July 15, August 5
	Parks and Recreation Commission August 20
	Port and Harbor Commission July 22, August 26
	Library Advisory Board July 7, September 1
	Economic Development Commission July 14, August 11
	Public Arts Committee August 13
Administrative review and compilation	August 15 - August 20
City Council worksession to review proposed projects	August 24
Public Hearing on CIP/Legislative request	September 14
Consideration of resolution by City Council	September 28
Adoption of resolution by City Council	October 12
Administration forwards requests for Governor's Budget	October 2016
Distribution of CIP and State Legislative Request	October 2015 & January 2016
Compilation/distribution of Federal Request	February 2016





## Capital Improvement Appendices

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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 13<sup>th</sup> day of  
October, 2014.



## Capital Improvement Appendices

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RESOLUTION 14-093  
CITY OF HOMER

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ATTEST:

  
JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER

  
MARY E. WYTHE, MAYOR



## Capital Improvement Appendices

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### City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

1. The 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.



HOMER CITY COUNCIL  
491 E. PIONEER AVENUE  
HOMER, ALASKA  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)



**COMMITTEE OF THE WHOLE**  
**5:00 P.M. MONDAY**  
**AUGUST 24, 2015**  
**COWLES COUNCIL CHAMBERS**

MAYOR BETH WYTHE  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
COUNCIL MEMBER GUS VAN DYKE  
COUNCIL MEMBER CATRIONA REYNOLDS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER KATIE KOESTER  
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. 6)
- 3. Resolution 15-074**, A Resolution of the Homer City Council Amending the City of Homer Fee Schedule Under Sewer Rates. Mayor/City Council. **Page 263**
4. Developing a Timeline for Council and Public Discussion re: 2016 Revenue Proposals
- 3. CONSENT AGENDA**
- 4. REGULAR MEETING AGENDA**
- 5. COMMENTS OF THE AUDIENCE**
- 6. ADJOURNMENT NO LATER THAN 5:50 P.M.**  
Next Regular Meeting is Monday, September 14, 2015 at 6:00 p.m., Committee of the Whole 5:00 p.m., and a Worksession 4:00 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](http://www.cityofhomer-ak.gov)



**REGULAR MEETING**  
**6:00 P.M. MONDAY**  
**AUGUST 24, 2015**  
**COWLES COUNCIL CHAMBERS**

MAYOR BETH WYTHE  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
COUNCIL MEMBER GUS VAN DYKE  
COUNCIL MEMBER CATRIONA REYNOLDS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER KATIE KOESTER  
CITY CLERK JO JOHNSON

## **REGULAR MEETING AGENDA**

**Worksession 4:00 p.m. and 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 August 10, 2015. City Clerk. Recommend adoption. **Page 99**

B. **Memorandum 15-140**, from Deputy City Clerk, Re: September Strategic Doing Schedule. Recommend adoption. **Page 125**

C. **Memorandum 15-141**, from Mayor Re: Appointment of Marcia Kuszmaul to the Library Advisory Board. Recommend adoption. **Page 127**

D. **Ordinance 15-31**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2015 Operating Budget by Authorizing the Expenditure of \$149,000 for the Purchase of a New Dump Truck From the General Fund, Authorizing the Application of a Loan for Said Purchase, and Authorizing the City Manager To Execute All Appropriate Documents. Burgess. Recommended dates: Introduction August 24, 2015, Public Hearing and Second Reading September 14, 2015. **Page 131**

Memorandums 15-125 and 15-135 from Public Works Superintendent as backup. **Page 135**

E. **Resolution 15-075**, A Resolution of the Homer City Council Establishing an Animal Shelter Review Committee to Strengthen Sustainability of the Shelter. Roberts. **Page 139**

F. **Resolution 15-076**, A Resolution of the City Council of Homer, Alaska, Amending the Economic Development Advisory Commission Bylaws to Include the Pledge of Allegiance on the Commission's Agenda. City Clerk/Economic Development Advisory Commission. **Page 141**

G. **Resolution 15-077**, A Resolution of the Homer City Council Awarding the Contract for the Ramp 5 Restroom Project to the Firm of Beachy Construction of Homer, Alaska, in the Amount of \$279,600 and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director **Page 143**

Memorandum 15-142 from Public Works Director as backup. **Page 145**

## 6. VISITORS

## 7. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

A. Borough Report

B. Commissions/Board Reports:

1. Library Advisory Board

2. Homer Advisory Planning Commission

a. Minutes of August 5, 2015 **Page 151**



3. Economic Development Advisory Commission
4. Parks and Recreation Advisory Commission
5. Port and Harbor Advisory Commission
6. Cannabis Advisory Commission

**8. PUBLIC HEARING(S)**

- A. **Ordinance 15-29**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offenses—Fine Schedule, Enacting Homer City Code Chapter 7.16, Vehicles in Beach Areas, and Repealing Homer City Code Chapter 19.16, Vehicles on Homer Spit Beach, to Restrict the Operation, Stopping and Parking of Motor Vehicles in Beach Areas. Lewis/Reynolds. Introduction August 10, 2015, Public Hearing and Second Reading August 24, 2015.

**Page 159**

Memorandum 15-130 from Deputy City Planner as backup.

**Page 165**

Memorandum 15-131 from Police Chief as backup.

**Page 167**

Memorandum 15-142 from Councilmembers Lewis and Reynolds as backup.

**Page 171**

- B. **Ordinance 15-30**, An Ordinance of the Homer City Council Amending the FY 2015 Operating Budget by Appropriating a 25% Match to the Waddell Road Improvement Legislative Grant in the Amount of \$357,500 From the Homer Accelerated Roads and Trail Program (HART) Fund; Authorizing the Purchase of the Waddell Property in Support of the Waddell Road Improvement Project; and Authorizing the City Manager To Execute All Appropriate Documents. City Manager/Public Works Director. Introduction August 10, 2015, Public Hearing and Second Reading August 24, 2015.

**Page 217**

Memorandum 15-134 from Public Works Director as backup.

**Page 223**

- C. **Resolution 15-072**, A Resolution of the City Council of Homer, Alaska, Amending the Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule Annual Moorage Rates. Lewis/Port and Harbor Advisory Commission. Recommend public hearing on August 24, 2015.

**Page 229**

Memorandum 15-137 from Port and Harbor Director as backup. **Page 233**

**9. ORDINANCE(S)**

**10. CITY MANAGER'S REPORT**

A. City Manager's Report **Page 239**

B. Bid Report **Page 255**

**11. CITY ATTORNEY REPORT**

**12. COMMITTEE REPORT**

A. Public Arts Committee

B. Permanent Fund Committee

C. Employee Committee Report

D. Public Safety Building Review Committee

E. Vessel Haul-Out Task Force

**13. PENDING BUSINESS**

A. **Resolution 15-074**, A Resolution of the Homer City Council Amending the City of Homer Fee Schedule Under Sewer Rates. Mayor/City Council. **Page 263**

**14. NEW BUSINESS**

A. **Memorandum** from City Clerk, Re: Deferral of Assessments for Natural Gas Special Assessment District. **Pending**

**15. RESOLUTIONS**

**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, September 14, 2015 at 6:00 p.m., Committee of the Whole 5:00 p.m., and a Worksession 4:00 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 15-26 a Regular Meeting of the Homer City Council was called to order on August 10, 2015 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, LEWIS, REYNOLDS, ROBERTS, VAN DYKE, ZAK

STAFF: CITY MANAGER KOESTER  
CITY CLERK JOHNSON  
CITY ATTORNEY WELLS  
FINANCE DIRECTOR LI  
IT MANAGER POOLOS  
POLICE CHIEF ROBL  
PORT AND HARBOR DIRECTOR HAWKINS

The Council met for a Joint Worksession with the Cannabis Advisory Commission from 4:00 p.m. to 4:54 p.m. to discuss Cannabis Timelines and Decisions, presented by Attorney Holly Wells. From 5:00 p.m. to 5:55 p.m. the Council met as a Committee of the Whole to hear Report on Town Hall/Public Input on Budget, Memorandum 15-138 from Assistant City Manager Lawrence. Budget Priorities for 2016 and Consent and Regular Meeting Agenda items were discussed at the Committee of the Whole.

## **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 - Memorandum 15-127**, from Mayor, Re: Appointment of Barbara Howard to the Public Safety Building Review Committee. Written comments by Ralph Crane, former PSBRC member. **ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS** - Thank you from Pratt Museum. **PUBLIC HEARINGS - 2016 Budget Priorities**, Written public comments. **ORDINANCES - Ordinance 15-29**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offenses—Fine Schedule, Enacting Homer City Code Chapter 7.16, Vehicles in Beach Areas, and Repealing Homer City Code Chapter 19.16, Vehicles on Homer Spit Beach, to Restrict the Operation, Stopping and Parking of Motor Vehicles in Beach Areas. Lewis/Reynolds. Written public comments. **CITY ATTORNEY REPORT** - City Attorney Report – July 2015. **PENDING BUSINESS - Memorandum 15-118**, from Finance Director and Public Works Director, Re: Water and

Sewer Rate Recommendations for 2015. Memorandum 15-139 from Finance Director as backup.

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

LEWIS/REYNOLDS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### **PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

Roberta Highland, city resident, supports Ordinance 15-29. Public safety and the environment is foremost. The sign does not work, critical habitat does not allow vehicles, private property owners should be considered, and drug use on the beaches is problematic.

Susanna Webster, city resident, supports Ordinance 15-29. Beaches are not roads. The traffic is too dense and erratic for children on beaches.

Charlie Franz, city resident, opposes Ordinance 15-29 as it is punishing the whole population when a few misbehave.

Rachel Lord, city resident and Cook Inletkeeper, supports Ordinance 15-29 and the engaged public process. She supports the ordinance to promote safety and for the environment.

Kari Arno, Homer resident, opposes Ordinance 15-29. A few bad incidences and there's a suggestion to shut down the beach. She hopes a few bad apples don't ruin the whole bushel.

David Raskin, Kachemak City resident and Friends of Alaska National Wildlife Refuge, supports Ordinance 15-29. The beaches are important habitat for the shorebirds, vehicles are causing great damage, and there are safety issues.

Louise Ashmun, city resident, supports Ordinance 15-29. Pedestrians need a safe place on the beach and critical habitat regulations do not allow vehicles below the mean high tide line.

Justin Arnold, city resident, opposes Ordinance 15-29. Many people enjoy using the beaches to drive on. If the Council believes a ban is necessary, turning left on Bishop's Beach could be for pedestrians only. It should be put to a vote.

Miranda Weiss, city resident, supports Ordinance 15-29. Bishop's Beach is no longer her favorite beach due to the traffic and parking on the beach. It is not safe for kids to play freely on the beach.

Jessica Shephard, Kachemak Bay Research Reserve, supports Ordinance 15-29. Prohibiting autos will allow the reestablishment of berms, beach grass, and debris and prevent ocean waters from reaching the water treatment plant.

Sarah Vance, city resident, commented on Ordinance 15-29. A balance is needed as other communities have done. She suggested a fine against abusers of the beach and a compromise rather than closing it down.

Ted Schmidt, city resident, opposes Ordinance 15-29. Many retired people drive to sit and watch the beach and surf. The beach task force exaggerated the drug issue. There is no definitive information; it all comes from Homer residents. Other harbor activities have larger impacts, but they have deeper pockets than the citizens.

Tom Zitzmann, city resident, supports Ordinance 15-29. The Kachemak Bay Critical Habitat Area encompasses Bishop's Beach. He requested passive enforcement of boulders and a gate. If the City does nothing it is an accomplice or enabler. The key is education.

Steve Delehanty, Alaska Maritime National Wildlife Refuge, spoke on Ordinance 15-29. The federal government encourages and supports pedestrian traffic, but not off-road vehicle traffic. Pets and dogs need to be leashed; there are many reports of nuisance dogs.

Ken Landfield, city resident, opposes Ordinance 15-29. He enjoys parking on the beach to sit for extended periods of time to read and nap. He sees a minimum of vehicles speeding around; a lot of people are nonviolently enjoying parking on the beach.

Rika Mouw, city resident, supports Ordinance 15-29. It is not about access or a special interest topic. Lots of heavy vehicle traffic is too much use and beaches are not roads. A pedestrian should have the freedom to walk. People could use the Anchor Point section to Diamond Ridge. Enforcement is not possible due to staff shortage.

Matt Steffy, non-resident, commented on Ordinance 15-30. He offered the Homer Soil and Water Conservation District services to help eliminate the City's invasive species of weeds with the development of Waddell Way.

Bill Ostwald, city resident, supports Ordinance 15-29. The beach is critical habitat. Clams at Ninilchik were over loved and now they are gone. There are rules to keep the environment, safe, sound, and enjoyable. If we don't do something now we may not have it in the future.

Yan Kandror, summer city resident, opposes Ordinance 15-29 as he uses coal as his main source of heat. He gathers it himself and if not able to he doesn't see how he can live in this town.

Martin Renner, city resident, supports Ordinance 15-29. His children have grown up on the beach and he is concerned for their safety.

Tim Clark, city resident, opposes Ordinance 15-29. He burns coal year-round, collecting it from Bishop's Beach. Few people collect at Mariner Beach. He collects coal almost a mile down Bishop's Beach. Artists collect wood off the beaches. They can't do it on foot.

Ryan Walker, Homer resident, opposes Ordinance 15-29. He gets coal off Bishop's Beach, and thousands of pounds of petrified wood. Bishop's Beach is critical habitat area for people, those walking and driving. It is infringing on people's rights to close the beach to vehicles.

Lindianne Sarno, city resident, spoke on Ordinance 15-29. She suggested a special permit for coal pickers to get warm with dignity.

Andrea Clark, Homer resident, spoke on Ordinance 15-29. She uses the beach to pick coal and needs to access it year-round.

August Weber, Homer resident, spoke on Ordinance 15-29. Anchor Point to Point Pogie is critical habitat area. Mud Bay and the Homer Slough areas are for the birds. Nobody drives on Mud Bay. He questioned how much the beach is impacted by a vehicle driving on it compared to over fishing the resources.

## **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 July 27, 2015. City Clerk. Recommend adoption.
- B. **Memorandum 15-127**, from Mayor, Re: Appointment of Barbara Howard to the Public Safety Building Review Committee.
- C. **Ordinance 15-30**, An Ordinance of the Homer City Council Amending the FY 2015 Operating Budget by Appropriating a 25% Match to the Waddell Road Improvement Legislative Grant in the Amount of \$357,500 From the Homer Accelerated Roads and Trail Program (HART) Fund; Authorizing the Purchase of the Waddell Property in



Support of the Waddell Road Improvement Project; and Authorizing the City Manager To Execute All Appropriate Documents. City Manager/Public Works Director. Recommended dates: Introduction August 10, 2015, Public Hearing and Second Reading August 24, 2015.

Memorandum 15-134 from Public Works Director as backup.

- D. **Resolution 15-068**, A Resolution of the City Council of Homer, Alaska, Adopting the Bylaws for the Cannabis Advisory Commission. City Clerk/Cannabis Advisory Commission.

Memorandum 15-129 from Cannabis Advisory Commission as backup.

Moved to Resolutions.

- E. **Resolution 15-069**, A Resolution of the City Council of Homer, Alaska, Supporting the Alaska Marine Highway System. Mayor.

Moved to Resolutions.

- F. **Resolution 15-073**, A Resolution of the Homer City Council Awarding a Contract in an Amount Not to Exceed \$20,000 to Northern Economics to Prepare a Graduated Rate Structure, and Also Linear Rate Structure for Comparison, Amending the Port of Homer Terminal Tariff Moorage Rates to Incorporate a 32% Rate Increase Over Ten Years to Fund the Port and Harbor Reserves as Recommended in the Northern Economics November 2013 Rate Study; and Authorizing the City Manager to Execute the Appropriate Documents. Lewis/Port and Harbor Advisory Commission.

Memorandum 15-137 from Port and Harbor Director as backup.

Items D and E, Resolutions 15-068 and 15-069 were moved to Resolutions, Items D and E. Burgess.

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

LEWIS/REYNOLDS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **VISITORS**

### **A. Kachemak Bay Water Trail – Dave Brann**

Dave Brann and Robert Archibald, Co-Chairs of the Kachemak Bay Water Trail provided an overview of the project. They were presented an award from the Society of Outdoor Recreation Professionals for the water trail. The award was presented at the Outdoor Recreation Professionals Conference in April 2015. The acceptance speech video at the awards ceremony was played.

It has been a four-year collaborative effort to move the water trail forward. Agencies and organizations that came forward to make the Kachemak Bay Water Trail include: National Park Service, Homer City Council, Seldovia City Council, Parks and Recreation Advisory Commission, Seldovia Parks and Recreation and Trails Department, Homer Chamber of Commerce, Seldovia Chamber of Commerce, Alaska State Parks, Alaska Chapter of the American Society of Landscape Architects, NOAA Kasitsna Bay Lab, Kachemak Bay National Estuary Research Reserve, Alaska Department of Fish and Game, Cook Inletkeeper, The Homer Foundation, Alaska Trails, Friends of Kachemak Bay State Park, Kachemak Bay Wooden Boat Society, and the Kachemak Bay Conservation Society.

This summer the Kachemak Bay Water Trail completed 8 bear proof food lockers, a 12 x 12 platform, 2 picnic tables, and 2 signs at Homer Spit Trailhead. This was made possible through a donation from the Kachemak Bay Conservation Society for the bear resistant container program. Additionally they have raised \$12,500 towards the loaves and fishes picnic shelter near the launch site. Future projects include placing mooring buoys near Kachemak Bay State Park trailheads. Special thanks was issued to The Homer Foundation and Mako's Water Taxi.

## **ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS**

### **A. Borough Report**

### **B. Commissions/Board Reports:**

#### **1. Library Advisory Board**

Library Advisory Board Member Terry Smith reported the July statistics at the Library. There were 13,647 items checked out, 1,000 more than last year. Friends of the Library hired Mercedes Harness. The western lot had a clean-up party, adding more wood chips for the trails. The trails are getting more appropriate use. The summer reading program has finished with 384 children, adults, and teens registered, reading a total of 3,513 hours.

2. Homer Advisory Planning Commission
  - a. Minutes of July 15, 2015
3. Economic Development Advisory Commission
4. Parks and Recreation Advisory Commission

Parks and Recreation Advisory Commissioner Matt Steffy congratulated the water trail committee. The water trail is recognized across the United States. He acknowledged the ground development at the library, consisting of volunteers and their time. The Alaska Recreation and Park Association will hold their annual conference in Homer October 7 – 10 at Land's End. He encouraged members of the community to join in the networking opportunity. A social is scheduled for Wednesday, October 7<sup>th</sup>. More information will follow. The Parks and Recreation Advisory Commission has agreed to purchase a membership at the Homer Chamber of Commerce.

Commissioner Steffy is happy to see so many people speak on the beach policy. It was a laborious process for the commission. Twenty to thirty people attended each meeting; it was a certain audience present who was vocal, with the voice shifting at the end. The commission focused a lot of energy in collecting emotional testimony. The result was a 600 page packet for the City Council.

On Bishop's Beach if you turn right or left you are on private property. There is only room for ten cars to park on the triangle of city-owned property. People are using the gates as an access point to do illegal things. For decades private property owners have not been enforcing their backyards. Now it has reached the point of being an issue and it is not fair to task the City's police department to respond. The police have priorities that may involve domestic situations. There are either active or passive regulations to control and the City is not looking at ways to spend more money for something that can be done more economically. The Parks and Recreation Advisory Commission recommends the Council vote yes on Ordinance 15-29 to move it forward.

5. Port and Harbor Advisory Commission

Port and Harbor Advisory Commissioner Bob Howard commented the Council approved Resolution 15-073 on the consent agenda. He looks forward to the Council's support on Resolution 15-072 and to hold a public hearing.

6. Cannabis Advisory Commission

Cannabis Advisory Commissioner and Police Chief Mark Robl reported the commission spent the last meeting discussing proposed State regulations regarding cannabis. The discussion was guided by Attorney Wells. The commission discussed and approved regulations to be sent to the State.

C. Thank you from Sprout Family Services

D. Thank you from Pratt Museum

Mayor Wythe called for a recess at 7:24 p.m. and reconvened the meeting at 7:30 p.m.

## **PUBLIC HEARING(S)**

### **2016 BUDGET PRIORITIES**

Mayor Wythe opened the public hearing.

Charlie Franz, Homer resident, asked the Council what the mandated functions were, if the surplus of funds was given back to the people we took them from, and if we've gotten into a pattern of spending money on unnecessary things.

Mayor Wythe closed the public hearing.

B. **Ordinance 15-26**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a State of Alaska Public Library Assistance Grant for FY 2016 in the Amount of \$6,650 for Books and Library Materials, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Library Director. Introduction July 27, 2015, Public Hearing and Second Reading August 10, 2015.

Memorandum 15-114 from Library Director 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 15-26 by reading of title only for second and final reading.

BURGESS/REYNOLDS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Ordinance 15-27**, An Ordinance of the City Council of Homer, Alaska, Providing a Procedure for the Council to Consider Whether to Exclude Certain Properties From the Homer Natural Gas Distribution Special Assessment District. Burgess. Introduction July 27, 2015, Public Hearing and Second Reading August 10, 2015.

Mayor Wythe declared her continued conflict of interest in natural gas line related issues and passed the gavel to Mayor Pro Tempore Roberts.

Councilmember Lewis suggested a vote for the Mayor's recusal as it may no longer be relevant.

Attorney Wells advised the Council to remain consistent with the previous conflict decision. She will research the continued conflict of interest and report back to the Council.

Mayor Pro Tempore Roberts opened the public hearing. In the absence of public testimony, Mayor Pro Tempore Roberts closed the public hearing.

Mayor Pro Tempore Roberts called for a motion for the adoption of Ordinance 15-27 by reading of title only for second and final reading.

BURGESS/REYNOLDS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Pro Tempore Roberts returned the gavel to Mayor Wythe.

- D. **Ordinance 15-28**, An Ordinance of the Homer City Council Repealing and Reenacting Homer City Code Chapter 18.12, Municipal Property Sales, Regarding the Methods and Procedure for Disposing of Interests in Real Property Owned by the City. City Manager. Introduction July 27, 2015, Public Hearing and Second Reading August 10, 2015.

Memorandum 15-123 from City Manager 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 15-28 by reading of title only for second and final reading.

BURGESS/REYNOLDS - SO MOVED.

BURGESS/REYNOLDS – MOVED TO AMEND TO INSERT ON LINE 50 AFTER THE WORDS “ONLY UPON RECEIPT OF FULL PAYMENT” AND INSERT COMMA “OR A SATISFACTORY FINANCING AGREEMENT” COMMA.

The City may wish to dispose of real property without receiving full cash payment at the time of sale. It may be advantageous to the City to have an option without limiting property sales to cash only. Interest rates or minimum down-payments are not codified by the Borough; it is generally set by the mayor or assembly. The Borough uses this policy to dispose of foreclosed properties or sealed bid land sale options.

Discussion on the added burden property sales would put on the Finance Department ensued. It was suggested a bank could do the financing. Almost everyone who buys a piece of property from the City would prefer for the City to hold the paper and finance it. It would set up a precedent that all things could be financed that way.

The amendment does not obligate the City to extend the option to everyone. It offers the council or administration the possibility. It would be financially beneficial to the City to collect interest on a sale, a property is being liquidated which may not otherwise sell, and it puts property back on the assessment roll.

Attorney Wells had no legal objection to the amendment. If a property is financed it is important to have attorney review of the agreement. Other communities have built the flexibility into their land disposal procedures.

VOTE: (amendment) YES. LEWIS, BURGESS, ROBERTS, REYNOLDS, VAN DYKE

VOTE: NO. ZAK

Motion carried.

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

Motion carried.

## **ORDINANCE(S)**



- A. **Ordinance 15-29**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offenses—Fine Schedule, Enacting Homer City Code Chapter 7.16, Vehicles in Beach Areas, and Repealing Homer City Code Chapter 19.16, Vehicles on Homer Spit Beach, to Restrict the Operation, Stopping and Parking of Motor Vehicles in Beach Areas. Lewis/Reynolds. Recommended dates: Introduction August 10, 2015, Public Hearing and Second Reading August 24, 2015.

Memorandum 15-130 from Deputy City Planner as backup.  
Memorandum 15-131 from Police Chief as backup.

Mayor Wythe called for a motion for the adoption of Ordinance 15-29 for introduction and first reading by reading of title only.

REYNOLDS/BURGESS - SO MOVED.

REYNOLDS/LEWIS - MOVED TO AMEND 7.16.020(B) LINE 49 TO READ: "A PERSON MAY OPERATE, STOP, OR PARK A MOTOR VEHICLE FOR THE PURPOSE OF COLLECTING COAL FOR HEATING PRIVATE HOMES FROM OCTOBER 1 UNTIL THE FOLLOWING MARCH 31. AFTER THE DESCRIPTION OF THE BOUNDARIES AFTER FISHIN' HOLE" ADD: "OR THE BEACH AREA BOUNDED ON THE EAST BY A LINE EXTENDING SOUTH/SOUTHWEST FROM BELUGA PLACE TO THE NORTHWEST OF BISHOP'S BEACH IN ACCORDANCE WITH THE TERMS OF A PERMIT ISSUED FOR THAT PURPOSE BY THE CHIEF OF POLICE AND AT NO TIME MAY A MOTOR VEHICLE BE OPERATED BY A PERMIT HOLDER AT A SPEED GREATER THAN 10 MPH."

The amendment would require a person to be collecting coal to drive on the beach. Areas for getting larger pieces of coal are about a mile northwest of the entrance. The eastern edge would be Beluga Place and it would be west from there. The amendment would further restrict vehicle access, with the exception of access for coal use. It is proposed the Police Department would issue permits and a key that would be returned. The cost of a gate is about \$5,000.

City Manager Koester advised the Council any type of permit system would not be supported given the current staffing system, beyond a very limited permit system for people that own property on the beach. Establishing the criteria for being on the beach is a concern of the Police Chief.

Council discussed the administrative burden on the people or the City of going through the permit process. The ordinance does not specify who can or cannot gather coal. A person who

makes a living by gathering coal to sell would be restricted. The amendment would be a way to preserve the tradition of collecting coal for people.

City Attorney Wells advised Council the amendment is a substantial change. Changing section B is one of the few access provisions in the ordinance. She advised reintroducing the ordinance with the substantive change.

The Council noted we cannot issue a permit to drive across private land. Fish and Game would have to issue a permit to use critical habitat. Individuals may be able to ask for an exception for collecting coal in critical habitat.

VOTE: (amendment) YES. ROBERTS, REYNOLDS

VOTE: NO. LEWIS, ZAK, BURGESS, VAN DYKE

Motion failed.

Councilmember Burgess commented the Parks and Recreation Advisory Commission feel this is a nine-month process and it is time to come to a conclusion. For the public users that this affects, the process has just begun. Rather than banning vehicular access and banning beach access for those that need to gather coal the Council should put it out to an advisory vote. It is a contentious issue. The Commission did a tremendous amount of work and two-thirds of the people that showed up felt that beach access should be restricted in one form or another. The scientific rationales does not support policy decisions we are about to make. If limiting vehicular access is impact to wildlife a better result would be derived by outlawing dog access. If eliminating erosion, why not limit horseback, bike, and pedestrian access. He doesn't agree the Council has to do something in a rush. The ordinance creates a fee structure and says you can no longer drive a vehicle on the beach. It doesn't put up a fence, it doesn't allocate funds, it doesn't allow people to access private property, and it doesn't allow citizens to apply for a permit for vehicular activities that include seaweed harvesting, subsistence activities, and coal harvesting.

Councilmember Burgess urged the Council to take a step back, realize it is a polarized issue, appreciate what Councilmembers Reynolds and Lewis have done is trying to move the discussion forward, but realize an advisory vote may be the best way forward. He suggested an advisory vote or measures with a sunset period capped by an advisory vote. It may be encouraging the State to put up a physical barrier or petition the critical habitat area to extend vehicular access to Bishop's Beach from the west. We need to balance people's ability

to connect and commune with nature against the idea that nature is only valuable if we preserve it by not touching it and interacting with it.

Mayor Wythe commented beaches wash in and out all of the time. The presumption that a vehicle running can do more damage than the tide is unique to her. She picks coal so she doesn't have to pay a heating winter bill. It is not a financial thing; it is a way of life here. It is not the only use. If we know people are partying at the beach our police officers need to be there four or five times a day. If you do that for a few months they will move up to another area and you won't like that either. Partying is part of the social fabric of this community and we can't elitist that out of our beach areas. If people want to post their property private and then have someone camping in their front yard they can call the police. The police have an obligation to show up and move them off the private property. There are a lot of good things that go on at the beach. The Spit is a nice part of the beach but not the same as Bishop's Beach. It is part of the culture of Homer. There are lots of areas on the beach where cars do not go. This is not even our property to engage in. If the State does not want people driving on the beach they have provisions for enforcement; we are not required to do that for them.

Councilmember Lewis noted we created the access point in 1984. What happens when an idiot hits a kid? He is not in favor of banning all vehicles. The conversation will come up all around the state as more people use the beaches. We need to see if the State will start regulating the critical habitat. We cannot justify or allow people to be driving on private property or removing logs from berms that protect the banks from erosion. He favors postponing this to see what the State will allow in the critical habitat. How hard would it be to get a permit and drive from Bishop's Beach to where the coal is? Kids will party anywhere. We need to put up a kiosk and explain what is City, private, Federal and critical habitat. If a person breaks the law they can be fined.

Councilmember Roberts has lived here a long time. When she first came here Bishop's Beach was a quiet place. It is not like that today; it is much more active with lots of people. The issue is not protecting nature. The population has grown. We are arguing about how we as a larger group of people will use the beach and make it work. She would encourage introducing the ordinance and at the next meeting we will take public testimony and Councilmember Reynolds will come back with her coal amendment and a substitute ordinance. We will have more public testimony and then will have the second reading. People can come and talk to us or write letters. We have asked the Parks and Recreation Advisory Commission to do this and they have worked on it for many months. It is a difficult issue with lots of strong opinions. We have to have the courage to go forward.

Councilmember Reynolds commented one person in a motorized vehicle impacts a lot of people that are not in a motor vehicle. We may incorporate certain days for motorized vehicles at the beach.

VOTE: (main motion) YES. REYNOLDS, ROBERTS, ZAK, LEWIS

VOTE: NO. VAN DYKE, BURGESS

Motion carried.

## **CITY MANAGER'S REPORT**

### A. City Manager's Report

1. Memorandum 15-135 from Public Works Superintendent, Re: Purchase of New 10-Yard Dump Truck

#### **ADOT and Pioneer Avenue; Reduced Plowing This Winter**

Alaska Department of Transportation and Public Facilities (ADOT) central region staff met with me, City Planner Abboud and Public Works Director Meyer to discuss Pioneer Avenue Rehabilitation. Pioneer Avenue Rehabilitation is included in the Statewide Transportation Improvement Plan (STIP). In 2014 ADOT informed the City Council that, due to funding reasons, they were not able to construct the rehabilitation of Pioneer to the original standard that had been proposed: widened roadway, five foot bike lanes, new drainage, sidewalks, lighting, landscaping and pedestrian safety improvements. A revised project was proposed that the Council supported but could not accept ownership of (Resolution 14-063(A)). Council asked for the revised scope to include painted pedestrian walkway islands and LED walkway signs. ADOT has come back to City staff requesting the City take over maintenance of Pioneer in exchange for some of these improvements. Staff maintained that the position established in Resolution 14-063(A), that proposed improvements for the revised scope, which primarily consist of painted lines, are not sufficient to warrant taking over maintenance of Pioneer Avenue. Pioneer is an expensive road to maintain, the City receives \$36,000 from the State just for winter maintenance of Pioneer. ADOT still plans on proceeding with a resurfacing project under the revised scope proposed in 2014.

DOT staff also highlighted cuts in their Maintenance and Operations budget that would impact the timeline for plowing major roads. They warned that the less traveled roads such as East End, West Hill, and East Hill could take longer to get to, depending on the severity of the snow event.

#### **Response Agreements for Increased Tanker Traffic Contingency Planning**

Fire Chief Painter met with representatives from Resolve Marine Salvage and Firefighting and T & T Salvage. As part of their contingency planning for the increase in tanker traffic and the

possibility of the LNG project they have asked that all fire departments with coastal access sign a consent agreement so that they can list HVFD as a potential resource in case of a vessel fire. In turn they are offering training opportunities, mostly, which can be of some benefit, especially if the LNG project moves forward. Once operational, there could be LNG tankers traversing Kachemak Bay every 16 hours or so, not to mention the existing vessel traffic. The City attorney has reviewed the agreement and has no issues with it. HVFD can only commit what resources are available at the time. This partnership is consistent with City of Homer's prioritization of safety in Kachemak Bay (See copies of response agreements, attached).

### **Flood Insurance**

The Planning Department is working with FEMA and the National Floodplain Management Program to reduce flood insurance rates for home and business owners in Homer. Through a series of efforts from the Planning Department, Fire Department and Public Works that include planning, outreach and mitigation, City of Homer reduces the risk from flood damage. As a result, areas of the City receive a lower insurance score which translates into a discount on flood insurance. With flood insurance becoming more standard for many mortgages, this represents an important 'behind the scenes' way City services directly help residents.

### **Dump Truck**

In the last City Manager's report I brought to your attention three urgent vehicle needs: a dump truck for Public Works, an ambulance for the Fire Department and a patrol car for the Police Department. It is my preference to deal with these needs in the context of the 2016 budget when we have a better idea of revenue. However, the purchase of a replacement dump truck cannot wait until 2016; the Public Works Department needs it in the summer for road maintenance projects. In the winter, it becomes a sander for sanding roads and repairing water mains. Furthermore, a new dump truck is 6-9 months out. Public Works has investigated options which are detailed in the attached memo. I would like to bring to the Council an ordinance at the next meeting authorizing the purchase of the dump truck for \$150,000. This would have to come out of the general fund fund balance (current balance \$5.7M) as there is a negative balance in the Public Works fleet reserve account. However, we do have the option to finance the vehicle. I am concerned that financing just puts the issue off to future operating budgets. Also, we would be paying 2-3% interest while we have money sitting in the bank making minimal interest.

City Manager Koester highlighted the acquisition of a dump truck for Public Works. The second truck failed and the truck is no longer usable. The dump truck is used for repairing roads, sanding, and other operations. Because there are no fleet reserves, emergency situations are becoming more frequent. The purchase of a new dump truck requires a 6 to 9 month lead time, at a cost of \$149,000. It would cost \$5,000 a month to lease a dump truck, if there is one available.

The Council discussed leasing a truck and waiting until the 2016 budget discussion before making a decision. Councilmember Burgess indicated he will sponsor an ordinance at the August 24<sup>th</sup> meeting to purchase a new dump truck.

In response to questions of the response agreements for increased tanker traffic contingency planning, City Manager Koester told Council we are agreeing that our fire department will fight fires in our harbor. It is a mutual aid agreement between two different marine firefighting companies who will be staged in Kachemak Bay if the Alaska LNG project moves forward. We will be compensated for any actual response and our volunteers and firefighters will benefit from the training opportunities.

B. Bid Report

**CITY ATTORNEY REPORT**

A. City Attorney Report – July 2015

City Attorney Holly Wells reported Birch Horton Bittner’s municipal law department is expanding. She introduced Attorney Katie Davies, one of the four attorneys added to the firm with a focus on municipal law.

**COMMITTEE REPORT**

- A. Public Arts Committee
- B. Permanent Fund Committee
- C. Employee Committee Report
- D. Public Safety Building Review Committee

Mayor Wythe reported the committee met and reviewed a variety of steps to move forward to 35% design. They will meet towards the end of August and will begin the public information campaign.

E. Vessel Haul-Out Task Force

**PENDING BUSINESS**

- A. **Memorandum 15-118**, from Finance Director and Public Works Director, Re: Water and Sewer Rate Recommendations for 2015. (Postponed from July 27, 2015.)

Memorandum 15-139 from Finance Director as backup.



Motion on the floor from July 27: MOTION FOR THE APPROVAL OF THE RECOMMENDATIONS OF MEMORANDUM 15-118.

The spread sheet of water and sewer utilities will be presented when a resolution is brought forward.

VOTE: NO. VAN DYKE, LEWIS, REYNOLDS, ZAK, ROBERTS, BURGESS

Motion failed.

Mayor Wythe called for a motion to bring a resolution forward at the August 24<sup>th</sup> meeting to increase sewer rates effective January 1, 2016.

BURGESS/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. **Resolution 15-066**, A Resolution of the Homer City Council Establishing Conditions Under Which Benefitted Property Owners Will Be Allowed to Connect to the Proposed Kachemak Drive and Shellfish Avenue/South Slope Drive Water Mains Being Installed as Part of Homer Water Storage/Distribution Improvements (Phase I). City Manager/Public Works Director. (Postponed from July 27, 2015.)

**Resolution 15-066(S)**, A Resolution of the Homer City Council Establishing Conditions Under Which Benefitted Property Owners Will Be Allowed to Connect to the Proposed Kachemak Drive ~~And Shellfish Avenue/South Slope Drive~~ Water Mains Being Installed as Part of Homer Water Storage/Distribution Improvements (Phase I). City Manager/Public Works Director.

Memorandum 15-117 from Public Works Director as backup.

Memorandum 15-136 from City Manager as backup.

Councilmember Burgess previously declared a conflict of interest with Resolution 15-066. He does not have a conflict with Resolution 15-066(S).

City Attorney Wells advised Councilmember Burgess to abstain from the vote to substitute and he can then participate after the substitute resolution is on the floor.

Mayor Wythe ruled Councilmember Burgess should abstain from the vote on the substitute and then can join the conversation. There was no objection from the Council.

Councilmember Burgess was excused from participation.

Motion on the floor from July 27: MOTION FOR THE ADOPTION OF RESOLUTION 15-066 BY READING OF TITLE ONLY.

Mayor Wythe called for a motion to substitute Resolution 15-066(S) for Resolution 15-066.

LEWIS/REYNOLDS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Councilmember Burgess returned to his seat.

Councilmember Burgess believes there is good solid rationale for restricting this and Kachemak Drive residents have already formed a group to bring water and sewer in at the same time. He asked if both utilities could be installed at the same time with a single excavation.

City Manager Koester told Council per Public Works Director Meyer it is possible to install water and sewer at the same time, although they may not be able to go on a single side of the street. That would require two excavations.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **NEW BUSINESS**

- A. **Memorandum 15-128**, from City Clerk, Re: Deferred Assessment for Thom and Seymour for the Homer Natural Gas Special Assessment District.

Mayor Wythe declared her continued conflict of interest in natural gas line related issues and passed the gavel to Mayor Pro Tempore Roberts.

Mayor Pro Tempore Roberts called for a motion for the approval of deferred assessment payments for the natural gas special assessment district for Thom and Seymour.

BURGESS/REYNOLDS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Pro Tempore Roberts returned the gavel to Mayor Wythe.

## **RESOLUTIONS**

- A. **Resolution 15-070**, A Resolution of the Homer City Council Awarding the Contract for the Public Works Equipment Storage Building to the Firm of Steiner's North Star Construction, Inc. of Homer, Alaska, in the Amount of \$82,451 and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director.

Memorandum 15-132 from Public Works Director as backup.

Councilmember Burgess declared a potential financial conflict of interest as he was on the plan holders list for this project and has a working relationship with one of the awardees.

City Attorney Wells advised being a contractor is not a conflict. It is a conflict of interest being on the plan holders list.

Mayor Wythe ruled Councilmember Burgess had a conflict and excused him from participation. There was no objection from the Council.

Mayor Wythe called for a motion for the adoption of Resolution 15-070 by reading of title only.

LEWIS/ROBERTS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Resolution 15-071**, A Resolution of the Homer City Council Awarding the Contract for the Old Harbormaster Building Demolition Project to the Firm of Moore & Moore

Services, Inc. of Homer, Alaska, in the Amount of \$8,300 and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk.

Memorandum 15-133 from Port and Harbor Director as backup.

Councilmember Burgess declared a potential financial conflict of interest as he was on the plan holders list for this project.

City Attorney Wells advised it is a conflict of interest being on the plan holders list.

Mayor Wythe ruled Councilmember Burgess had a conflict and excused him from participation. There was no objection from the Council.

Mayor Wythe called for a motion for the adoption of Resolution 15-071 by reading of title only.

LEWIS/REYNOLDS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Councilmember Burgess returned to his seat.

- C. **Resolution 15-072**, A Resolution of the City Council of Homer, Alaska, Amending the Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule Annual Moorage Rates. Lewis/Port and Harbor Advisory Commission. Recommend public hearing on August 24, 2015.

Memorandum 15-137 from Port and Harbor Director as backup.

Mayor Wythe called for a motion for the adoption of Resolution 15-072 by reading of title only.

LEWIS/REYNOLDS - SO MOVED.

ROBERTS/REYNOLDS - MOVED TO POSTPONE RESOLUTION 15-072 TO THE AUGUST 24<sup>TH</sup> MEETING FOR A PUBLIC HEARING.

There was no discussion.

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

Motion carried.

D. **Resolution 15-068**, A Resolution of the City Council of Homer, Alaska, Adopting the Bylaws for the Cannabis Advisory Commission. City Clerk/Cannabis Advisory Commission.

Memorandum 15-129 from Cannabis Advisory Commission as backup.

Mayor Wythe called for a motion for the adoption of Resolution 15-068 by reading of title only.

BURGESS/LEWIS – SO MOVED.

BURGESS/LEWIS - MOVED TO AMEND LINE 80 OF THE BYLAWS TO READ: A CHAIR AND VICE-CHAIR SHALL BE SELECTED ANNUALLY (MAY MEETING) FROM AMONG THE APPOINTED MEMBERS.

There was no discussion.

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

Motion carried.

BURGESS/ROBERTS - MOVED TO AMEND LINE 106 OF THE BYLAWS TO CHANGE THE WORD “MAJORITY” TO “MOTION.”

There was no discussion.

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

Motion carried.

Bylaws lines 127-128: current language conflicts with the rule that a member may be disqualified due to conflict of interest by a majority vote.

Mayor Wythe called for a recess at 8:45 p.m. and reconvened the meeting at 8:49 p.m.

BURGESS/ROBERTS – MOVED TO AMEND TO STRIKE LINES 127 AND 128 AND LINE 129 WILL BECOME ITEM 4.

There was no discussion.

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

Motion carried.

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

Motion carried.

- E. **Resolution 15-069**, A Resolution of the City Council of Homer, Alaska, Supporting the Alaska Marine Highway System. Mayor.

Mayor Wythe called for a motion for the adoption of Resolution 15-069 by reading of title only.

BURGESS/LEWIS - SO MOVED.

BURGESS/ROBERTS - MOVED TO AMEND LINES 55 AND 60 AND DELETE THE WORD "BOROUGH" AND ACCOMPANYING SLASH.

The City has no ability to enact on behalf of the Borough.

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

Motion carried.

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

Motion carried.

### **COMMENTS OF THE AUDIENCE**

Robert Archibald, city resident, commented on Ordinance 15-29. People come to Homer for its beauty and to recreate; they can come down the beach from Anchor Point. Taking coal from the bluff is undermining people's property; most municipalities don't allow coal burning.

Deb Lowney, city resident, commented on Ordinance 15-29. Concerns and comments were made that Parks and Recreation made the proposal based on bad behavior that will punish the whole. The issue is much deeper. The proposal is not shutting down all beach access; it will open more beach for use. Vehicles can legally access the beach from Anchor Point to Bidarki Creek and from Miller's Landing to the head of the bay. Area 6 will be open to

accommodate the coal gatherers. She requested the City Attorney's thoughts on the City providing vehicular access to beach areas that are illegal to drive on.

Tom Zitzmann, city resident, commented we need to be self-sufficient without relying on the State. Long ago we used bonds to pay for projects. We should be financing rolling stock with the historically low interest rates; municipalities receive preferential treatment. He thanked the Council for moving Ordinance 15-29 forward in the democratic process.

### **COMMENTS OF THE CITY ATTORNEY**

City Attorney Wells introduced Attorney Katie Davies.

### **COMMENTS OF THE CITY CLERK**

City Clerk Johnson announced the candidacy filing period for two council seats is open through August 17<sup>th</sup>.

### **COMMENTS OF THE CITY MANAGER**

City Manager Koester had no comments.

### **COMMENTS OF THE MAYOR**

Mayor Wythe thanked Deb and Tom for coming in. She appreciates their comments and time. Her kids went to Hope to go camping and found large boulders at the beginning of the trailhead. When they returned to the trailhead one of the huge boulders had been towed away and a truck drove in. You cannot regulate dishonest people and honest people don't need to be regulated. Sending people to Anchor Point to access the beach is passing the issue on to our neighbors. In her earlier comments she was not making light of the drug and alcohol situation here. A lot of people come here thinking it is a safe place, but the problem has existed for so long and is socially accepted in so many circles. It is difficult to manage and will move from one location to another.

### **COMMENTS OF THE CITY COUNCIL**

Councilmember Roberts asked if Catriona knew how many young high school people participated in drinking. She is looking forward to modifications in the beach ordinance. She thanked Holly for the meeting with the Cannabis Advisory Commission. There was a lot of information presented and the group is moving forward.

Councilmember Reynolds commented there is a lot of momentum to change some of the culture in the community with the attitude of adults and students. *Just the Facts* is the



campaign that indicates 78% of high school students do not drink in a month and when adults chose to drink most chose two drinks or less. The campaign is funded by non-profits to get good information out there, provide education in schools, and be a resource guide for adolescents. There is a lot of momentum with Green Dot. She thanked everyone for the great public comments.

Councilmember Burgess commented Deb Lowney made the representation the commission's recommendation was to expand beach access in sector 6. The ordinance just passed restricted beach access on all city beaches except on the Spit in the wintertime. You (the Council) pushed the nuclear button and didn't take the commission's recommendations, you just said no beach access. You didn't fund the barrier to restrict access, a passive enforcement means. We took the all or nothing solution, acting as if there were a ticking clock and we didn't create consensus. We rushed to a conclusion. In response to Mr. Zitzmann's proposal, this is the first time any member of the public implied he doesn't take enough responsibility for making decisions on behalf of citizens. He only advocated for an advisory vote one other time (the plastic bag ban) while in office. He would advocate for an advisory vote on this since it is a hot button issue and it is not clear where the majority of citizens rest. He fears we are heading down another road by not being inclusive. He would like to pursue other alternatives than restricting beach access. Be advised the City Council did just vote to restrict all vehicular beach access on all beaches in Homer except along the Spit during the winter months. If you have a feeling about that we would like to hear from you.

Councilmember Van Dyke congratulated Kachemak Bay Water Trail people, who did a great job. If he had two drinks he would be waking up on Bishop's Beach wondering how he got there.

Councilmember Zak commented we started early today. He appreciates Patrick sharing the Town Hall report, Tom Stroozas sharing his willingness to help with a difficult budget, and Tom Zitzmann's comments on the financial situation. Two weeks ago Councilmember Zak had lost some of his optimism, but he has regained it again. Adrienne Sweeney provided well thought out and prepared comments about the bed tax. We have the professionals here to tell us the implications as we make some revenue generating sources. It was a good long meeting.

Councilmember Lewis corrected something Beau said. We have not restricted access to the beach yet. The ordinance still has a second reading. It doesn't mean anything has happened.

## **ADJOURNMENT**

There being no further business to come before the Council, Mayor Wythe adjourned the meeting at 9:15 p.m. The next Regular Meeting is Monday, August 24, 2015 at 6:00 p.m., Committee of the Whole 5:00 p.m., and a Worksession 4:00 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: \_\_\_\_\_





## City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

### Memorandum 15-140

TO: MAYOR WYTHE AND HOMER CITY COUNCIL  
FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK  
DATE: AUGUST 18, 2015  
SUBJECT: SEPTEMBER STRATEGIC DOING SCHEDULE

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Resolution 14-119 establishes the schedule for the Strategic Doing worksessions on the first meeting of the months of January, March, May, July, September, and November of 2015.

The presenter for the month of September worksession is not available on September 14<sup>th</sup> and City Manager Koester would like to postpone the Strategic Doing worksession to September 28<sup>th</sup>.

Recommendation: Reschedule the September Strategic Doing Worksession from September 14<sup>th</sup> to September 28<sup>th</sup>.





## City of Homer

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

Office of the Mayor

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

### Memorandum 15-141

TO: HOMER CITY COUNCIL  
FROM: MAYOR WYTHE  
DATE: AUGUST 19, 2015  
SUBJECT: APPOINTMENT OF MARCIA KUSZMAUL TO THE LIBRARY ADVISORY BOARD

Marcia Kuszmaul is appointed to the Library Advisory Board to replace former member Patricia Utley. Her term will expire April 1, 2016.

RECOMMENDATION:

Confirm the appointment of Marcia Kuszmaul to the Library Advisory Board.

Fiscal Note: N/A







CITY OF HOMER  
 COMMISSION, COMMITTEE, BOARD AND TASK FORCE  
 APPLICATION FORM

CITY CLERK'S OFFICE  
 CITY OF HOMER  
 491 E. Pioneer Avenue  
 Homer, AK 99603  
 PH. 907-235-3130  
 FAX 907-235-3143

Received by the Clerk's Office

The information below provides some basic background for the Mayor and Council  
 This information is public and will be included in the Council Information packet

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Physical Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Cell #: \_\_\_\_\_ Work #: \_\_\_\_\_

Email Address: \_\_\_\_\_

**The above information will be published in the City Directory and within the city web pages if you are appointed by the Mayor and your appointment is confirmed by the City Council**

Please indicate the commission(s), committee(s), board or other that you are interested in serving on by marking with and X or a v

	ADVISORY PLANNING COMMISSION	1 <sup>ST</sup> & 3 <sup>RD</sup> WEDNESDAY OF THE MONTH AT 6:30 PM WORKSESSION PRIOR TO EACH MEETING AT 5:30 PM
	ECONOMIC DEVELOPMENT ADVISORY COMMISSION	2 <sup>ND</sup> TUESDAY OF THE MONTH AT 6:00 P.M.
	PARKS & RECREATION ADVISORY COMMISSION	3 <sup>RD</sup> THURSDAY OF THE MONTH AT 5:30 P.M.
	PORT & HARBOR ADVISORY COMMISSION	4 <sup>TH</sup> WEDNESDAY OF THE MONTH OCT-APRIL AT 5:00 P.M. MAY – SEPTEMBER 6:00 PM
	PERMANENT FUND COMMITTEE	2 <sup>ND</sup> THURSDAY OF THE MONTH AT 5:15 P.M. FEBRUARY, MAY, AUGUST & NOVEMBER
	PUBLIC ARTS COMMITTEE	2 <sup>ND</sup> THURSDAY OF THE MONTH AT 5:00 P.M. FEBRUARY, MAY, AUGUST & NOVEMBER
	LIBRARY ADVISORY BOARD	1 <sup>ST</sup> TUESDAY OF THE MONTH AT 5:00 P.M.
	CITY COUNCIL	2 <sup>ND</sup> AND 4 <sup>TH</sup> MONDAY OF THE MONTH SPECIAL MEETINGS & WORKSESSIONS AT 4:00 P.M. COMMITTEE OF THE WHOLE AT 5:00 P.M. REGULAR MEETING AT 6:00 P.M.
	OTHER – PLEASE DESIGNATE	

I have been a resident of the city for \_\_\_ yrs \_\_\_ mos. I have been a resident of the area for \_\_\_yrs \_\_\_mos.

I am presently employed at \_\_\_\_\_

Please list any special training, education, or background you may have which is related to your choice of commission, committee, board or task force:

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Have you ever served on a similar commission, board, committee or task force? If so please list when, where and how long:

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Why are you interested in serving on the indicated commission, committee, board or task force?

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Do you currently belong to any organizations specifically related to the area of your choice(s) you wish to serve on?

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Please answer the following if you are applying for the Advisory Planning Commission:

Have you ever developed real property, other than your personal residence, if so briefly describe? \_\_\_\_\_

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Please answer the following if you are applying for the Port & Harbor Advisory Commission:

Do you use the Homer Port and/or Harbor on a regular basis? What is your primary use?

\_\_\_\_\_ Commercial                      \_\_\_\_\_ Recreational

Please include any additional information that may assist the Mayor in his/her decision making:

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When you have completed this application please review all the information and return to the City Clerk's Office . You may also email this document to [clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov) or fax to 907-235-3143. Thank you for applying!

**ORDINANCE REFERENCE SHEET**  
**2015 ORDINANCE**  
**ORDINANCE 15-31**

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2015 Operating Budget by Authorizing the Expenditure of \$150,000 for the Purchase of a New Dump Truck From the General Fund, Authorizing the Application of a Loan for Said Purchase, and Authorizing the City Manager To Execute All Appropriate Documents.

Sponsor: Burgess

1. City Council Regular Meeting August 24, 2015 Introduction
  - a. Memorandum 15-125 from Public Works Superintendent
  - b. Memorandum 15-135 from Public Works Superintendent



**CITY OF HOMER  
HOMER, ALASKA**

Burgess

**ORDINANCE 15-31**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE FY 2015 OPERATING BUDGET BY AUTHORIZING THE EXPENDITURE OF \$150,000 FOR THE PURCHASE OF A DUMP TRUCK FROM THE GENERAL FUND, AUTHORIZING THE APPLICATION OF A LOAN FOR SAID PURCHASE, AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL APPROPRIATE DOCUMENTS.

WHEREAS, One of the two Public Works dump truck has been taken out of service due to extensive frame damage making it cost prohibitive to repair; and

WHEREAS, It is necessary to have two in the work fleet as they are often used simultaneously and to have one available when the other is down for repairs or maintenance; and

WHEREAS, Public Works can utilize the State's purchase contract and recognize a \$27,000 savings from the normal retail price for the same truck; and

WHEREAS, Public Works has looked at used trucks and finds that the age and cost to outfit it to serve their needs makes a new truck purchased through the State contract a preferred option.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby amends the FY 2015 Operating Budget by appropriating \$159,000 from the Public Works Vehicle Depreciation Fund for the purchase of a new dump truck.

Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
152-0383	Dump Truck	\$150,000

Section 2. The Homer City Council hereby authorizes the City Manager to apply for and secure a 2.833% loan (through Construction Machinery Inc.) in the amount of \$150,000 for the dump truck purchase for the term of 60 months.

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Section 3. This is a budget amendment ordinance only, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL 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:

Reviewed and approved as to form:

\_\_\_\_\_  
Mary K. Koester, City Manager

\_\_\_\_\_  
Thomas F. Klinkner, City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_



**CITY OF HOMER  
PUBLIC WORKS DEPARTMENT**

Dan Gardner, PW Superintendent  
3575 Heath St.  
Homer, Alaska 99603

Telephone: (907)235-3170  
Fax: (907)235-3145

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

**Memorandum 15-125**

To: Carey Meyer, PW Director  
From: Dan Gardner, PW Superintendent D G  
Date: July 14, 2015  
Subject: Dump Truck Replacement

As you are aware, last week, while starting some planned work on our 1981 10-yard dump truck, it was discovered that the frame and assembly were rusted and coming apart to a degree that required us to remove the vehicle from service. At this time, there are no plans to bring it back into service. This vehicle is thirty-four years old. The frame has been repaired in the past to extend its life, but it is to the point that repair costs would outweigh the vehicle's value.

Attempts were made to obtain repair costs from shops in Anchorage, and none of them were interested. Most scoffed at the idea. One of them said that they wouldn't do the work, but if they were to, the labor alone would be almost \$50,000 for the frame rail replacement. And, there was doubt that the necessary frame rails would be available.

I view this vehicle as a must for our fleet. Without it, we have only the one dump truck. Although we don't use both vehicles every day, we use them both simultaneously quite often, and one backs up the other when one of the vehicles is down for repair or maintenance. In the winter, one has a sander unit on it, which leaves the other one for hauling snow, hauling waste excavation from repair work and hauling gravel. In the summer and fall, multiple operations of ditching, culvert replacements, water/sewer repairs, fire hydrant repairs, etc. requires the use of two trucks.

These types of trucks are not readily available for rent or lease, and when one can be found, they rent for about \$5400 per month. Over the past week, I have checked with several heavy equipment rental companies and none are available. Renting is not a realistic option due to cost and the fact that when the vehicle is needed, it is most likely not available. And, the cost to rent one for six months could at least purchase an older truck. Although an older truck of this value is not preferred, it would at least be something in the fleet.

Following are options that are being considered:

1. Repair the Truck – Not an option
2. Rent a truck as needed – Not a workable option



3. Purchase a used truck – \$35,000 to \$90,000. A reasonable truck can be obtained in this price range. To spend more than that begins to rival the cost of a new truck purchase with warranty, etc. Obviously, the low end of this estimate would purchase an older vehicle of the mid 1990s vintage. A vehicle in this price range may or may not include a dump body and/or the necessary hydraulic kits and electrical connections required to get the truck in service with ours and/or trailer/dump body. With any used vehicle, there is a risk that expensive repairs could show up, and because of the age, the vehicle will need to be replaced sooner than a new truck.

Most used trucks need to be purchased in the lower 48. The downside to this is that the vehicle cannot be physically evaluated without the cost and time required to send personnel to the vehicle's location. Then, there is the cost to ship or pay a driver to bring the vehicle to Homer.

4. Purchase a new truck – \$124,000 to \$149,000  
\$124,000 to \$129,000 new truck with hydraulics. We install our old dump body.  
\$145,000 to \$149,000 new truck with new dump body and ready for use.

A new truck could be purchased through the State's purchase contract. Going through the State's contract saves us approximately \$27,000 when compared to normal retail for the same truck. If purchasing a new truck, it would be ideal to have a new dump body with high-lift gate installed, but we could install our old dump body on the new truck in order to save around \$20,000, if necessary. A new truck would take six months from the date of order to arrive in Anchorage. If funds could be approved right away, there is currently a truck available that is assembled and ready to ship. By the time this purchase possibly gets approved, it may no longer be available. It is safest to assume that a new truck would take six months to obtain. But, once the purchase is approved by council, negotiations could possibly produce a truck sooner than six months.

Purchasing used would require the full purchase price immediately. Purchasing new would allow making payments over five years. After a cash deposit of around \$13,000 to \$15,000 monthly payments would be \$2100 to \$2500 - half of what it costs to rent a truck for a month, were one even available. Although the initial cost of a used truck is less, monies will have to be laid out sooner for repairs, tires, etc., and there is no warranty. Purchasing new allows the city to take advantage of the \$27,000 savings to be had by purchasing through the State's contract. Many used trucks that we have been seeing cost the same or more than the amount the city would have to pay for a new truck.

### Recommendation

Obtain approval to negotiate the purchase of a new dump truck with dump body with a maximum purchase amount of \$150,000. A lesser amount of \$129,000 could be approved if we opt to use our old dump body. If a new truck purchase cannot be approved, obtain approval to negotiate the purchase of a used truck with a stated maximum amount allowed.



**CITY OF HOMER  
PUBLIC WORKS DEPARTMENT**

Dan Gardner, PW Superintendent  
3575 Heath St.  
Homer, Alaska 99603

Telephone: (907)235-3170

Fax: (907)235-3145

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

**Memorandum 15-135**

To: Katie Koester, City Manager

From: Dan Gardner, Public Works Superintendent

Date: August 4, 2015

Subject: Purchase of New 10-Yard Dump Truck

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As you know, our thirty-four year old dump truck has been taken out of service as of four weeks ago. This is due to extensive frame damage that is cost prohibitive to repair. Feelers were put out to multiple companies in an attempt to obtain repair estimates. No one was willing to take on the work, but one did estimate that the cost would be \$50,000 were they to take on the project. This would not make sense to do on a vehicle this old.

This vehicle is considered a necessity to our work fleet. Without it, we are left with only one truck. We often use both truck simultaneously, and one backs up the other when it is down for repairs or maintenance. In the winter, one has the large sander unit installed, which leaves the other truck for hauling snow, hauling waste excavation and fill material for repairs, and other hauling needs that arise. In the summer and fall, simultaneous operations of ditching, culvert replacements, water/sewer repairs, fire hydrant repairs, etc. require the use of two trucks.

To purchase a new truck and dump body, we can take advantage of the State's purchase contract which gives us about a \$27,000 savings when compared to normal retail for the same truck. This makes buying new rather than used attractive because the city isn't paying that depreciation to a used truck owner. We have looked hard at some used trucks, and even sent our road foreman and head mechanic to look at one on the peninsula, but it would not be a wise decision due to the age of the vehicle and the costs to get it set up properly for us. Most available used vehicles that would be reasonable choices are located in the lower 48, and would require sending personnel to survey the truck and costly shipping expenses. Many of these used vehicles rival or meet the cost of a new vehicle under the State's purchase contract.

We currently have a quote for \$149,989 for a new Mack truck through the State's purchase contract complete with new dump body from Construction Machinery Industrial, in Anchorage. I am requesting approval to make this purchase as soon as possible.

The City could pay for the truck outright through reserve funds, or obtain a lease/loan. Through Construction Machinery, we can obtain a lease purchase with approximately \$18,000 down payment, and 60 monthly payments of around \$2,300 with an interest rate of 2.833%.

This request is not for an upgrade, but for maintaining the existing fleet and maintenance needs.

**CITY OF HOMER  
HOMER, ALASKA**

Roberts

**RESOLUTION 15-075**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
ESTABLISHING A SUSTAINABLE ANIMAL CONTROL REVIEW  
COMMITTEE TO STRENGTHEN SUSTAINABILITY OF THE  
SHELTER.

WHEREAS, The City has contracted out Animal Control services for over 30 years; and

WHEREAS, In 2005 with tremendous support and effort from the community and Homer Animal Friends, the City of Homer built a new Animal Shelter; and

WHEREAS, In these constrained fiscal times, it is prudent to review how the sustainability of providing animal control for the City of Homer can be strengthened; and

WHEREAS, It would be beneficial to establish a Sustainable Animal Control Review Committee (SACRC) to assist the City with increasing revenue and reducing expenses at the shelter.

NOW, THEREFORE, BE IT RESOLVED that the City of Homer hereby establishes the Sustainable Animal Control Review Committee (SACRC).

BE IT FURTHER RESOLVED that the Committee membership shall be the Mayor or one member of the City Council, the Police Chief or their designee, the Finance Director or their designee, a member of Homer Animal Friends, a Veterinarian licensed to practice in the State of Alaska, and a representative of the Homer Animal Shelter Contractor.

BE IT FURTHER RESOLVED that the committee should select within its membership a chairperson to run meetings and provide the clerk's office with agenda content, a vice chair in the chair's absence, and a secretary to take notes at meetings.

BE IT FURTHER RESOLVED that the scope of work shall include:

- Review of animal control fine and fee schedule
- Review of animal boarding policy
- Review of energy use at the shelter
- Review of opportunities for collaboration with Homer Animal Friends

42 BE IT FURTHER RESOLVED that the Committee shall establish its own work schedule  
43 and shall be disbanded when the initial scope of work is complete or December 1, 2015,  
44 whichever comes first.

45  
46 BE IT FURTHER RESOLVED that the City Clerk is authorized to advertise for parties  
47 interested in serving as the veterinarian and Homer Animal Friends member.

48  
49 PASSED AND ADOPTED by the Homer City Council this 24<sup>th</sup> day of August, 2015.

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CITY OF HOMER

\_\_\_\_\_  
MARY E. WYTHE, MAYOR

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57 ATTEST:

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\_\_\_\_\_  
JO JOHNSON, MMC, CITY CLERK

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Fiscal information: N/A, existing budget

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

3 City Clerk/Economic Development  
4 Advisory Commission

5 **RESOLUTION 15-076**

6  
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
8 AMENDING THE ECONOMIC DEVELOPMENT ADVISORY  
9 COMMISSION BYLAWS TO INCLUDE THE PLEDGE OF ALLEGIANCE  
10 ON THE COMMISSION'S AGENDA.

11  
12 WHEREAS, The Commission determined it would be appropriate to open their regular  
13 and special meetings with the Pledge of Allegiance; and

14  
15 WHEREAS, The Commission introduced the amendment at their July 14, 2015 regular  
16 meeting and approved their amendment at a second meeting on August 11, 2015 in  
17 accordance with their bylaws.

18  
19 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the  
20 Economic Development Advisory Commission Bylaws to include the Pledge of Allegiance on  
21 the Commission's agenda.

22  
23 PASSED AND ADOPTED by the Homer City Council this 24<sup>TH</sup> day of August, 2015.

24  
25 CITY OF HOMER

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28 \_\_\_\_\_  
29 MARY E. WYTHE, MAYOR

30  
31 ATTEST:

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34 \_\_\_\_\_  
35 JO JOHNSON, MMC, CITY CLERK

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37 Fiscal Note: N/A



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

3 City Clerk/  
4 Public Works Director

5 **RESOLUTION 15-077**

6  
7 A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING THE  
8 CONTRACT FOR THE RAMP 5 RESTROOM PROJECT TO THE FIRM OF  
9 BEACHY CONSTRUCTION OF HOMER, ALASKA, IN THE AMOUNT OF  
10 \$279,600 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE  
11 APPROPRIATE DOCUMENTS.  
12

13 WHEREAS, Cruise Ship Head Tax monies have been expended to improve facilities  
14 around the harbor for the benefit of cruise ship passengers; and  
15

16 WHEREAS, These improvements include new fenders on the Deep Water Dock, trails  
17 and amenities around the Small Boat Harbor, shelters, guard shack, art, banners, signage,  
18 and restrooms; and  
19

20 WHEREAS, Funding is available to construct a restroom at Ramp 5; and  
21

22 WHEREAS, Public Works prepared bid documents and solicited bids in accordance  
23 with the City's procurement policy (bids were advertised in the Homer Tribune on July 15 and  
24 22); and  
25

26 WHEREAS, Nine bids were publicly opened and read on August 4 (see Memorandum  
27 15-142); and  
28

29 WHEREAS, The firm of Beachy Construction of Homer, Alaska was determined to be  
30 the low responsive bidder, the bid was below the engineer's estimate, and the firm is  
31 qualified to complete the work; and  
32

33 WHEREAS, This award is not final until written notification is received by Beachy  
34 Construction of Homer, Alaska from the City of Homer.  
35

36 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves  
37 the contract award for the Ramp 5 Restroom project to the firm of Beachy Construction of  
38 Homer, Alaska, in the amount of \$279,600 and authorizes the City Manager to execute the  
39 appropriate documents.  
40

41 PASSED AND ADOPTED by the Homer City Council this 24<sup>th</sup> day of August, 2015.  
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CITY OF HOMER

\_\_\_\_\_  
MARY E. WYTHE, MAYOR

ATTEST:

\_\_\_\_\_  
JO JOHNSON, MMC, CITY CLERK

Fiscal Note: Acct. No. 415-0931 (\$279,600)



# City of Homer

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

## Public Works

3575 Heath Street  
Homer, AK 99603

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

(p) 907- 235-3170

(f) 907-235-3145

## MEMORANDUM 15-142

TO: Mary K. Koester, City Manager  
FROM: Carey Meyer, Public Works Director  
DATE: August 19, 2015  
SUBJECT: **Award of Contract**  
**Ramp 5 Restroom Improvements**

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Cruise Ship Head Tax monies have been expended to improve facilities around the harbor for the benefit of cruise ship passengers. These improvements include new fenders on the Deep Water Dock, trails and amenities around the Small Boat Harbor, shelters, guard shack, art, banners, signage, and restrooms. Funding is available to construct one more restroom at Ramp 5.

The maintenance costs associated with the operations of this restroom will come from Harbor funds. The restroom will be heated using natural gas. The cost to pump the tank associated with the old restroom will be eliminated. Public Works completed the removal of the old restroom earlier this summer.

Public Works coordinated a design for a three-compartment restroom (compatible aesthetically with the other harbor restrooms) and solicited bids in accordance with the City's procurement policy (bids advertised in the Homer Tribune July 15 and 22); four bids were received:

Steiner's North Star Construction	Homer	\$310,874
<b>Beachy Construction</b>	<b>Homer</b>	<b>\$279,600</b>
Diversified Construction, Inc.	Eagle River	\$336,000
Northern Industrial Training	Palmer	\$314,260.38
Engineer's Estimate		\$288,000

The firm of Beachy Construction was determined to be the low responsive bidder: the bid was below the engineer's estimate; and the firm is qualified to complete the work.

**Recommendation:** The City Council pass a resolution awarding the contract for the Ramp 5 Restroom project to the firm of Beachy Construction of Homer, Alaska, in the amount of \$279,600 and authorizing the City Manager to execute the appropriate documents.

Fiscal Note: 415-0931 (\$279,600)



# VISITORS



ANNOUNCEMENTS  
PRESENTATIONS  
BOROUGH REPORT  
COMMISSION REPORTS



Session 15-12, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Stead at 6:30 p.m. on August 5, 2015 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BOS, BRADLEY, STEAD, STROOZAS, VENUTI

ABSENT: ERICKSON, HIGHLAND

STAFF: CITY PLANNER ABBOUD  
DEPUTY CITY CLERK JACOBSEN

### **Approval of Agenda**

Chair Stead called for approval of the agenda.

STROOZAS/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).

### **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 July 15, 2015
- B. KPB Time Extension Request for James Waddell Homestead Petska 2014 Addn
- C. Decisions & Findings CUP 15-02 for an equipment storage building at 3575 Heath St.
- D. Decisions & Findings CUP 15-03 for a public restroom at 4166 Homer Spit Rd.

Chair Stead called for approval of the consent agenda.

VENUTI/STROOZAS SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT



Motion carried

**Presentations**

- A. Becky Windt Pearson, GCI Attorney to discuss cell towers

Becky Windt Pearson, in house land used counsel for GCI, reviewed information that has been provided to the Commission regarding areas of the ordinance that could be problematic for the City and also for proponents of tower projects. Ms. Windt Pearson also used a power point to give an overview of what the tower site selection process could look like using examples of work GCI has done in Fairbanks. Her written report was provided for the record.

**Reports**

- A. Staff Report PL 15-55, City Planner's Report

City Planner Abboud reviewed the staff report.

There was brief discussion regarding the comments at the City Council meeting on the Bridge Creek Watershed Protection District ordinance.

**Public Hearings**

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

- A. Staff Report PL 15-58 CUP 15-02 Vacation of a 20 ft alley easement at 3361 B Street and 1473 Ocean Drive

Commissioner Venuti said he may have a conflict of interest as he has a contract with the applicant.

Chair Stead asked for a motion.

STROOZAS/BRADLEY MOVED COMMISSIONER VENUTI HAS A CONFLICT

Chair Stead asked if the amount exceeds parameters outlined in city code. Commissioner Venuti responded it does.

VOTE: YES: BOS, STEAD, STROOZAS, BRADLEY

Motion carried.

Commissioner Venuti left the table.

City Planner Abboud reviewed the staff report.

Andy Amso, applicant, commented he agrees the alley needs to be eliminated. The neighborhood is cleaned up and no one uses the alley for access.

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

BOS/BRADLEY MOVED TO ADOPT STAFF REPORT PL 15-58 AND THE VACATION OF A 20 FOOT ALLY EASEMENT ALONG THE COMMON LOT LINE AT 3361 B STREET AND 1473 OCEAN DRIVE, LOTS 132, 133 AND 134 BAYVIEW SUBDIVISION WITH STAFF COMMENTS AND RECOMMENDATIONS.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Commissioner Venuti returned to the table.

### **Plat Consideration**

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

City Planner Abboud reviewed the staff report.

There was brief discussion about the flag on the lot. City Planner Abboud noted the dimensions on the flag don't change.

VENUTI/BRADLEY MOVED TO APPROVE STAFF REPORT PL 15-56 AND STREAM HILL PARK UNIT 2 DELAGUNA ADDITION PRELIMINARY PLAT WITH STAFF COMMENTS AND RECOMMENDATIONS.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **Pending Business**

A. Staff Report PL 15-59 Towers

City Planner Abboud reviewed the most recent revisions to the draft ordinance.

City Planner Abboud would like to come up with language that will encompass a reasonable co-locate and consideration of service being proposed, lines 161-168. It was suggested they could be more specific on the radius depending on what type of service the tower provides. Another suggestion was the applicant has to show what they have done to establish when co-location isn't feasible.

With regard to lines 210-219 co-location and allowing bonus height to encourage co-location, City Planner Abboud expressed concern whether it conflicts with the standards they want and if it will result in a workaround relating to the conditional use permit. It was suggested that the residents may be more supportive of added height to co-locate more services on one tower than not offer the bonus, resulting in additional towers.

Ms. Windt Pearson joined the conversation and explained in situations where GCI finds a location and there is an opportunity for a height bonus for co-location they will generally reach out to the other two major providers to see if they are interested in co-locating. If interested, the other companies would submit a letter of interest that GCI would include in the CUP application to the applicable municipality. She added that other municipalities will do a max for the bonus height, like 10 feet for each additional co-location up to a max of 20 feet or 30 feet. In thinking about the landscape out there in the cell phone tower industry, you would be looking at only 3 providers max on a tower.

It was suggested they could define the zones where bonus height could be allowable and the areas that allow up to 120 feet don't get an option for bonus height. The application would have to provide evidence of the need to be considered to the bonus footage, they could consider requiring a joint application from the users rather than just a letter of intent.

City Planner Abboud touched on the definition of communication tower and his understanding that adding over ten feet to a structure that wasn't built to primarily support the new equipment, something needs to be done to the structure to support the additional capacity. They also addressed general pole standards and adding to power poles or telephone poles, setbacks, and visual impact.

Ms. Windt Pearson suggested that co-locating to a utility pole is something the commission should address because it is a location that carriers may want to consider as it is already a tall structure that may not have as much visual impact as a new one. If it something the commission wants to encourage it should be addressed in a clear and straight forward way that makes it easier to happen.

### **New Business**

A. Staff Report PL 15-57 Elections for Planning Commission Chair and Vice Chair

Chair Stead opened the floor to nominations for Chair.

VENUTI/BOS MOVED TO NOMINATE CHAIR STEAD

Chair Stead accepted the nomination. No others were proposed.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Chair Stead opened the floor to nominations for Vice Chair.

VENUTI/BOS MOVED TO NOMINATE COMMISSIONER STROOZAS AS VICE CHAIR

Commissioner Stroozas accepted the nomination. No others were proposed.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

B. Capital Improvement Plan Recommendations

It was noted for the record that Assistant City Manager Lawrence met with the Commission during their worksession to discuss the Capital Improvement Plan. The Commissioners stated their top two projects for the record as follows:

Commissioner Stroozas – Ice Plant Upgrades and Homer Senior Center Natural Gas Conversion Project

Commissioner Venuti – Replacement Ambulance, Main Street Reconstruction, and also Sterling Highway improvements

Commissioner Bos – Ice Plant Upgrades and Storm Water Master Plan

Commissioner Bradley - Storm Water Master Plan and Ice Plant Upgrade

Chair Stead – Storm Water Master Plan and Ice Plant Upgrade

There was consensus of the commission to forward their recommendation of Storm Water Master Plan and Ice Plant Upgrade for the 2016-2021 Capital Improvement Plan top two projects. Comments included the Ice Plant Upgrade is a relatively low cost project that will show a return and the Storm Water plan is also a low cost project and a topic the Commission has been addressing the ramifications of storm water impacts as new development comes in.

**Informational Materials**

A. City Manager’s Report July 27, 2015

**Comments of the Audience**

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

Kevin Dee, nonresident in the Bridge Creek Watershed Protection district, said he appreciates the time and thought the Commission is putting in to the details of the tower ordinance. There are a lot of unique applications that need to be considered related to the ordinance. He likes what he is hearing and provided information from research he has been doing. His vision for a good ordinance goes back to the comprehensive plan and what it addresses for quality of life for people. People care about reducing risk, providing services that industries and open market bring, and not diminish the quality of life they moved here for. A common thread he has found with other municipalities throughout the states is they don’t want towers built on speculation and he appreciated the commission’s discussion

about intention. He encouraged the group to seek outside expertise to assist them technically and an independent third party who can help gather information of who would be impacted visually and make sure to reach out to affected parties for input and it should be a cost born by the applicant. Those are the best practices he has found in his research.

**Comments of Staff**

Deputy City Clerk Jacobsen commented that the candidacy filing period is open for two city council seats.

**Comments of the Commission**

Commissioner Bradley said she will be absent on August 19<sup>th</sup>.

Commissioner Bos said it was a good meeting and congratulated the Chair and Vice Chair.

Commissioner Venuti said it was an interesting meeting. He commented about his observation of the minimal amount of traffic he is seeing on Pioneer Avenue this season and the substantial amount of vehicles on the bypass. He thinks the traffic flow is killing down town Homer and that the signage directing people to Pioneer Avenue could be improved. He suggested this is something they need to pay attention to and see what needs to change.

Commissioner Stroozas commented the Chamber of Commerce received a permit from DOT to construct a 16 foot self-service kiosk at the Baycrest pull out that will enable visitors to get information about what to do and see in Homer. It will be an attractive structure and they hope to have it in place by October. He thanked the Kachemak Board of Realtors for their donation of seed money and it will be constructed as an Eagle Scout project.

Chair Stead said he has noticed the same traffic issue Mr. Venuti spoke of. He appreciated tonight's discussion and thinks they did a good job tonight. He said he will be travelling and expects to be back on the 19<sup>th</sup> but wanted them to be aware in the event he isn't.

**Adjourn**

There being no further business to come before the Commission, the meeting adjourned at 8:42 p.m. The next regular meeting is scheduled for August 19, 2015 at 6:30 p.m. in the City Hall Cowles Council Chambers. A worksession will be held at 5:30 p.m.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

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

# PUBLIC HEARING(S)



**ORDINANCE REFERENCE SHEET**  
**2015 ORDINANCE**  
**ORDINANCE 15-29**

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offenses—Fine Schedule, Enacting Homer City Code Chapter 7.16, Vehicles in Beach Areas, and Repealing Homer City Code Chapter 19.16, Vehicles on Homer Spit Beach, to Restrict the Operation, Stopping and Parking of Motor Vehicles in Beach Areas.

Sponsor: Lewis/Reynolds

1. City Council Regular Meeting August 10, 2015 Introduction
  - a. Memorandum 15-130 from Deputy City Planner as backup
  - b. Memorandum 15-131 from Police Chief as backup
  - c. Map
  
2. City Council Regular Meeting August 24, 2015 Public Hearing and Second Reading
  - a. Memorandum 15-130 from Deputy City Planner as backup
  - b. Memorandum 15-131 from Police Chief as backup
  - c. Map
  - d. Memorandum 15-142 from Councilmembers Lewis and Reynolds
  - e. Public comments





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

Lewis/Reynolds

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5 **ORDINANCE 15-29**  
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7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,  
8 AMENDING HOMER CITY CODE 1.16.040, DISPOSITION OF  
9 SCHEDULED OFFENSES—FINE SCHEDULE, ENACTING HOMER  
10 CITY CODE CHAPTER 7.16, VEHICLES IN BEACH AREAS, AND  
11 REPEALING HOMER CITY CODE CHAPTER 19.16, VEHICLES ON  
12 HOMER SPIT BEACH, TO RESTRICT THE OPERATION, STOPPING  
13 AND PARKING OF MOTOR VEHICLES IN BEACH AREAS.

14 THE CITY OF HOMER ORDAINS:  
15

16  
17 Section 1. Subsection (c) of Homer City Code 1.16.040, Disposition of scheduled  
18 offenses—fine schedule, is amended by adding new lines to read as follows:  
19  
20

Code Section	Description of Offense	Fine		
		1st offense	2nd offense	3rd & subsequent offenses
7.16.020	Motor vehicle in beach area	\$25	\$250	\$500
7.04.030	Motor vehicle on storm berm	\$25	\$250	\$500

21  
22 Section 2. Homer City Code Chapter 7.16, Vehicles in Beach Areas, is enacted to read  
23 as follows:  
24

25 7.16.010 Definitions.

26 In this chapter:

27 “Beach area” means all of the following, whether publicly or privately owned:  
28 submerged land, tideland, and the zone of sand, gravel and other unconsolidated materials  
29 that extends landward from the elevation of mean high water to the place where there is a  
30 marked change in material or physiographic form.

31 “Berm” means a natural, linear mound or series of mounds in a beach area composed  
32 of sand, gravel, or both, generally paralleling the water at or landward of the elevation of  
33 mean high water.

34 “Motor vehicle” means a device in, upon, or by which a person or property may be  
35 transported or drawn upon or immediately over land, that is self-propelled except by human  
36 or animal power.

37 “Storm berm” means a berm formed by the upper reach of storm wave surges or the  
38 highest tides. Storm berms generally include an accumulation of seaweed, driftwood, and  
39 other waterborne materials. A beach area may have more than one storm berm.

40 “Submerged land” means land covered by tidal water from the elevation of mean low  
41 water seaward to the corporate boundary of the city.

42 “Tideland” means land that is periodically covered by tidal water between the  
43 elevation of mean high water and mean low water.

44  
45 7.16.020 Operating, stopping or parking of motor vehicles in beach areas prohibited;  
46 Exceptions.

47 a. Except as provided in subsections b and c of this section, no person may operate,  
48 stop or park a motor vehicle within or upon any beach area.

49 b. A person may operate, stop or park a motor vehicle from October 1 until the  
50 following March 31 within and upon the beach area bounded on the west by a line extending  
51 south from the westernmost point on Ocean Drive Loop and on the east by a line extending  
52 southwest from the centerline of the mouth of the Fishin’ Hole.

53 c. An owner of property immediately adjacent to a beach area may operate, stop and  
54 park a motor vehicle within or upon a beach area as is reasonably necessary to maintain the  
55 owner’s property, in accordance with the terms of a permit issued for that purpose by the  
56 chief of police.

57  
58 7.16.030 Operating, stopping or parking of motor vehicles on storm berms prohibited.  
59 No person may operate, stop or park a motor vehicle upon a storm berm.

60  
61 7.16.040 Impoundment authorized.  
62 A vehicle that is stopped or parked in violation of this chapter may be impounded as  
63 provided in HCC Chapter 7.08.

64  
65 Section 3. Homer City Code Chapter 19.16, Vehicles on Homer Spit Beach, is repealed.

66  
67 Section 4. This Ordinance is of a permanent and general character and shall be  
68 included in the City Code.

69

70 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this \_\_\_\_\_ day of  
71 \_\_\_\_\_ 2015.

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CITY OF HOMER

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MARY E. WYTHE, MAYOR

79 ATTEST:

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JO JOHNSON, MMC, CITY CLERK

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AYES:  
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ABSTAIN:  
ABSENT:

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First Reading:  
Public Reading:  
Second Reading:  
Effective Date:

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Reviewed and approved as to form:

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\_\_\_\_\_  
Mary K. Koester, City Manager

Date: \_\_\_\_\_

\_\_\_\_\_  
Thomas F. Klinkner, City Attorney

Date: \_\_\_\_\_





# City of Homer

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

Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

## Memorandum 15-130

TO: Mayor Wythe and Homer City Council  
THROUGH: Katie Koester, City Manager  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: August 3, 2015  
SUBJECT: Ordinance to close beaches to vehicles

---

### Summary

Currently, three beach areas are closed to vehicles. The proposed ordinance would close the remainder of Homer beaches to vehicles, with one exception. Vehicles would be allowed on the beach seasonally in the winter, October 1 to March 31, in the Mariner Park area, down the west side of the Spit. See ordinance for description of boundaries. Additionally, landowners of beachfront property would still have the right to access their land to perform maintenance on their property, using a permit system.

### Permit System

A simple permit system for beachfront landowners has been suggested by Chief Robl. A landowner would call or visit Dispatch, and let them know they plan to work on their land that day. They could pick up a key to the gate at Bishop's Beach. Dispatch could keep track of license plate numbers for the day, so that if there are any complain calls, dispatch will know if the vehicles are legitimately on the beach.

### Implementation

There are three locations where the ordinance would change existing conditions.

1. Bishop's Beach. A gate would be installed at the driveway to the beach. A budget ordinance is needed for the gate. The effective date of the ordinance should coincide with the gate installation.
2. Mariner Park. This beach access could be managed by creating a driveway, and blocking it off in the summer. The rest of the area along the berm could be lined with driftwood. Ideally, a minor berm could be created and allowed to establish beach grass, like the landscaping next to the Spit Trail. Signage is also needed. A budget ordinance may be required.
3. Airport Beach Access/Area 1. The city originally placed rocks at the bottom of the access road when the beach policy was adopted in the early 2000's. At that time, the City may have thought it owned the land. A recent title report has proved the City does not own the land – it belongs to the State, and may be airport lands. Generally speaking, this beach area is much less of a problem than it historically has been – a lot fewer illegal campers and parties. If

physical access needs to be further limited now or in the future, staff could contact the State to investigate some options, such as a gate, or install more rocks. A budget ordinance may be needed in the future.



# CITY OF HOMER

## POLICE DEPARTMENT

4080 HEATH STREET HOMER, AK 99603-7609

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

### Memorandum 15-131

DATE: July 7, 2015  
TO: City Manager Koester  
FROM: Mark Robl, Chief of Police  
SUBJECT: Beach Enforcement Regulations

The Parks and Rec Commission has recommended closing Homer's Beaches to vehicle use most of the year, with limited vehicle use of some beaches for coal gathering during the fall and winter months. They have suggested utilizing the Kachemak Critical Habitat Area (KBCHA), regulations as an enforcement tool.

The Critical Habitat Area Designations are utilized by the Alaska Department of Fish and Game, Division of Habitat to protect and preserve habitat areas deemed to be especially crucial to the perpetuation of fish and wildlife. The laws associated with the enforcement of these regulations are promulgated in the section of statutes relating to fish and game enforcement. The enforcement of this section is the responsibility of the state. We have never taken enforcement action in this area and I strongly suggest we do not do so.

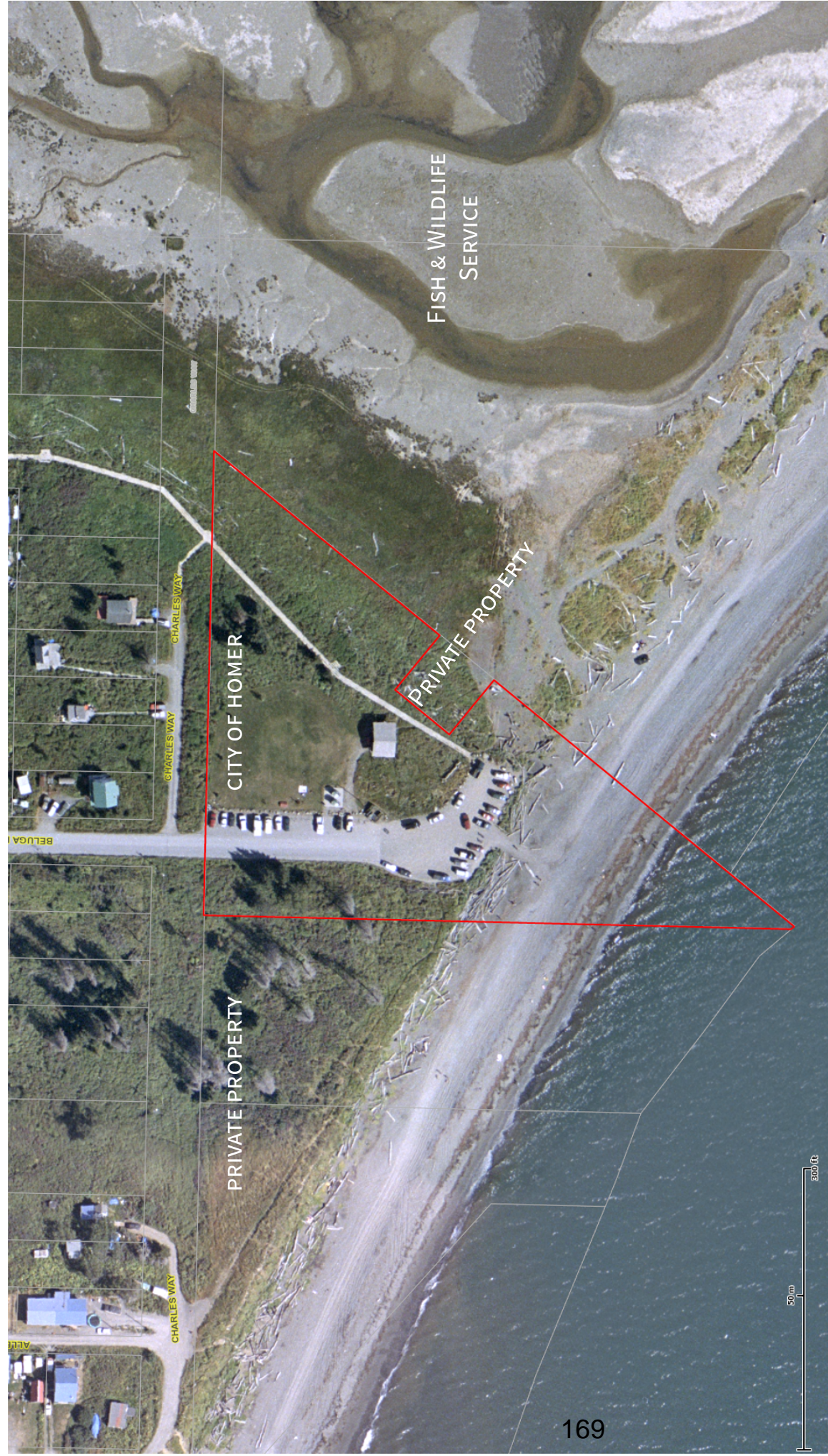
The City has some options it could consider if it chooses to implement the commission's recommendations. First; we could block off all access points to the beaches and only allow access through controlled gates to property owners and maintenance personnel. Second; I recommend we modify HCO 19.16.030, Use of Vehicles Prohibited, to include all other beach areas we want to prohibit vehicle use on. This could include all beaches within the city limits and will provide a proper enforcement tool for use by the police department.

If council decides to restrict beach access, I recommend the city contact the state and request enforcement of the KBCHA regulations. Council should be aware the state has issued a permit to allow motorized vehicle use of some of our beach areas for 2015. (See Special Area Permit 15-V-005-GP-SA, attached.) This permit authorizes vehicle use in the KBCHA between Miller's Landing and the Fox River Trail, between Anchor Point and Bidarki Creek and two other areas in Kachemak Bay. This permit is reissued every year and has been for over ten years.

Any plan involving permits to use beach areas for varied purposes results in more work for someone in the city work force. Given our current budget situation and staffing issues, we are ill-equipped to handle any options council chooses requiring significant staff time. We could make a limited permit system work for the specific purpose of allowing land owners to access their private property. We could structure it similar to the burn permit system which is easy for the users and takes very minimal staff time. Restricting vehicle access to







DISCLAIMER: The data displayed herein is neither a legally recorded map nor survey and should only be used for general reference purposes. Kenai Peninsula Borough assumes no liability for any errors or omissions displayed herein. Original source documents should be consulted for accuracy verification.







## City of Homer

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

Homer City Council

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-3130

(f) 907-235-3143

### Memorandum 15-142

TO: Honorable Mayor Wythe and Homer City Council

FROM: Councilmember Dave Lewis and Councilmember Catriona Reynolds, sponsors of Ordinance 15-29

DATE: August 19, 2015

SUBJECT: Ordinance 15-29: Vehicles in Beach Areas

---

Ordinance 15-29 implements recommendations of the Advisory Parks and Recreation Commission to restrict vehicular access on Bishops Beach and Mariner Park Beach. After public comment, we, as sponsors of Ordinance 15-29 will be recommending the Council vote down Ordinance 15-29 at the City Council meeting on August 24.

It is our intent to bring forward an Ordinance at a later date that closes the beach to motorized vehicle traffic from the east of the Bishops Beach entrance to the end of the Homer Spit (see attached map). This would be accomplished through a fine schedule and the construction of physical barriers. In addition, the City would post a maximum speed limit of 10mph for vehicles traveling on City beaches. The City would post signage explaining the rules at both Mariner Park and Bishops Beach parking lot, including a map. The map would clearly indicate private property boundaries and give notice against trespass.

Enc:

Revised Vehicles on Homer Beaches Map

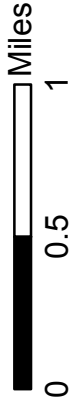




# REVISED Vehicles on Homer Beaches Map

**Legend**

- City Limits
- Proposed year round closure
- Closed to vehicles since 2002
- Open to Vehicles







THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

Department of  
Fish and Game

DIVISION OF HABITAT  
Kenai Peninsula Office

514 Funny River Road  
Soldotna, Alaska 99669-8255  
Main: 907.714.2475  
Fax: 907.260.5992

**SPECIAL AREA PERMIT 15-V-0005-GP-SA**

ISSUED: December 16, 2014  
EXPIRES: December 31, 2015

General Public:

Re: Kachemak Bay Critical Habitat Area – Limited Off-road Use of Motorized Vehicles

In response to public need for access within and through the Kachemak Bay Critical Habitat Area (KBCHA), the Alaska Department of Fish and Game (ADF&G), Division of Habitat has determined that both the public interest and the proper protection of fish and wildlife and their habitat would be served through issuance of a General Permit (5 AAC 95.770) authorizing certain off-road motorized vehicle use in the KBCHA. This general permit authorizes the use of any off-road wheeled and tracked vehicles, 10,000 pounds or less gross vehicle weight, on all unvegetated KBCHA tidelands below mean high tide within four corridors: (1) between Anchor Point and Bidarki Creek; (2) between Miller's Landing and the Fox River Trail; (3) between Martin River and Bear Cove; and, (4) between Seldovia and the portion of Kasitsna Bay, west of the entrance to Jakalof Bay (see enclosed map). Motorized vehicle use in these corridors is for the purpose of providing normal personal and recreational transit within and through the KBCHA.

The KBCHA was created pursuant to AS 16.20.590 to protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with that primary purpose. This activity is not expected to adversely impact important habitat values.

In accordance with 5 AAC 95.770, the department hereby issues a Special Area Permit to the general public for off-road use of motorized vehicles in the KBCHA subject to the following stipulations:

1. The off-road use of vehicles greater than 10,000 pounds gross vehicle weight, and the use of construction equipment, including tracked or excavating equipment are **not** included in this authorization.
2. Harassment of wildlife, including any activity that displaces wildlife, is prohibited, excepting legal and permitted hunting, fishing, and gathering of fish and game.



3. No vehicle shall be operated below the ordinary high water line (vegetation line) of any river, lake, or stream specified to contain anadromous fishes.
4. No fuel shall be stored, nor vehicles leaking fuels, oils, hydraulic, or cooling fluids shall be operated on the tidelands of the KBCHA.

The vehicle owner and the operator are responsible for the actions of persons who participate in the approved activity. For any activity that requires an individual Special Area Permit, as identified in 5 AAC 95.20, the individual shall notify the Division of Habitat, at the above letterhead address or telephone number, and obtain written approval in the form of an individual Special Area Permit prior to commencement of the activity. Any action that increases the project's overall scope or that negates, alters, or minimizes the intent or effectiveness of any stipulation contained in this permit will be deemed a significant deviation from the approved plan. The final determination as to the significance of any deviation and the need for a permit amendment is the responsibility of the Division of Habitat. Therefore, it is recommended you consult the Division of Habitat immediately when a deviation from the approved plan is being considered.

This letter constitutes a permit issued under the authority of 5 AAC 95. Please be advised that this determination applies only to activities regulated by the Division of Habitat. This determination does not relieve you of your responsibility to secure other permits; state, federal, or local. You are still required to comply with all other applicable laws.

In addition to the penalties provided by law, this permit may be terminated or revoked for failure to comply with its provisions or failure to comply with applicable statutes and regulations. The permittee shall mitigate any adverse effect upon fish or wildlife, their habitat, or any restriction or interference with public use that the commissioner determines may be expected to result from, or which actually results from, the permittee's activity, or which was a direct result of the permittee's failure to: 1) comply with a permit condition or a provision of 5 AAC 95; or 2) correct a condition or change a method foreseeably detrimental to fish and wildlife, or their habitat.

You shall indemnify, save harmless, and defend the department, its agents, and its employees from any and all claims, actions or liabilities for injuries or damages sustained by any person or property arising directly or indirectly from permitted activities or your performance under this permit. However, this provision has no effect if, and only if, the sole proximate cause of the injury is the department's negligence.

This permit decision may be appealed in accordance with the provisions of AS 44.62.330-630.

General Public  
15-V-0005-GP-SA

3

Issued: December 16, 2014  
Expires: December 31, 2015

Sincerely,

Sam Cotten, Acting Commissioner



By: Ginny Litchfield  
Kenai Peninsula Area Manager  
ADF&G, Habitat Division

Enclosures: Maps

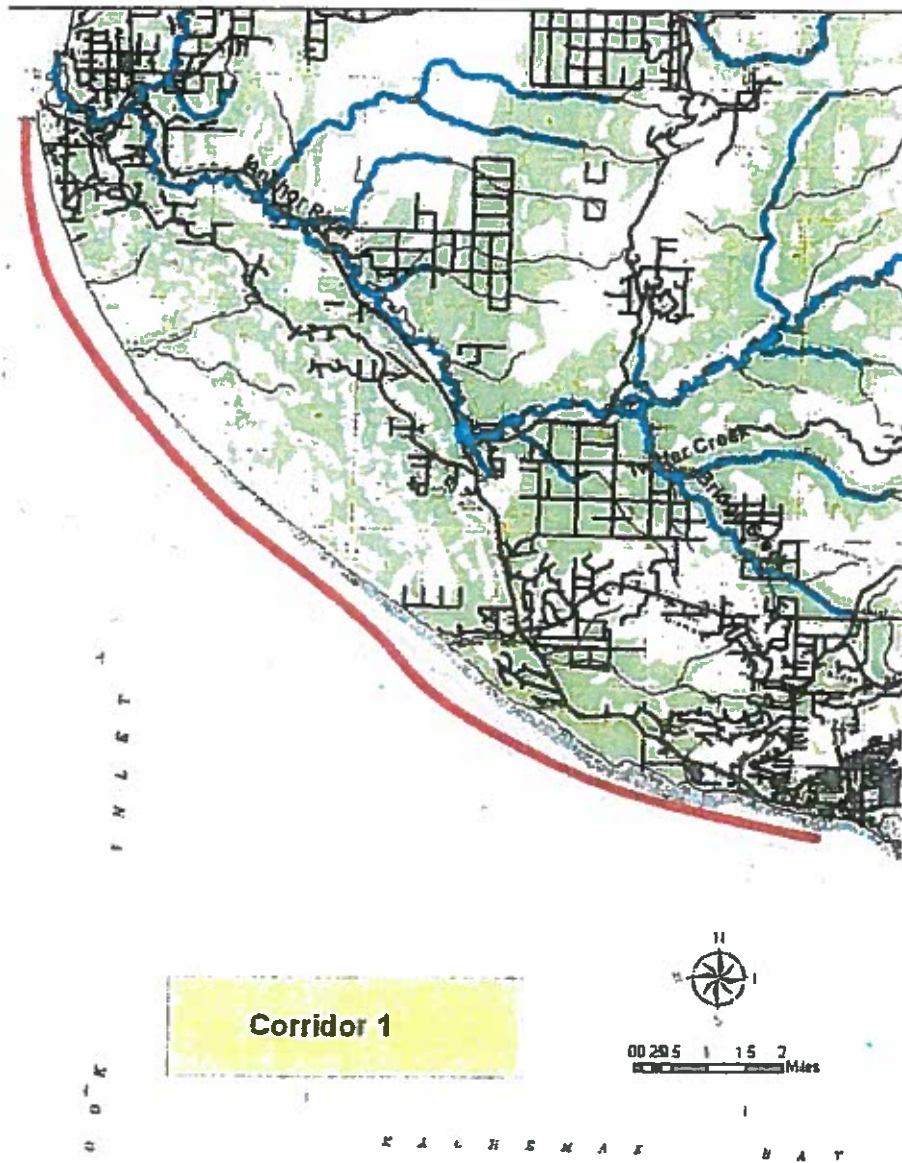
cc: KRC File

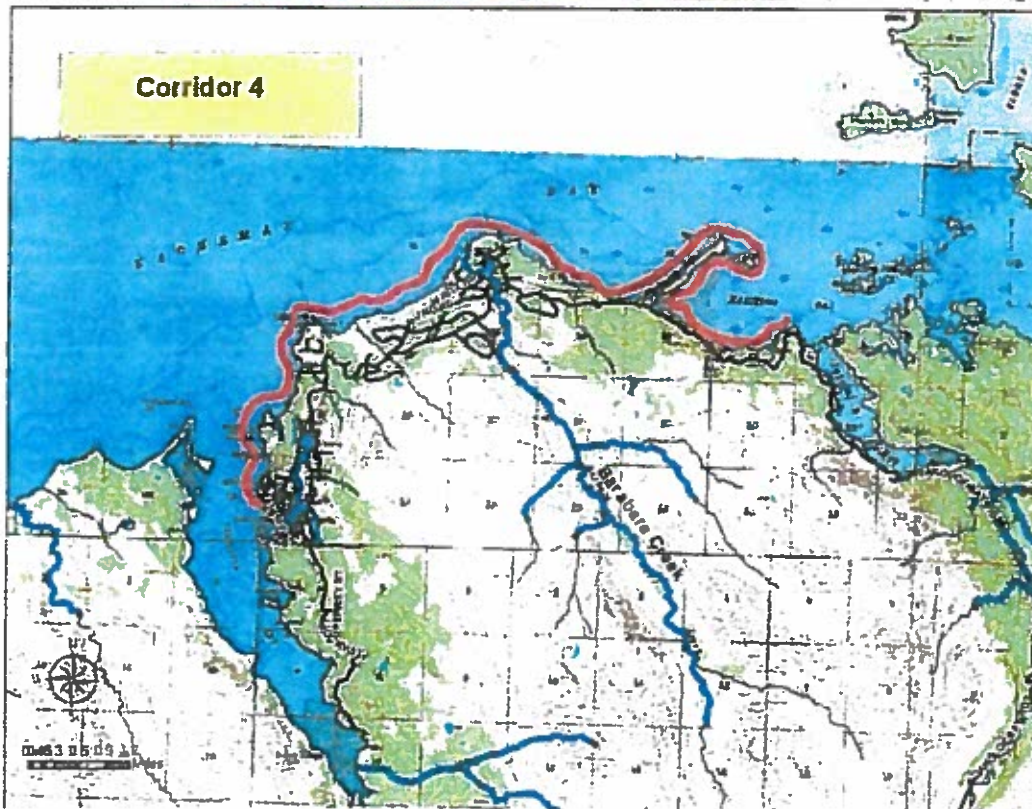
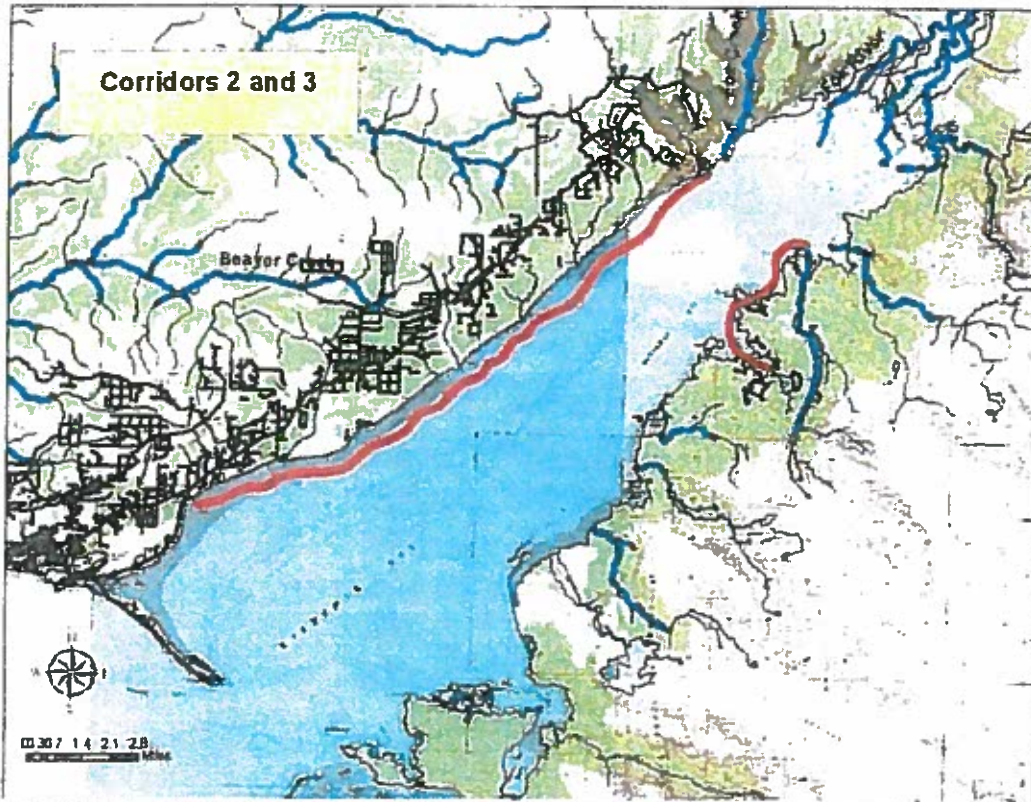
By email only:

AWT Homer  
ADF&G Homer, Anch.

COE - KFO









**Title 5 . Fish and Game**

**Chapter 95 . Fish and Game Habitat**

**Section 420. Activities requiring a special area permit**

**5 AAC 95.420. Activities requiring a special area permit**

**(a) No person or governmental agency may engage in the following uses or activities within a special area without first obtaining a special area permit following the procedures of 5 AAC 95.700 - 5 AAC 95.760:**

- (1) construction, placement, or continuing use of any improvement, structure, or real property within a special area;**
- (2) destruction of vegetation;**
- (3) detonation of an explosive other than a firearm;**
- (4) excavation, surface or shoreline altering activity, dredging, filling, draining, or flooding;**
- (5) natural resource or energy exploration, development, production, or associated activities;**
- (6) water diversion or withdrawal;**
- (7) off-road use of wheeled or tracked equipment unless the commissioner has issued a general permit under 5 AAC 95.770;**
- (8) waste disposal, placement, or use of a toxic substance;**
- (9) grazing or animal husbandry; and**
- (10) any other activity that is likely to have a significant effect on vegetation, drainage, water quality, soil stability, fish, wildlife, or their habitat, or which disturbs fish or wildlife other than lawful hunting, trapping, fishing, viewing, and photography.**

**(b) The commissioner makes the final determination as to whether a specific activity is subject to the provisions of this chapter.**

**History: Eff. 6/5/86, Register 98**

**Authority: AS 16.05.020**

**AS 16.05.050**

**AS 16.05.251**

**AS 16.05.255**

**AS 16.20.060**

**AS 16.20.094**

**AS 16.20.096**

**AS 16.20.162**

**AS 16.20.530**





# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
 Alaska Maritime National Wildlife Refuge  
 95 Sterling Highway, Suite 1  
 Homer, Alaska 99603

August 12, 2015

City of Homer  
 Attention: City Council Members  
 491 East Pioneer Avenue  
 Homer, Alaska 99603

Dear Council Members:

At the August 10, 2015 council meeting, I presented brief testimony regarding the proposed beach ordinance, 15-29. My testimony was restricted to the application of the proposed ordinance on the federal lands surrounding the Islands and Ocean Visitor Center, particularly Beluga Slough and the adjacent beach. I suggested that the proposed ordinance would meet refuge needs to prevent motor vehicle use on the federal lands in and around Beluga Slough; I also noted a need for dogs and other pets to be leashed while on the federal lands. As I have previously written, I strongly prefer a cooperative approach to beach management with the City of Homer rather than having a separate set of restrictions for the federal land.

Following my testimony, Mr. Burgess asked me whether we already restrict or propose to restrict bicycles and horseback riding on the federal land; I promised to check the rules and get back to the council. We do not prohibit bicycles or horseback riding on the federal land in question. In general, those uses seem to be at a low level and confined to the beach rather than Beluga Slough proper. If I observed significant harm to wildlife, habitat, or threats to human safety, I would be obligated to further restrict bicycles and horses, but I do not foresee a need to do that based on the existing low levels of use and location of the use on the lower beach areas rather than in Beluga Slough or in other more sensitive areas.

Thank you once again for your work to address beach issues and for allowing the U.S. Fish and Wildlife Service to comment as you formulate an optimal beach policy.

Sincerely,

Steve Delehanty  
 Refuge Manager



**From:** Neil Wagner <akneilwagner@gmail.com>  
**Sent:** Sunday, August 16, 2015 7:37 PM  
**To:** Melissa Jacobsen  
**Subject:** Re: Bishop's Beach Access

Hi Melissa,

Please forward this to the city council packet.

Thanks

Neil

Sent from my iPhone

> On Aug 16, 2015, at 6:11 PM, Neil Wagner <[akneilwagner@gmail.com](mailto:akneilwagner@gmail.com)> wrote:

>

> To the Homer City Council and Clerk,

>

> I would like to go on record for restricting motorized vehicle access to Bishop's Beach. Having done monthly COAST bird surveys for years on West Bishop's beach, we saw new fire pits with broken beer bottles, garbage and pallets strewn around every month. All arrived along with the teenagers in pickup trucks.

> Homer is tourist destination, we are talking about a beach here for people to walk on and enjoy. We will be better served by a pristine beach without vehicles, their noise & tracks & garbage they bring.

>

> Thank you all for serving on the city council, -and your vision for a better Homer.

>

> Neil Wagner

>

>

>

> Sent from my iPhone

To: Homer City Council  
From: George Matz  
Re: Vehicle Access to Bishops Beach  
Date: August 19, 2015

The vehicle access issue at Bishop's Beach is by no means a new issue for the State of Alaska. In fact, the issue of access to navigable waters was addressed when our Constitution was written. An Alaska Legislative Affairs Agency report by Gordon Harrison entitled *Alaska's Constitution a Citizen's Guide* ([http://w3.legis.state.ak.us/docs/pdf/citizens\\_guide.pdf](http://w3.legis.state.ak.us/docs/pdf/citizens_guide.pdf)) provides not only a review, but some legal framework for deciding issues like access to navigable waters.

Here are some relevant excerpts.

Article VIII of Alaska's constitution clearly establishes that the natural resources of Alaska should be developed. Indeed, to the convention delegates, the very success of statehood hung in the balance. But while this article creates a strong presumption in favor of resource development, it will not abide that which is wasteful, biologically exhaustive, rooted in special privilege, narrowly selfish or contrary to the rights of others and to the larger public interest.

A major challenge of the resource agencies has been to manage in the interest of conservation and to satisfy the needs of various user groups without creating special privileges and exclusive rights, which the constitution abhors. The courts have had to determine when management schemes reasonably limit Natural Resources 131 access and reasonably allocate among user groups, and when they cross a constitutional threshold and violate guarantees of equal and open access to the public.

**Section 14. Access to Navigable Waters Free access to the navigable or public waters of the State, as defined by the legislature, shall not be denied any citizen of the United States or resident of the State, except that the legislature may by general law regulate and limit such access for other beneficial uses or public purposes.**

This section adopts the public trust doctrine regarding navigable rivers and other public waterways, whereby citizens of the state have the right to travel on and otherwise use these bodies of water. The government may not deny this use except by a general law that protects a public interest. For example, a state law may keep people away from a lake that supplies drinking water to a town, or impair navigation on a river by building a dam; but it may not protect the interests of a private fishing lodge by blocking public access to a stream. When the state sells or leases public land next to a navigable waterway or other public body of water, it must, because of this section, reserve a public access easement (AS 38.05.127; see also *CWC Fisheries, Incorporated v. Bunker*, 755 P.2d 1115, 1988, in which the court said that a sale of tidelands contained an implicit public access easement, by virtue of the public trust doctrine, even though such an easement was not mentioned in the patent). This section does not authorize trespass across private land to reach a navigable body of water.

\*\*\*\*

As you can see, the Constitution says that "access to the navigable or public waters of the State...shall not be denied any citizen of the United States or resident of the State." However, this says nothing about vehicles. In essence, restricting access by vehicles does not deny access by people. It might limit the preferred mode of access for some, but it does not deny access by people.

Some off-road vehicle advocates have long claimed constitutional rights for unrestricted vehicle access to public trails and off-road areas regardless of impact to other trail users or the resource, essentially claiming special privilege. They want rights for vehicles as well as people. What many haven't recognized is not only that vehicles are not mentioned in the constitution, but that vehicle use in some circumstances can deny "equal and open access to the public." Other users avoid the hassle.

The Constitution states that "the legislature may by general law regulate and limit such access for other beneficial uses or public purposes." While our Constitution seems to be permissive with respect to access, it certainly accepts restrictions when other beneficial uses or public purposes are at stake; such as when the preferred mode of access of one user group interferes with or denies the rights of another user group, particularly a use that may be consistent with the intent of those public waters. This certainly is the case at Bishop's Beach, particularly to the east of the parking lot. Here, close conditions between off-road vehicles and people on foot creates safety issues. Off-road vehicle traffic also damages beach vegetation, exposing stabilizing beach dunes to erosion (especially from winter storms) and disturbs the many waterfowl and shorebirds that feed, rest, or nest in the area. Allowing these conditions to continue limits the benefits of the beach and its use by those seeking those benefits. This is not in accordance with the multi-use tone set by our Constitution. Restrictions, when properly done, protect everyone's right to safely and enjoyably use our publicly owned beaches.

While it's important to recognize that while some modes of access are denying of others, the same mode of access by a different user might not be the same. This is why the focus needs to be on user rights, not vehicle rights.

In my February 12, 2015 testimony for Kachemak Bay Birders to the Parks and Recreation Advisory Commission allowing "vehicles to continue to use the beach west of the Bishop's Beach parking lot [wouldn't] disturb birds." I have hiked from Bishops Beach to Diamond Creek many times and have not seen that those collecting coal via four-wheelers or pickup trucks disturb birds or marine mammals, nor do they endanger those on foot. The beach here is a high energy beach and any tracks left in the intertidal are soon washed away; so there is no beach disturbance (unless the vehicle gets stuck). Therefore I, and other colleagues, have no objection to allowing personal use (not commercial) coal gathers to continue their practice west of Bishops Beach using light weight vehicles. I think coal gathering should be considered a beneficial use that does not damage the beach or its fauna and flora, or impinge on the experience of others.

As others have pointed out, the problem with allowing vehicle access west of Bishop's Beach is that it has to be below mean high tide because of beachfront private property and the cliffs further down the beach. But this intertidal area is managed by the State via the Kachemak Bay Critical Habitat Area. Although the City of Homer does have ownership to some of this intertidal area, how it uses the intertidal area has to be in accordance with the CHA management plan. All State CHA plans are in the Alaska Administrative Code and as such are regulation (i.e. law). These plans take precedence over city ownership. But as long as the City has these areas zoned as recreation or conservation, that shouldn't be an issue. However, allowing vehicle access in CHA's would require a permit from ADF&G. But, in my conversations with Joe Meehan of ADF&G, that would be more a formality if the purpose is to allow personal use coal gathering. It should not be a contentious issue. So, the upshot is that while the City of Homer may not have the authority to allow vehicle access across its intertidal lands that are within the Kachemak Bay CHA, it can support a permit application allowing vehicle use by certain user groups.

Another beach access issue that needs to be addressed is that the existing paved parking lot at Bishop's Beach is often crowded and then people park on the upper beach below the parking lot. I think lining this area with boulders would expand parking and thereby allow people to park closer to the beach without having the impacts that occur from driving down the berm.

The issues associated with beach access by vehicles are not that complicated and have fairly straight-forward solutions for beach uses that don't impinge on others. Reaching resolution requires only properly worded amendments. While a referendum vote has been suggested as an alternative to the city council working through this issue, I would oppose that even though I am a non-city resident. In my mind the purpose of a referendum or initiative is to give the public another opportunity for action when their elected officials have been too inept and/or corrupt to do what provides the "greatest good for the greatest number." The city council has worked too hard on this issue to appear inept.

When the Parks and Recreation Advisory Committee requested approval from the city council to establish an advisory committee to handle the beach policy issues, the council denied them, essentially saying that is their job and they can't pass the buck. I thought that was a good decision by the city council. I think the city council now needs to internalize that advice and resolve this issue without any referendum votes. By now, the city council should be well informed on the issues and prepared to decide what is in the best public interest. Hopefully, you will use the framework of the State's Constitution for guidance.

Sincerely,  
George Matz  
Fritz Creek



August 19, 2015

Mayor and City Council  
City of Homer  
491 E. Pioneer Avenue  
Homer, AK 99603

Re: Beach closure recommendations, proposed Ordinance 15-29

Dear Mayor and Councilmembers,

I want to preface this letter with the fact that I have great respect for the City Council and the many citizen committees that take on the immense challenge of public service in Homer. Often a very thankless task, I strive to see through the “politics” and keep in mind that every member involved really does have a community service spirit, and seeks to better our community through their work.

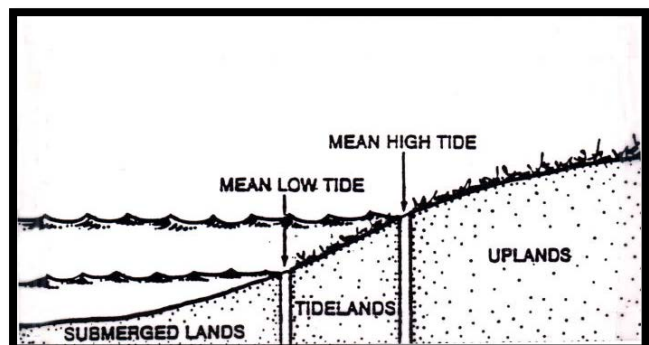
In the case of the Beach Policy committee, I understand that it may seem frustrating to go through several months of community outreach and meetings, only to have folks enter the discussion at the “conclusion”. Well, our democracy is messy, and although not the linear path of information gathering, discussion, and decision that they may have wanted, I think the continuing, meandering discourse over the more controversial and impactful policy recommendations will ultimately make for better decisions.

My primary concern at this point is with the recommendation and proposed ordinance closing the beaches to vehicle access, whether year-round or seasonally, and the information that has been cited several times as the justification for this policy. I hope that this information provided below will help inform the discussion, and assist the policymakers with figuring out their positions based on the facts – not hyperbole, red herrings, and faulty information.

### **History of How Homer Got its Tidelands**

This is actually kind of a neat and unique story, especially if you’re a land use history and Public Trust Doctrine nerd. The Department of Natural Resources (and others) define tidelands and submerged lands as “Tidelands include the land between mean (average) high and mean low tide. Submerged lands are seaward of mean low tide to three miles offshore. The tide and submerged lands include all land between the mean high tide line and three miles offshore of the mean low tideline.”

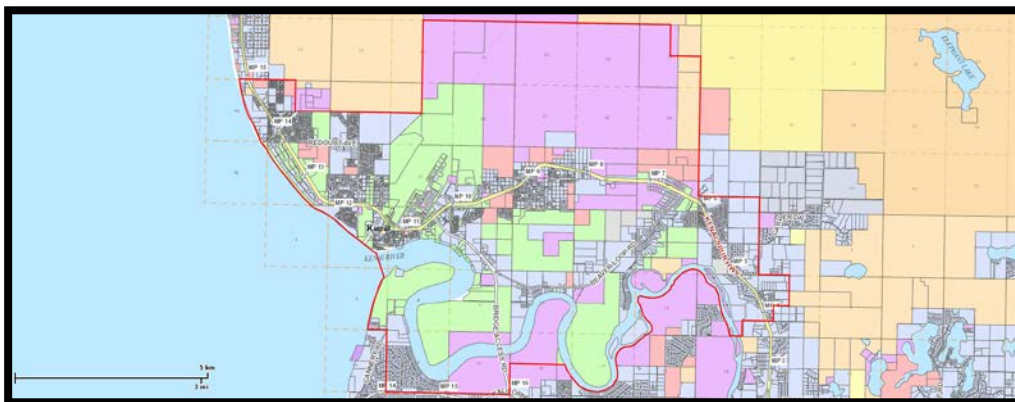
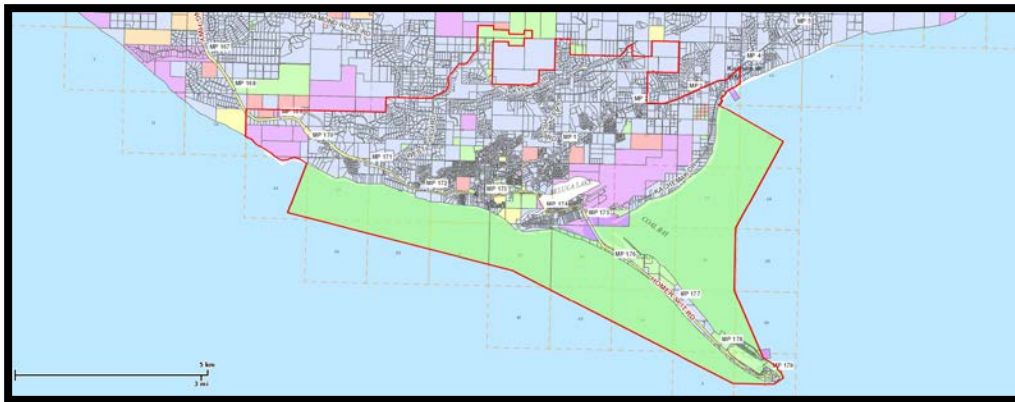
The State of Alaska, by authority granted under the Equal Footing Doctrine, the Submerged Land Act (1953), the Alaska Tidelands Act (1957), and the Alaska Statehood Act (1958) was granted title to



most of the submerged lands and tidelands in Alaska. However, in certain cases where it could be proved that an individual or municipality had occupied or developed those lands before Alaska became joined the Union in January 1959, those lands could vest with that person or entity.

This is where our little rootin-tootin coal pickin' hamlet of Homer comes in. Even before officially incorporated as a city in 1964, our residents were busy making use of our natural resource on the beaches around the city. [AS 38.05.820](#) (Occupied Tide and Submerged Land) is the law that ultimately gave Homer the option to assert a municipal preference right to the tidelands adjacent to our corporate upland boundaries.

As you will see in all maps depicting land ownership around town, the City of Homer is currently the proud owner of most of the tidelands within its municipal boundary. In fact, it is the reason why our municipal boundary extends into tidelands at all. As a comparison, you will notice that Kenai doesn't own their tidelands....



### **Critical Habitat Area**

As we all know, both the Kachemak Bay and Fox River Flats Critical Habitat Areas (CHAs) are important not only for the protections they offer to our unique environments and the life they support, but for the careful considerations that we must give to development projects within its

boundaries. What is less known -- as evidenced by the misinformation being spread by the Beach Policy committee, the Planning Commission, the Planning Department, the City Council, and the local media -- is that the authority and restrictions placed on State and privately owned land in the CHA **does not apply** to municipal and federal properties such as the City owned tidelands.

I am not sure how this was missed in the discussions leading up to the Beach Policy committee making its recommendations, but for your information here are a couple of applicable quotes from the CHA management plan that relate to City owned tidelands.

NOTE: the full plan can be accessed

here: [www.adfg.alaska.gov/static/lands/protectedareas/management\\_plans/kachemak\\_bay.pdf](http://www.adfg.alaska.gov/static/lands/protectedareas/management_plans/kachemak_bay.pdf)

Page 1: "The plan does not apply to federal or municipal lands within the critical habitat areas."

Page A-1: "Both state and private land are included in the critical habitat areas but municipal (City of Homer and City of Seldovia tidelands) and federal lands are not under critical habitat area authority"

This is a major point, as many "a-ha" moments and positions seem to be based off of this recently.

### **General Permit in the CHA for Vehicle Access**

There has been some talk about the current General Permit for vehicular access in some parts of the CHA near Homer. This permit allows vehicular access from certain areas described in the permit, roughly Bidarki Creek to Anchor Point and Millers Landing to the Fox River Trail. Other areas across the Bay are also permitted, but these are the corridors that seem to be of importance to the City of Homer.

I am concerned that these authorizations are being misinterpreted to not just be allowances for vehicles within these corridors, but also inappropriately extended to imply *restrictions* of vehicle use *outside* of those areas. That is not the case. **The fact that the general permit does not mention the tideland areas around Homer proper is not saying that vehicles are prohibited, but that the State has no authority to allow, or disallow, vehicles in those places.** The City does not need to request additional allowances for beach access, because it is already in our purview. It is also in the City's purview to restrict access, and it can if it wishes, but to do so under the guise of it already being "illegal" is disingenuous.

This is a major misinterpretation of the facts that is being perpetuated by the Beach Policy committee, City Council, and the media. This fact should be publicly corrected by all.

### **Sam Cotten Letter**



This has been waved around a bit lately, although I am not sure why it holds any water. It was part of the June 29, 2015 city council packet, starting at page 58, which can be found here: [www.cityofhomer-ak.gov/sites/default/files/fileattachments/cc\\_packet\\_062915\\_beach\\_policy.pdf](http://www.cityofhomer-ak.gov/sites/default/files/fileattachments/cc_packet_062915_beach_policy.pdf)

What is telling is that it seems to be just a copy of the General Permit described above, with a “Sincerely, Sam Cotton, Acting Commissioner” added to the end. It is not even signed by Sam Cotten. This should not be used to give any more credence to the argument of what the State wants for the CHA in addition to what is already written in the CHA management plan and the General Permit described above.

In conclusion, I hope that some of this information is useful to all. I am personally opposed to increased restrictions on access to the beaches. I think this is an inappropriate, reactionary measure only due to the fact that some bad actors have not been adequately punished and the current laws have not been adequately enforced. Private property and the sensitive bird habitats on the berms can be protected in ways other than cutting off access to the majority of the beach. I am most aggravated with bad information being used to rationalize such an extreme measure. I just don’t think the case has been made to justify it.

Thank you, sincerely, for the work you do for Homer.

*Dorothy Melambianakis*

PO Box 2253, Homer, AK 99603

299-2265

[dorothy.melambianakis@gmail.com](mailto:dorothy.melambianakis@gmail.com)

Cc:

Bob Howard, City Council candidate

Joni Wise, City Council candidate

Donna Aderhold, City Council candidate

Micheal Neece, City Council candidate

Heath Smith, City Council candidate

Tom Stroozas, City Council candidate

**From:** Katie Koester  
**Sent:** Wednesday, August 19, 2015 10:05 AM  
**To:** Melissa Jacobsen  
**Subject:** FW: Bishop's Beach Issues  
**Attachments:** Screen shot 2015-08-14 at 1.27.41 PM.png; ATT00001.htm; 5\_gp0005sa.pdf; ATT00002.htm; Screen shot 2015-08-17 at 2.12.59 PM.png; ATT00003.htm; Screen shot 2015-08-14 at 3.50.56 PM.png; ATT00004.htm; kachemak\_bay(1).pdf; ATT00005.htm

Hi Melissa,

Will you include this email from Mr. Archibald and the attachments in the packet for beach policy?

Thanks,

Katie

---

**From:** David Lewis  
**Sent:** Tuesday, August 18, 2015 8:43 AM  
**To:** Katie Koester  
**Subject:** Fwd: Bishop's Beach Issues

Sent from my iPad

Begin forwarded message:

**From:** "Robert Archibald" <[robert.e.archibald@gmail.com](mailto:robert.e.archibald@gmail.com)>  
**To:** "David Lewis" <[davidlewis@ci.homer.ak.us](mailto:davidlewis@ci.homer.ak.us)>  
**Subject:** Bishop's Beach Issues

Hello David,

What a play on Government Documents. A simple question to ADF&G Habitat would answer question. The attachments all reference Kachemak Bay Critical Habitat. Entire Management Plan, General Permit, Statutes and one more that says governments are not exempt. I know that this question is going to come up in the public forum as folks just look at the Introduction on the Management Plan which, as I understand, Is not the letter of the law.

I appreciate all you have done on this issue and the back bone.

I do hope the conversation will go as far as closing area 4 to vehicles if 8 is opened up. It looks like City Administration would like to have a General Permit issued to cover area from Bishops Beach to Bidarka Creek. This more than likely is an easy application so the argument that we are breaking the law could go away swiftly. If the area 8 receives a General Permit from ADF&G and vehicle traffic

is permitted under negotiated use, to travel from Bishops Beach to Bidarka Creek, lets keep the other areas free of Vehicles.

The U.S. Fish & Wildlife property to the left could regenerate vegetation and be a wonderful walking area above the berm.

Thanks for all the work and let me know if questions arise.

Regards,

Robert

## INTRODUCTION

The tide and submerged lands of Kachemak Bay were established as a critical habitat area by the Alaska Legislature in 1974 and the Fox River Flats was established by the Alaska Legislature as a critical habitat area in 1972 to protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with that primary purpose.

The purpose of the Kachemak Bay and Fox River Flats Critical Habitat Areas Management plan is to provide consistent long-range guidance to the Alaska Department of Fish and Game and other agencies involved in managing the critical habitat areas.

The plan presents management goals for the critical habitat areas and resources and identifies policies to be used in determining whether proposed activities within the critical habitat areas are compatible with the protection of fish and wildlife, their habitats and public use of the critical habitat areas. The plan will be reviewed every five years and, if appropriate, updated as funding permits. Public participation will be solicited during the update process. The plan affects state and private lands within the critical habitat areas. **The plan does not apply to federal or municipal lands within the critical habitat areas. The plan does not address hunting or fishing regulations which are the authority of the Boards of Fish and Game.**

This document is the result of a public planning process led by the Alaska Department of Fish and Game. The plan has been developed by the planning team representing state, federal and municipal agencies including: The Alaska Departments of Fish and Game, Natural Resources, Environmental





# The Alaska State Legislature

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29th Legislature (2015-2016)

**Alaska Admin Code**

5 AAC 95.610

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**5 AAC 95.610. Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan**

The goals and policies of the Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan dated December 1993 are adopted by reference. The plan presents management goals and policies for the critical habitat areas and their resources which the department will use in determining whether proposed activities in the critical habitat areas are compatible with the protection of fish and wildlife, their habitats, and public use of the critical habitat areas. Under 5 AAC 95.420, a special area permit is required for certain activities occurring in a designated state critical habitat area. The department will review each special area permit application for consistency with the goals and policies of the management plan adopted by reference in this section. A special area permit for the Kachemak Bay Critical Habitat Area or the Fox River Flats Critical Habitat Area will be approved, conditioned, or denied based on the criteria set out in the goals and policies in the Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan, and on the standards contained elsewhere in 5 AAC 95.

**5 AAC 95.615. Redoubt Bay Critical Habitat Area goals and policies**

The Redoubt Bay Critical Habitat Area goals and policies stated in the Trading Bay State Game Refuge and Redoubt Bay Critical Habitat Area Management Plan dated July 1994 are adopted by reference. The plan presents management goals and policies for the critical habitat area and its resources that the department will use in determining whether proposed activities in the critical habitat area are compatible with the protection of fish and wildlife, their habitats, and public use of the critical habitat area. Under 5 AAC 95.420, a special area permit is required for certain activities occurring in a designated state critical habitat area. The department will review each special area permit application for consistency with the Redoubt Bay Critical Habitat Area goals and policies adopted by reference in this section. A special area permit for an activity in the Redoubt Bay Critical Habitat

Title 1. Commercial and Subsistence Fishing and Nonprofit Salmon Hatcher AAC 1 - 5 AAC 41)

Chapter 95. Fish and Game Habitat.

Sec 610. Kachemak Bay and River Flats Critical Habitat Areas Management Plan.

**AUTHORITY**

- AS 16.05.020
- AS 16.05.050
- AS 16.05.251
- AS 16.05.255
- AS 16.20.500
- AS 16.20.520
- AS 16.20.530
- AS 16.20.580
- AS 16.20.590

**Editor's note: Copies** Kachemak Bay and Fox River Flats Critical Habitat Management Plan are available at the Anchorage office of the Department of Fish and Game, Division of Sport Fish Management, 1000 Raspberry Road, Anchorage, Alaska 99518-1599. In addition, the management plan is available for inspection.





Title 5 . Fish and Game

Chapter 95 . Fish and Game Habitat

Section 420. Activities requiring a special area permit

5 AAC 95.420. Activities requiring a special area permit

(a) No person or governmental agency may engage in the following uses or activities within a special area without first obtaining a special area permit following the procedures of 5 AAC 95.700 - 5 AAC 95.760:

- (1) construction, placement, or continuing use of any improvement, structure, or real property within a special area;
- (2) destruction of vegetation;
- (3) detonation of an explosive other than a firearm;
- (4) excavation, surface or shoreline altering activity, dredging, filling, draining, or flooding;
- (5) natural resource or energy exploration, development, production, or associated activities;
- (6) water diversion or withdrawal;
- (7) off-road use of wheeled or tracked equipment unless the commissioner has issued a general permit under 5 AAC 95.770;
- (8) waste disposal, placement, or use of a toxic substance;
- (9) grazing or animal husbandry; and
- (10) any other activity that is likely to have a significant effect on vegetation, drainage, water quality, soil stability, fish, wildlife, or their habitat, or which disturbs fish or wildlife other than lawful hunting, trapping, fishing, viewing, and photography.

(b) The commissioner makes the final determination as to whether a specific activity is subject to the provisions of this chapter.





## Jo Johnson

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**From:** john juliussen <jcjuliussen@hotmail.com>  
**Sent:** Thursday, August 06, 2015 3:21 PM  
**To:** Department Clerk  
**Subject:** Beach access

My comments are to the council concerning proposed beach ordinances restricting motorized vehicles. I launch a skiff with a 4-wheeler all from my own property on kachemak drive. I touch no one else's property and I was repeatedly told these would not affect my use. Looks like the wording says otherwise. I and others also leave a skiff on the beach. It has a motor is that a motorized vehicle? There is no problem on my beach with no public access. There is no need for this ordinance in my area. Please pass my concerns to the council

Sent from Outlook



**Jo Johnson**

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**From:** Nina Faust <aknina51@gmail.com>  
**Sent:** Thursday, August 06, 2015 9:44 PM  
**To:** Jo Johnson  
**Subject:** Ordinance 15-29

P.O. Box 2994  
Homer AK 99603

August 6, 2015

Homer City Council  
Homer AK 99603

Dear Council Members:

I have written many letters to the Parks and Recreation Committee regarding the need to close the beach on the eastern side of Bishops' Beach to protect the berms, the vegetation, and other natural resources that vehicles have been destroying. I am an advocate of making this area into a citizen science research laboratory on berm restoration. The issue of vehicles on the beach is complicated, controversial, and difficult to resolve in a way that would make everyone happy.

In the tight financial times the City currently faces, the least expensive and most effective method is to close the beach to all vehicles. It is also the one method that resolves many of the difficult issues creating controversy and most effectively addresses the conservation of marine resources and protection of private property.

I urge you to introduce Ordinance 15-29 and read the extensive packet of information from the Parks and Recreation Committee. I think you will find that this group did a thorough job of examining the issues and crafting potential solutions. This is an important issue that needs an effective solution. I personally feel that Ordinance 15-29 is the best course of action for public safety, conservation of marine resources, and least cost the City.

Sincerely,

Nina Faust

## Jo Johnson

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**From:** Susanne Wilson <laurenbutterfly62@gmail.com>  
**Sent:** Thursday, August 06, 2015 9:44 PM  
**To:** Jo Johnson  
**Subject:** Ordinance 15-29

I support the introduction of Ordinance 15-29 on August 10 so that we can move to protect the beach marine resources that are important to this area.

Thank you.

Susanne Wilson

P.O. Box 136, Homer, AK 99603

## Jo Johnson

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**From:** Kat Haber <kathaber@aol.com>  
**Sent:** Thursday, August 06, 2015 9:55 PM  
**To:** Jo Johnson  
**Subject:** Car free Bishop Beach, please

Hello all,

Please note my request for your consideration of Bishop Beach becoming a car free zone. Homer City Ordinance 15 - 29, dealing with vehicles on Homer's Beaches will be before City Council Monday, August 10. I understand that It will take 4 Council Members to vote YES for introduction.

Thanks for forwarding my message of support for this measure.

Naturally,

***Kat Haber***  
***907-299-2363***  
***300 Whispering Meadows***  
***Homer, AK 99603***

## Jo Johnson

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**From:** Donna Maltz <dm1aloha@gmail.com>  
**Sent:** Thursday, August 06, 2015 10:09 PM  
**To:** Jo Johnson  
**Subject:** Ordinance 15-29

It is an incredible nuisance, noise pollution, environmental atrocity, and disheartening to see the amount of traffic, or any traffic at all on our beaches. I came to home in 1982 and enjoyed many walks and campfires while observing nature in a pristine environment. Now I go to the beach and worry about drag racers and drunks driving to areas that once were only enjoyed by respectful citizens.

A lot of work has gone into the Park and Recreation Committee process to help develop a way to protect the beach marine resources so important to the area and resolve the many conflicts and problems that have been increasing over the years on local beaches. Kevin and I, urge the City Council to introduce Ordinance 15-29 so we can move the public process forward.

Thank you for your commitment to keep Homer Homer.

Sincerely Donna and Kevin Maltz

Tax payer and Owner's of the Fresh Sourdough Express Bakery & Cafe

## Jo Johnson

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**From:** Dale Chorman <dalechorman@gmail.com>  
**Sent:** Saturday, August 08, 2015 8:34 PM  
**To:** Jo Johnson  
**Subject:** Vehicles on beach

I've lived in the Homer area for over 30 yrs and have been appalled by the vehicles on the beach!

Sent from my iPad

## Jo Johnson

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**From:** Homer Veterinary Clinic <homervet@acsalaska.net>  
**Sent:** Sunday, August 09, 2015 7:39 PM  
**To:** Jo Johnson  
**Subject:** Support for new ordinance to limit/restrict vehicular access to Homer beaches

Dear City Clerk,

Following the detailed research and work put into the introduction of this ordinance limiting vehicle access to the beaches of Homer I would like to send my support by email.

Limited access with some type of use permit for the collection of coal during specific hours/time of year and tidal patterns could be considered for those citizens who uniquely use coal for heating homes.

I look forward to the day when citizens and visitors alike, can visit our beautiful scenic beaches and find peace in such a privileged natural setting. I had a number of visitors this summer who commented on how disruptive and dangerous some situations on our beaches are and they could not comprehend that those of us fortunate enough to live here would not strive to protect our beaches and oceans. Limiting vehicular access is a first step in the right direction.

I am unable to attend the city meeting on August 10th due to work commitments but hope that input from all local citizens is considered at this time.

Thank you

Dr Dots Sherwood MVB, MSc, MRCVS  
Homer Veterinary Clinic  
326 Woodside Avenue  
Homer AK 99603  
907-235-8960  
[homervet@acsalaska.net](mailto:homervet@acsalaska.net)

Donald Lane  
1535 Lincoln St.  
POB 2921  
Homer, AK 99603

8/9/2015

Homer City Council  
City of Homer  
Homer Ak.

RE: Ordinance 15-29, Restrictions of Vehicles on Homer Spit Beaches

Sirs: I am a Homer resident. I have been driving on Bishops Beach ,west, for over 30 years. My uses of the beach include coal gathering, sight seeing, and parking to enjoy beach while having lunch in my truck.

The Parks and Recreation Committee has met numerous times to provide recommendations to the Council on improvements to our beach experience. While a appreciate the Committees time and efforts I do not agree with some of the outcomes. Some years ago, in response to public concern about “bad behavior on the beach” reported by some members of the public. Judge Hornaday as mayor, chaired council discussion and possible solutions. One solution was a City of Homer commitment to improve signage at Bishops Beach to clearly direct vehicles to the west away from the slough. The City has done a poor job of maintaining signage and enforcement which has resulted in part to where we are now in the discussion.

With 30 plus years of driving on Bishops beach I have the following thoughts. Bishops Beach is a storm berm, the character of this beach changes constantly with every tide, and significantly with every storm. I have seen boulders and gravel replaced and covered by sand. Over and over. As I approach the beach in my jeep it is necessary to stop and consider the changes since last visit as new locations of rock and sand influence the route I will take. This storm berm is characterized by constant erosion of the uplands and bluff as they are battered by weather. The debris from erosion adds to the constant mix of coal, sand, and boulders, always shifting some. This is not good habitat for much flora and fauna and very little exists. What ever perceived damage is done by vehicles on sand flats is quickly washed away by the next onslaught of water, wind, and erosion debris.

The concept of “bad behavior” as reason to restrict historic and traditional vehicle access to Bishops Beach is poor public policy. Some of the “bad behavior” suggested include,  
1. Trespassing. All landowners enjoy the benefit of preventing trespassing. If their property is properly posted, trespassing in unlawful and enforceable. Restricting my access will not relieve beachfront property owners of the responsibility to post their property to prevent trespassing. The idea of restricting my access to Bishops Beach to solve this problem is misdirected.

2. Reports of Drug Dealing, I fail to see how restricting my access will contribute in meaningful way to the war on drugs. If we have learned anything, the deals go on, the

location will always change. Vehicle restrictions will do nothing but appease some more noble members of the Homer public.

3. Doing donuts of the beach. I cannot see the harm, no flora or fauna of significance, I confess to having done a couple donuts myself. It enhances my driving skills, my knowledge of my vehicle relating to power and control. I cannot see why it should offend people. I apologize for being human. The tracks are washed away on the tide. There is the concern about pedestrian and vehicle interaction but I have not heard of one accident on Bishops beach involving vehicle/walker interaction. Maybe the police report is different. I see much more danger in the cross walks scattered around town. There are laws already to deal with negligent driving risking others.

What you should do.

1. Good signage and concrete barrier blocks preventing vehicles turning toward Beluga Slough. This barrier would protect berm at Beluga Slough and provide vehicle free place for pedestrian to enjoy wildlife. Barrier blocks could have "no motorized vehicles" permanently inscribed. Beach vehicles would turn right and west.

2. Encourage Beach front property owners to post boundaries of their property and report trespassing incidents. Bishops beach has been active as long as I can remember and property owners should not expect public to bend to their perceived inconveniences.

3. I do not think requiring dog on leashes is necessary, I do think owners should have a leash on their person in case needed. I often seen free dogs frolicking with owners on the sand at low tide, while the beach is lightly populated. It is right and appropriate. However, because dog interactions on busy public beach are troubling to all, that is good time to have leash available to avoid uncomfortable situations.

4. Dog poop should be picked up, city should make doggy bags available in multiple areas. Fecal matter is public health hazard disposal should be encouraged whenever possible.

In Summary, I drive my vehicle on Bishops Beach often. I oppose restricting my access. It will do little to solve the problemed reports of bad behavior. Even if it was possible to ever appease that portion of the public. Using the excuse of "Critical Habit" is unfounded. All of Kachemak Bay is Critical Habit, The Kachemak Bay Critical Habitat plan of 1993 specifically makes allowances for vehicles on beach. Some beach area may require a special permit issued by the state if necessary. Bishops Beach has long been used as historic thoroughfare for vehicle traffic. A critical habit permit has never been necessary nor warranted.

Sincerely,

Donald Lane



TO: Homer City Council

FROM: Lani Raymond  
41640 Gladys Ct., Homer, AK

DATE: August 9, 2015

RE: Ordinance 15-29

I strongly encourage the City Council to allow the introduction of Ordinance 15-29, restricting vehicle use on beaches.

The Parks and Rec. Commission reviewed the Beach Policy for seven months--a lengthy and comprehensive look at all the issues involved. One result is an enormous amount of public input from all user groups, residents of Old Town, and from specialists such as the Chief of Police and Fish and Wildlife Service personnel. Fortunately all of this information is available to the Council and to the public. The issues brought forth are serious ones and deserve a review by the City Council.

I attended most of the meetings and would have these thoughts to offer.

Why should driving be restricted on the beach?

- \*To **protect berms** which protect our Slough and wetlands and bird habitat.
- \*To **protect the tide pool areas** from damage.
- \*To **protect people** walking on the beach. There are very serious issues of reckless driving, making beach walking unsafe for children, older people and often, everyone. This can not be sufficiently dealt with by our existing police force.
- \*To **protect people** using the beach. There are very serious issues of drug use, partying on private property, etc., which can not be sufficiently dealt with by our existing police force.
- \*To **allow safer, quieter walks** for both residents and visitors to Homer.
- \*To **obey the law**. It is illegal to drive on the beach because it is almost all private property (above mean high tide) or critical habitat (below mean high tide).  
(A permit system could be enacted for legitimate use of vehicles on the beach for collection of coal, etc.)

What are some economical/practical solutions for restricting vehicle use?

- \*Position **large boulders** or other physical barriers that would block access where needed (to lessen the impact on enforcement needed by police personnel).
- \*Use "**beach patrol**" personnel (less expensive than police personnel) to help enforce some of the other ordinances concerning dogs, etc., and to provide information to the public.
- \*Position a volunteer "**Beach Host**" trailer there during the summer months.
- \*Post adequate **signage** and information so expectations and laws are clear to everyone.

Thank you for your consideration of this matter.

Lani Raymond

## Jo Johnson

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**From:** Alice Porter <aliceporteralaska@gmail.com>  
**Sent:** Sunday, August 09, 2015 7:50 AM  
**To:** Jo Johnson  
**Subject:** Our beaches

Greetings,

I urge the City Council to introduce Ordinance 15-29 to move the public process forward. I raise my voice loud in support of our beaches as vehicle-free areas so that Nature may prevail and the quality of our environment may be preserved and enhanced. Cars and dogs need not have free range over this precious area. Homer is not just any town where anything goes, it is a leader in balancing human life with the natural environment. Let us end the current degradation and respect the beauty, value and viability of this estuary.

Sincerely,

Alice Porter  
Homer resident 36 years  
Retired teacher and Research Reserve volunteer.

## Jo Johnson

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**From:** Duane Howe <drduhowe@gmail.com>  
**Sent:** Sunday, August 09, 2015 12:27 AM  
**To:** Jo Johnson  
**Subject:** Ordinance 15-29

City Council  
Jo Johnson  
Ordinance 15-29

I have been following the issue of dogs and vehicles on Bishop's Beach and would like to let you know that I think the plan that the Parks and Recreation Committee has come up with is on the right track, and I hope the City Council will introduce it and pass it. Dogs should not be turned loose on the beach. The amount of waste that is left behind can cause infections of various kinds in other dogs even if they have been vaccinated. It may appear that the beach is clean after the tide goes in and out, but that is not necessarily true, especially during low tides. Another thing that is happening is the loss of berm material along the upper edges of the beach. When this soil is lost there is less protection against washouts and normal environmental development.

There are numbers of drug deals of various kinds taking place on the beach regularly as well as parties that result in lots of noise that land owners and others do not appreciate and cannot do anything about.

I hope the council will introduce and pass Ordinance 15-29.

Thank you,

Duane Howe, DVM  
41640 Gladys Ct  
Homer, AK 99603  
[duhowe@alaska.net](mailto:duhowe@alaska.net)

## Jo Johnson

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**From:** Kim Smith <krsmith1002@gmail.com> on behalf of Kim R. Smith <krsmith@gci.net>  
**Sent:** Monday, August 10, 2015 7:49 AM  
**To:** Department Clerk  
**Subject:** For Dispersal to City Council Member Regarding Ordinance 15-29

I would like to offer support of Ordinance 15-29, being heard tonight and brought forth by Ms. Reynolds and Mr. Lewis. I have been a resident of Homer since 1978. My family has utilized our beaches for years and for many reasons including picnicking with our family, coaling and walking our dogs. Over the years, the beaches, especially Bishops, have become an unsafe environment for children, families, walkers and dogs. The unsafe behavior has escalated, and it is only prudent of the council to make this change and exclude vehicular traffic from the beaches. I believe this ordinance, with its winter inclusion of vehicles, offers the balance necessary to ensure the public's ability to collect fuel as historically practiced. Surfers and kayakers can walk the few hundred yards it would take to get to the shore to enjoy their activities, we see this in countless shores worldwide. Sometimes you have to walk to get to your favorite location. Critical habitat along the shoreline needs the traffic to stop. Our grandchildren need the ability to walk and run along the beaches safely and without the vigilance necessary when cars are racing along the berms. And the City Council would be wise to respect the countless hours the volunteers and public have put into this recommendation. The task force has worked diligently and heard from the public for months. This is what the public is asking for and the City Council as a whole should support this ordinance.

Respectfully,  
Kim Smith

## Jo Johnson

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**From:** Mercedes Harness <mercedesharness@gmail.com>  
**Sent:** Monday, August 10, 2015 6:25 AM  
**To:** Jo Johnson  
**Subject:** ordinance to ban beach driving

Council,

I am writing in support of the ordinance to ban beach driving at Bishop's Beach. I have 2 children, ages 1 and 4. Over the last several years, the beach traffic has gotten increasingly worse--both near the shoreline on low tide when the sand is firm, and above on the "road" made by repeated traffic. The people driving on the beach are often not paying attention, there are no clear road rules, and frankly, I'm scared one of my kids will get run over. In fact, I'm concerned that this won't be considered a serious issue until someone gets hurt.

This is a community safety issue. If our kids are not safe playing on the beach with their families, where can they be safe?

I thank you for your consideration. Regards, Mercedes Harness

## Jo Johnson

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**From:** Mary Lou Kelsey <mlkelsey53@gmail.com>  
**Sent:** Monday, August 10, 2015 9:47 AM  
**To:** Jo Johnson  
**Subject:** Beach policy

To Homer City Council -Greetings from Ocean Drive Loop and thank you for considering our input to the beach policy under review. We are private land owners of beach front property on the Beluga Slough and across from Bishops Beach. We support restricting vehicle traffic on the fragile beach berms. We have no issue with pedestrian or canine use except for unattended bonfires. Thank you for reviewing the public's input and working to preserve our beautiful city beaches.

Mary Lou Kelsey  
William Bell  
598 Ocean Drive Loop  
Homer, AK 99603  
907-299-1985 <[mlkelsey53@gmail.com](mailto:mlkelsey53@gmail.com)>

--  
Mary Lou Kelsey, CNM  
907.299.1985

## Jo Johnson

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**From:** Kristen Wright <kristennicolew@yahoo.com>  
**Sent:** Monday, August 10, 2015 10:30 AM  
**To:** Jo Johnson  
**Subject:** Beach access

Hello. I am a Homer resident for the last 9 years. I have three children and two dogs and we all love spending time on our beautiful public beaches.

My 14 year old and even my 6 year old have spent a great deal of time playing at Bishops beach in particular but my 3 year old has not.

These days, it has become such a hassle to trek through the parking lot that has become the initial 1/4 mile or so of the entrance to Bishops that we have been avoiding it. The amount of vehicles coming and going mean that my kids have to keep extremely close for fear of them being struck. It's not the end of the world but it's actually a bit stressful, as walking small children near a busy street or parking lot tends to be. Especially because they are at the beach! They want to run and start playing! My old, very slow dog has nearly been hit on two different occasions as he doesn't move quickly enough.

I have in the past appreciated the ability to drive onto the beach. We would occasionally drive to find a more remote spot to have a fire or collect beach rocks for a yard project. I recognize that folks even NEED some access to gather coal for heating. 5-10 years ago this used to all seem to balance out nicely and the beach could be comfortably managed on foot or car. These last years, it seems that the privilege has been abused by too many who drive too quickly, who loiter and who litter. Bishops beach is in a rather sad state. It's time for a change.

I wonder if the city might come up with an easily obtained day permit for those with valid vehicle access needs?

I feel that a towns public beaches should be its crowning glory. Especially in a place as wild and beautiful as Homer. We hate to impose too many restrictions on ourselves but there comes a time when it is necessary to examine the pros and cons and decide what is overall safest and most appealing to the majority of the community and visitors alike.

Thank you for your time!

Kristen Cook  
40650 Belnap dr.  
Homer, Alaska  
Sent from my iPhone

## Jo Johnson

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**From:** Rachel Allmendinger <r\_bennett6@hotmail.com>  
**Sent:** Monday, August 10, 2015 10:15 PM  
**To:** Department Clerk; Gus Van Dyke; Francie Roberts; Catriona Reynolds; David Lewis; Bryan Zak; Beauregard Burgess  
**Subject:** Bishop's Beach

Hello,

I listen to your meetings on KBBI regularly and truly enjoy your passion and dedication to our community. I am not a resident of the City, but naturally I use and appreciate everything Homer has to offer from the beautiful library to the clean streets.

I am writing to request that you not put too many restrictions, or any at all, on Bishop's Beach. I am a lifelong Alaskan and some freedoms are engrained; I realize sometimes we just "can't let it go" as we should. However, I love Bishop's Beach because it is a place for everyone. I can walk my dogs, walk with friends, I take my Little there, my husband and I drive out and enjoy the sunset, or lunch, or a nap. My husband drove out and found a stray cat who is now a home companion. I also worked at Islands and Ocean and called the Homer Police when people went astray in their vehicles, I led guided walks where we shared how people can care for the beach, and I reprimanded people for clamming. I'm a public school teacher and support the Sprout play group that takes place at Bishop's Beach. I know it is a fund place for young and old and with that comes with the best and the worst. Private property owners should take steps to protect their own property as the rest of us do. I understand they are in a high traffic area, but people walk on the street without wandering into people private yards; a little communication and firmness might go a long way.

My point is that I am in full support protecting things for the good of all, but restricting access to Bishop's Beach, our own little Cosmic Anomaly, where any and all can come together, will disenfranchise a diverse population.

Thank you for taking the time to read my comments as I know you are busy. Again, I appreciate you time and dedication to the City of Homer and Homer Area as a whole.

Sincerely,

Rachel Allmendinger





**ORDINANCE REFERENCE SHEET**  
**2015 ORDINANCE**  
**ORDINANCE 15-30**

An Ordinance of the Homer City Council Amending the FY 2015 Operating Budget by Appropriating a 25% Match to the Waddell Road Improvement Legislative Grant in the Amount of \$357,500 From the Homer Accelerated Roads and Trail Program (HART) Fund; Authorizing the Purchase of the Waddell Property in Support of the Waddell Road Improvement Project; and Authorizing the City Manager To Execute All Appropriate Documents.

Sponsor: City Manager/Public Works Director

1. City Council Regular Meeting August 10, 2015 Introduction
  - a. Memorandum 15-134 from Public Works Director as backup
  - b. CIP 2014-2019 East to West Transportation Corridor Project
  - c. Map
  
2. City Council Regular Meeting August 24, 2015 Public Hearing and Second Reading
  - a. Memorandum 15-134 from Public Works Director as backup
  - b. CIP 2014-2019 East to West Transportation Corridor Project
  - c. Map



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

3 City Manager/  
4 Public Works Director

5 **ORDINANCE 15-30**

6  
7 AN ORDINANCE OF THE HOMER CITY COUNCIL AMENDING THE FY  
8 2015 OPERATING BUDGET BY APPROPRIATING A 25% MATCH TO  
9 THE WADDELL ROAD IMPROVEMENT LEGISLATIVE GRANT IN THE  
10 AMOUNT OF \$357,500 FROM THE HOMER ACCELERATED ROADS  
11 AND TRAIL PROGRAM (HART) FUND; AUTHORIZING THE  
12 PURCHASE OF THE WADDELL PROPERTY IN SUPPORT OF THE  
13 WADDELL ROAD IMPROVEMENT PROJECT; AND AUTHORIZING THE  
14 CITY MANAGER TO EXECUTE ALL APPROPRIATE DOCUMENTS.

15  
16 WHEREAS, The City Council accepted and appropriated a Legislative Grant (Ordinance  
17 14-42(S)) in the amount of \$1,430,000 for the Waddell Road Improvements; and

18  
19 WHEREAS, The grant covers design, utilities, property acquisition, and construction  
20 costs for the Waddell Road Improvement project; and

21  
22 WHEREAS, The grant application indicated that a 25% match from the Homer  
23 Accelerated Road and Trail Fund would be provided to facilitate the completion of the road  
24 project; and

25  
26 WHEREAS, The project requires the purchase of Tract 2-A Waddell Park Subdivision  
27 1985 Replat, referred to herein as the Waddell property (see Memorandum 15-134); and

28  
29 WHEREAS, The property was been determined by appraisal to have a value of  
30 \$855,000; and

31  
32 WHEREAS, The aforementioned legislative grant will cover 75% (\$641,250) and the  
33 City match will cover 25% (\$213,750) of the cost of the property purchase; and

34  
35 WHEREAS, The funds generated from the sale of the remaining parcel and the cabins  
36 will be distributed back into the grant project account and the HART Fund in generally the  
37 same proportions.

38 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

39

40 Section 1. The Homer City Council approves the purchase of the Waddell property.

41

42 Expenditure:

<u>Account Number</u>	<u>Description</u>	<u>Amount</u>
160-0766	HART Fund	\$213,750
151-7002	Waddell Way Road Grant	\$641,250

46

47 Section 2. The Homer City Council hereby amends the FY 2015 Operating Budget by  
48 appropriating \$357,500 from the HART Program as a 25% match to the Waddell Way Road  
49 Improvement Legislative grant:

50

51 Expenditure:

<u>Account Number</u>	<u>Description</u>	<u>Amount</u>
160-0766	HART Fund	\$357,500

54

55 Section 3. This is a budget amendment ordinance, is not permanent in nature, and  
56 shall not be codified.

57

58 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this \_\_\_\_\_ day of  
59 \_\_\_\_\_ 2015.

60

61 CITY OF HOMER

62

63

64

65 \_\_\_\_\_  
MARY E. WYTHE, MAYOR

66 ATTEST:

67

68

69

70 \_\_\_\_\_  
JO JOHNSON, MMC, CITY CLERK

71

72

73 YES:

74 NO:

75 ABSTAIN:

76 ABSENT:

77 First Reading:  
78 Public Hearing:  
79 Second Reading:  
80 Effective Date:

81  
82

83 Reviewed and approved as to form:

84  
85

86 \_\_\_\_\_  
87 Mary K. Koester, City Manager

\_\_\_\_\_   
Thomas F. Klinkner, City Attorney

88  
89

90 Date: \_\_\_\_\_

Date: \_\_\_\_\_





# City of Homer

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

## Public Works

3575 Heath Street  
Homer, AK 99603

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

(p) 907- 235-3170

(f) 907-235-3145

## Memorandum 15-134

TO: Mary K. Koester, City Manager  
FROM: Carey Meyer, Public Works Director  
DATE: August 4, 2015  
SUBJECT: **Purchase of Waddell Property – Appropriating 25% Grant Match  
Waddell Way Road Improvements**

---

The City Council accepted and appropriated a Legislative Grant (Ordinance 14-42(S)) in the amount of \$1,430,000 for the Waddell Road Improvements. The grant covers design, utilities, property acquisition, and construction costs. The City indicated in the grant application that a 25% match (from the HART Fund) would be provided in support of the project.

The Council, at the July 27 meeting, approved the alignment of this project per the recommendations of the Planning Commission (connect Waddell Way to Heath Street at the Grubstake Avenue intersection).

The Waddell property (see attached map) will need to be purchased to construct the project. An appraisal of the property established the fair market value of \$855,000 (\$418,000 land; 437,000 buildings). A purchase agreement was signed with the property owner on July 29 agreeing to a purchase price equal to the appraised value. The agreement is conditioned upon the approval of the City Council. Closing is scheduled for September 8.

The cost of purchasing the property is proposed to be split between the grant and the HART Fund with the grant covering 75% of the initial cost (\$641, 250) and the HART Fund covering 25% of the initial cost (\$213,750) of the property purchase.

The Waddell Road Improvement project will only require a portion of the land being acquired. The remainder will be sold. The cabins that exist on the property will also be sold. The funds generated from the sale of the remaining parcel and the cabins will be distributed back into the grant project account and the HART Fund in generally the same proportions.

**Recommendation:** The City Council pass an ordinance amending the FY 2015 operating budget by appropriating \$357,500 from the Homer Accelerated Road and Trail (HART) Fund as a 25% match to the Waddell Way Road Improvement grant, approving the purchase of the Waddell property with 75%/25% split between the grant and the HART fund, and authorizing the City Manager to execute the appropriate documents.







## 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, putting in a road through Town Center, and acquiring and upgrading Waddell Way will provide an alternate east - west route for traffic, easing 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 commercial 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 recently purchased a lot for the Bartlett Street extension. The City dedicates a percentage of sales tax to the HART fund for road improvement projects and has pledged over 2.1 million dollars from the fund as a match for this project.

Total Project Cost: \$8,459,000

2014 (Land Acquisition): \$1,400,000

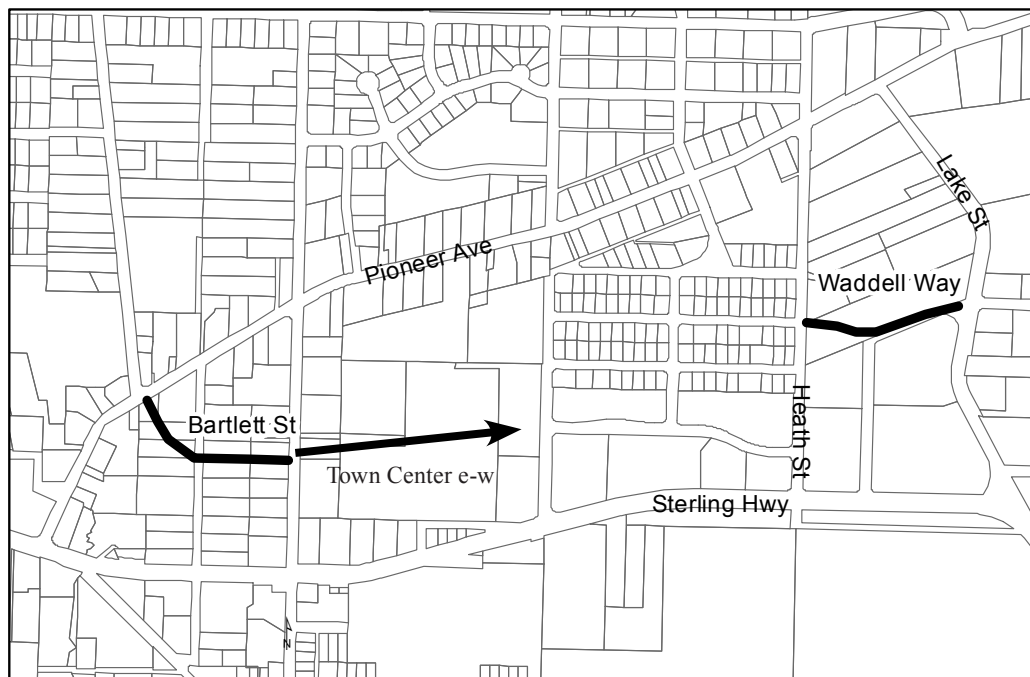
2015 (Design): \$543,000

2016 (Construction): \$5,430,000

2017 (Inspection & Contingency): \$1,086,000

**State Request FY2015:** \$6,344,250

(City of Homer 25% Match: \$2,114,750)







Waddell Property Purchase Map

227  
1 inch = 75 feet



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

3 Lewis/  
4 Port and Harbor Advisory Commission

5 **RESOLUTION 15-072**

6  
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
8 AMENDING THE PORT OF HOMER TERMINAL TARIFF NO. 600 AND  
9 THE CITY OF HOMER FEE SCHEDULE ANNUAL MOORAGE RATES.

10  
11 WHEREAS, City Council Resolution 06-100 resolves to establish a goal of gradually,  
12 over ten years, attaining a cash balance in depreciation reserve accounts equal to 40% of  
13 depreciable capital assets (excluding land); and

14  
15 WHEREAS, In November 2012, the Homer City Council allocated \$20,000 for the  
16 purpose of a port and harbor fee and tariff rate study; and

17  
18 WHEREAS, In May 2013 an RFP was issued requesting proposals from qualified firms to  
19 enter into a contract to conduct the study; and

20  
21 WHEREAS, The contract was awarded to Northern Economics who completed the  
22 work in November 2013; and

23  
24 WHEREAS, Northern Economics presented the report to the City Council in December,  
25 2013 and forward the report to the Port and Harbor Commission with the direction to review  
26 and implement; and

27  
28 WHEREAS, The Commission determined to focus on the harbor rates as its first priority  
29 of recommendations of the report; and

30  
31 WHEREAS, Northern Economics recommended either a square foot method or a  
32 graduated linear foot method (the per foot moorage rate increases as vessels become longer)  
33 to achieve a fair and equitable distribution of moorage fees; and

34  
35 WHEREAS, The Commission considered and rejected a square foot method to achieve  
36 the rate increase over a ten year period; and

37  
38 WHEREAS, The Commission has selected the graduated linear foot method as its  
39 preferred alternative to achieve a fair and equitable rate distribution; and  
40

41 WHEREAS, The Commission has determined it necessary to increase rates at 3.2% per  
42 year for the next ten years, plus the annual consumer price index (CPI) to achieve the  
43 financial goal; and

44  
45 WHEREAS, The Commission held an open house on April 22 and a public hearing on  
46 June 24 to receive testimony.

47  
48 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the  
49 Port of Homer Terminal Tariff No. 600 and the City of Homer Fee Schedule for annual  
50 moorage fees to include a 3.2% moorage fee increase per year in addition to the annual CPI  
51 increase effective January 1, 2016 and;

52  
53 BE IT FURTHER RESOLVED that a graduated linear foot rate structure be developed,  
54 along with its implementation schedule in time for its use in assessing moorage rates  
55 effective January 1, 2017.

56  
57 PASSED AND ADOPTED by the Homer City Council on this 10<sup>th</sup> day of August, 2015.

58  
59 CITY OF HOMER

60  
61  
62 \_\_\_\_\_  
63 MARY E. WYTHE, MAYOR

64  
65 ATTEST:

66  
67  
68 \_\_\_\_\_  
69 JO JOHNSON, MMC, CITY CLERK

70  
71 Fiscal Note: N/A

72

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	35
		REVISED PAGE NO.	15th

RULE: 34.18 - HARBOR MOORAGE RATES  
(continued)

For billing purposes, when the actual length of the vessel is not immediately available, length of the vessel as published in “Lloyd’s Register of Shipping” may be used. The City of Homer reserves the right to: (1) obtain the length from the vessel’s register, or (2) measure the vessel.

All vessels in the harbor are subject to these rates, except properly registered seine skiffs or work skiffs attached to the mother vessel. Work skiff is defined as a boat that is usually carried on the deck or super structure of the mother vessel and is regularly used in the commercial enterprise of the mother vessel.

(b) ANNUAL MOORAGE FEE:

The annual moorage fee for reserved moorage and transient moorage privileges shall be ~~forty one dollars and seventy cents (\$41.70)~~ **forty three dollars and three cents (\$43.03) plus the annual CPI increase** per lineal foot based on the overall length of the vessel (including all hull attachments such as bowsprits, davits, dinghies, swimsteps etc.) plus a fifty dollar (\$50.00) administration charge; or for a reserved stall, the length of the finger float stall assigned, or the overall length of the vessel, whichever is greater plus a fifty dollar (\$50.00) administration charge.

Any reproduction in the moorage fee due to a substituted or amended moorage agreement is not applied retroactively and the owner or operator is not entitled to a refund or a pro-rata adjustment of the moorage fees already due or paid. Any moorage agreement that expires will, after five days, automatically be charged a monthly rate retroactive to the expiration date. Unregistered vessels will also, after 5 days, automatically be charged a monthly rate retroactively to the date the vessel entered the harbor.

- (1) All reserved stall assignments are on an annual basis beginning October 1 and ending September 30 of the following year. Prepayment of a full year’s moorage is due on or before October 1 of each year. Payment for reserved moorage will only be accepted from the individual assigned the reserved stall. The reserved stall payment shall be paid in full at the time the reserved stall/moorage agreement is executed to the satisfaction of the Harbormaster. Any other arrangements are at the discretion of the Harbormaster and must be made in advance.

--







## Memorandum 15-137

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: AUGUST 5, 2015

SUBJECT: HOMER HARBOR RATE INCREASE & CONTRACT FOR NORTHERN ECONOMICS

---

As you know, the Port and Harbor Advisory Commission has been hard at work the past year on the subject of harbor moorage rates and fee structure, with a goal of sustainable and equitable rates for Homer Harbor's operations and maintenance.

Resolution 15-072 responds to Northern Economics' 2013 harbor rate study recommending the moorage fees in the harbor be increased by 32% in one year. The commission decided that this increase needed to be implemented over a longer period; it is recommended the increase be implemented over ten years at a rate of 3.2% per year, plus the annual CPI increase for inflation-proofing.

Further, the commission's secondary goal regarding rates has to do with equitability and the application of the fee structure to harbor users. Our current fee structure is a per linear foot model. The commission first studied and discussed a square foot model, but after much input from large vessel owners that a square foot model was unfair, they ultimately decided against it. The commission then began looking into a graduated linear method for applying the rates to harbor users. After much discussion over the past several meetings, the commission agreed by vote to contract with Northern Economics to assist the Port and Harbor Advisory Commission and staff in developing a graduated moorage rate structure, accompanied by a linear method version for comparison.

Resolution 15-072 recommends changes to the terminal tariff in support of the work being accomplished by the Port and Harbor Advisory Commission. Original implementation dates suggested by the commission had rate increases and a new rate structure taking place within this year. Harbor staff recommended adjusted implementation dates so changes could be transitioned into our normal budget cycle. Staff also discovered that the current Marina billing software would not support a different billing method (graduated linear). As this software is out of date and falling further and further behind in supplying our needs, Harbor Staff has been working on a replacement software program and hope to have new billing software in place sometime in 2016; because of this software issue staff recommends a new rate model being implemented after January 1, 2017.

### **Recommendation**

Approve Resolution 15-073 which approves a short-term contract with Northern Economics, not to exceed \$20,000, for the purpose of developing a graduated rate model for moorage rates, as well as a comparison in the linear rate method; approve the recommendation by the Port and Harbor Advisory Commission to increase moorage rates in the harbor by 3.2% per year plus the annual CPI adjustment for the next ten years; and approve Resolution 15-072 which amends the Homer Terminal Tariff to reflect the moorage rate increases per the outlined implementation schedule.



# ORDINANCE(S)



# CITY MANAGER'S REPORT





# City of Homer

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

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-8121 x2222

(f) 907-235-3148

## City Manager's Report

TO: Mayor Wythe and Homer City Council

FROM: Katie Koester, City Manager

DATE: August 19, 2015

SUBJECT: City Manager's Report

---

### Ice Plant article in Homer News

If you have not already, I encourage you to read the attached article by the Homer News on our very own ice plant operator, George Tyrer. George's enthusiasm for his job and service to the fleet shine through in this article. The City of Homer is made up of employee's like George who take pride in their work and service to their community. We are lucky to have them.

### GLACIER statement

Along with other coastal leaders, Mayor Wythe has signed the attached statement emphasizing the first hand impacts of climate change in the only arctic state in the U.S. and asking for leadership to reduce greenhouse gas emissions and support communities effected by climate change. The statement will be published in Alaska Dispatch in advance of the GLACIER conference at the end of August. GLACIER stands for Global Leadership in the Arctic: Cooperation, Innovation, Engagement and Resilience. The U.S. Department of State will host this conference in Anchorage to focus attention on issues facing the arctic and provide a platform for defining the regions challenges. It is a high-level, invite only conference that will be attended by leaders and foreign ministers of arctic nations and includes an address by President Obama.

### Tsunami and Coastal Resilience Courses Coming to Homer

Chief Painter has arranged for a couple of FEMA training courses to come to Homer from The University of Hawaii's National Disaster Preparedness Training Center to educate and inform on tsunami awareness and coastal community resilience. The flyers and registration information are attached. These courses are free to the public but need a minimum number of attendants for the trainers to leave sunny Hawaii in October. Register by September 18<sup>th</sup> to make sure these important and informative classes come to our town.

Tsunami Awareness: October 20, 10am-6pm Islands and Ocean Visitor Center

Coastal Community Resilience: October, 21 10am-6pm Islands and Ocean Visitor Center



**Ordinance 15-27 Exempting Certain Properties from the Natural Gas HSAD (Opps Ordinance)**

Councilmember Burgess sponsored Ordinance 15-27 to provide a mechanism for lots that were mistakenly included in the Natural Gas HSAD, either because their property was undevelopable or they are not considered served, to appeal the Council to have their property exempted. Deputy Planner Engebretsen has drafted the attached form for petitioners to fill out to initiate a request. This form will be posted on line and available at the Clerk's office. Staff estimates the entire process, from submitting a form to Council action on a request, to take a minimum of 5 weeks. This is largely driven by the Council meeting schedule and the requirement to give the petitioner 15 days notice one when a petition will go before council. Per Ordinance 15-27, a lot owner or a Council member can bring forward a petition for a lot to be exempted from the Natural Gas HSAD.

**Meeting with Borough Mayor**

I had a good meeting with Borough Mayor Navarre last week. Among other things, we discuss the budget issues the City of Homer is facing and I was able to share with him the result of the Town Hall meeting and Closing the Gap survey. As you are aware, many of the revenue options presented require Borough action, so I wanted him familiar with our conversations. The Borough is undergoing an extensive review of their tax code to look for loop holes and exemptions. They probably will not have a preliminary report available until next year, and then they will reach out to municipalities for additional problems or loop holes they experience in tax code. I plan to follow this closely and will share any findings the Borough comes to with the Council.

ENC:

Homer News 8.13.15 Ice plant hums with old-school technology  
FEMA Tsunami and Coastal Resilience flyers and registration information  
Gas Assessment Exclusion Application  
Letter to delegation and Cordova on Navy exercises

# HOMER NEWS

## Ice Plant hums with old-school technology

Posted: August 13, 2015 - 8:48am

By Miranda Weiss

For the Homer News

In this climate-changed world, there are reasons to get sentimental about ice. It is old, for one. Our lo formed more than 23,000 years ago. And it is disappearing.

But it's not ice George Tyrer feels nostalgic about. It is the 32-year-old ice-making machines Tyrer has Plant on the Fish Dock at the end of the Spit for the last decade.

The compressors are newly painted, and the entire plant is spotless. Tyrer has found that the nicer the "It's old stuff," he said. "We want to take care of it."

George Tyrer lives and breathes the mantra: "They don't make it like they used to." The 1965 Ford M that. So is the fact that the only part of the ice-making operation that is computerized is the billing sy

"This is all old school, which is why it works so well," he says.

The Ice Plant, which is operated by Tyrer and his three person staff, supplies commercial fishing boats flake ice. It can produce four tons of ice per hour and store enough ice to fill about 460 of those ubiq

Refrigeration and ice-making are all about moving heat from one place to another. The process involve in this case ammonia — to turn it into a liquid. This is followed by adding heat back into it. This heat heat is removed from the ice machines, to transfer it to the refrigerant, the machines get cold, chilling

Then water, fed by a hose into a perforated gutter at the top of the ice machine, streams down the in blade, similar to that in a hand-crank ice cream maker, slowly revolves, carving flakes of ice off the in the hole in the bottom of the machine, landing in a large room below called the ice bin. A metal rake through the ice to keep it flakey.

When ice is needed, an auger, buried in the ice, turns, bringing the flakes up to the surface. Conduits short tube for filling totes on the dock and a longer one that hangs over the side of the dock for deliv

A little bit of salt added to the water makes the ice break off a bit more cleanly inside the machine, re trial and error over the years how much salt to add, and he adjusts the level by taste.

The Ice Plant shuts down for maintenance at the end of each year, opening up in mid-March for the summer. During that time, the staff thaws out and performs upkeep on the entire system.

The Ice Plant is part of the city of Homer's Port and Harbor "enterprise" fund. This means that the plant (such as rental slips and Deep Water Dock) operate like a business, earning enough revenue to cover their costs.

Why should the city own and run these facilities rather than a private business? The cost of constructing the profit margin so small that few businesses would be interested in making the investment.

What the port and harbor facilities amount to is critical support infrastructure, not unlike roads and bridges in a free economy. Some might call these resources subsidies, while others think of them as the right role of government. year-round employment for more than a dozen people and are a fundamental building block of Homer's economy.

The city's is not the only ice-manufacturing plant on the Spit. Auction Block operates a coal-powered ice plant, and Icicle runs its own plant 24-hours a day.

But — as Tyrer will quickly tell you, and others, even those outside the plant, will agree — the city's is not. It's much colder than freezing point, so it cools fish quickly. And it doesn't easily compress. You can't store it. It's dumped into a tote.

"We're kind of proud of it," Tyrer smiles. "This ice goes as far away as Anchorage and Seward," and it's a big deal.

Tyrer came to Homer from Colorado when he was 15, after his mother remarried. He is a graduate of Homer High School and showed an early aptitude for mechanical things.

Tyrer's career in the refrigeration industry spans four decades. He got a taste of the work when he was on the USS Intrepid, an aircraft carrier off Vietnam in 1969 and 1970. He went to community college in Denver on the GI Bill for refrigeration. After that, he started work in air conditioning and soon after returned to Alaska.

Tyrer worked at the Icicle Seafoods plant on the Homer Spit for 25 years and might be the person in charge of the plant exactly what happened July 1, 1998, the day the facility exploded and burned. But he's loath to talk about it.

Instead, he laments the lack of young people going into the refrigeration industry.

"In all the trades we're hurting. They're taking shop class away," he says.

Tyrer is eager to get young people excited about the work and about understanding the science behind it.

"I learned about specific gravity in high school," he says. "Here it is," he adds, throwing his arms open.

Now, 11 years after getting recruited by the city to apply for an opening at the plant, Tyrer is happy with the job.

"I'm sold on refrigeration. This has been a good life for me," he says.

When asked to reflect on a career spent making ice while ice — in the form of glaciers and ice fields — is melting, Tyrer says, "It's about what we're doing to the planet. It's something to address."

With the future in mind, Tyrer is currently building a house for his son and his son's young family near the plant.

“Everything about my life has been blessed,” he says.

Miranda Weiss is a Homer writer.

**For more information on the  
Ice Plant, refrigeration industry:**

Contact George Tyrer, Fish Dock Supervisor, for tours of the Ice Plant for your class or other group: 2

**AVTEC – Alaska’s Institute of Technology**

[www.avtec.edu](http://www.avtec.edu)

800-478-5389

**Mat-Su College**

[www.matsu.alaska.edu](http://www.matsu.alaska.edu)

907-745-9774

Keep an eye out for opportunities at **Kachemak Bay Campus in Homer**

[www.kpc.alaska.edu](http://www.kpc.alaska.edu)

235-7743

Comment



CLOSE 

To: colleagues, Alaska leaders, representatives of the business sector; commercial and sports fisheries; artists; community leaders ..

The following statement is intended to be a broadly worded, non-partisan, scientifically justified statement allowing Alaskans to thank US and international leaders for organizing the GLACIER conference in Alaska and raising global awareness about the impacts of climate change on Arctic people and on the rest of the world, while calling for leadership/action.

This statement, when printed, will have no logos. It is not intended to be “owned” by any one organization, but will be printed in a half-page ad in the Alaska Dispatch and possibly the Alaska Press in the last week of August, in advance of the GLACIER conference.

\*\*\*\*\*

*We welcome the GLACIER conference to Alaska, America's Arctic State. We thank our national leadership for efforts to catalyze collaboration and agreement in addressing the urgent problem of climate change. The Arctic region – home to millions of people, rich cultures, significant renewable resources, iconic wildlife and diverse landscapes -- is warming at twice the rate of the rest of the planet, a problem that requires special attention and action from our global leaders.*

*We, the people of Alaska, are feeling first-hand the impacts of climate change across our state: eroding coastlines, thawing permafrost, widespread wildfires, retreating glaciers, acidifying oceans, and shifting fish and wildlife distributions. We are deeply concerned about the social, cultural and economic consequences of climate change: impacts on public health, increasing costs to repair or move climate-impacted infrastructures, loss of access to subsistence foods, and harm to commercial fisheries and recreational opportunities*

*Alaska can be a source of inspiration and innovation in dealing with climate change, and we ask for strong leadership and courage in working together to reduce greenhouse gas emissions, ensure responsible development, support climate-affected communities and develop solutions to sustain future generations.*

*Signed...*

*Name – Affiliation – home town.*



# TSUNAMI AWARENESS

AWR-217



This awareness-level course provides a basic understanding of tsunamis, hazard assessment, warning and dissemination, and community response strategies to effectively reduce tsunami risk. No advanced knowledge and experience of tsunamis is required. The goal of this course is to enhance participants' abilities to support their organizational preparedness and response efforts.

Course modules cover science and assessment tools used to build tsunami resilient communities, the tsunami detection and warning process, and the products and methods used to warn all levels of government and coastal communities. Effective response requires pre-event planning and preparation to ensure that the public knows what to do and where to evacuate to before destructive waves arrive, and that afterward, knows when it is all-clear and safe to return.

## WHO SHOULD TAKE THIS COURSE

This course is targeted for a broad cross section of professionals involved in emergency management, fire services, coastal zone managers, planners, developers, and municipal services.

## MODULES

- ✓ Hazard Assessment
- ✓ Warning
- ✓ Preparedness, Mitigation, and Response
- ✓ Exercise Scenario
- ✓ End to End Tsunami Warning

## COURSE DELIVERY:

**October 20, 2015**

**10:00 am - 6:00 pm**

**Homer, AK**

## LOCATION AND DETAILS:

**Islands and Ocean Visitor Center  
Seminar Room**

95 Sterling Highway  
Homer, AK 99603

## REGISTER AT:

<https://ndptc.hawaii.edu/training>

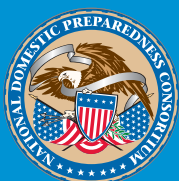
## FOR REGISTRATION ASSISTANCE CONTACT:

Robert L. Painter • [rpainter@ci.homer.ak.us](mailto:rpainter@ci.homer.ak.us)

907-235-3155



828 Fort Street Mall • Suite 320 • Honolulu, HI 96813  
Phone: 808.956-0600 Fax: 808.536-9110  
website: [ndptc.hawaii.edu](http://ndptc.hawaii.edu)



As a member of the National Domestic Preparedness Consortium, the NDPTC is a DHS/ FEMA training partner dedicated to providing critical all-hazards training throughout the United States and its territories with an emphasis on natural hazards and island and coastal communities







This one-day awareness level course will provide participants with an understanding of the concept of resilience as it applies to coastal communities with a focus on resilience as a unifying framework for community-based planning, preparedness, response and recovery. The course will emphasize target capabilities to enhance preparedness and response to natural disasters, including chronic, as well as extreme events affecting coastal communities. It will demonstrate how to integrate risk-based, community-based, and collaborative strategies into plans and programs.

The goal of the course is to enhance the participant's ability to support preparedness and response efforts by developing and sustaining resilient coastal communities.

## WHO SHOULD TAKE THIS COURSE

This course is targeted for a broad cross section of professionals involved in emergency management, fire services, coastal zone managers, planners, developers, and municipal services.

## MODULES

- ✓ Resilience Concepts
- ✓ Understanding Risks from Natural Hazards
- ✓ Building Resilience
- ✓ Going Forward

## PRE-REQUISITE

- ✓ Disaster Related Training or Experience

## COURSE DELIVERY:

**October 21, 2015**

**10:00 am - 6:00 pm**

**Homer, AK**

## LOCATION AND DETAILS:

**Islands and Ocean Visitor Center**

**Seminar Room**

95 Sterling Highway

Homer, AK 99603

## REGISTER AT:

<https://ndptc.hawaii.edu/training>

## FOR REGISTRATION ASSISTANCE CONTACT:

Robert L. Painter • [rpainter@ci.homer.ak.us](mailto:rpainter@ci.homer.ak.us)

907-235-3155

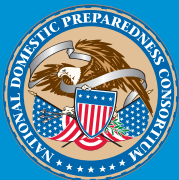


NATIONAL DISASTER  
PREPAREDNESS  
TRAINING CENTER  
*at the UNIVERSITY of HAWAII\**

828 Fort Street Mall • Suite 320  
Honolulu, Hawaii 96813

Phone: 808.956.0600 • Fax: 808.536.9110

website: [ndptc.hawaii.edu](http://ndptc.hawaii.edu)



As a member of the National Domestic Preparedness Consortium, the NDPTC is a DHS/ FEMA training partner dedicated to providing critical all-hazards training throughout the United States and its territories with an emphasis on natural hazards and island and coastal communities





# 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

### Gas Assessment Exclusion Application

#### Property Owner

Name: \_\_\_\_\_ Telephone No.: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

#### Property Information:

Address: \_\_\_\_\_

KPB Tax ID # \_\_\_\_\_ Assessed Value: \$ \_\_\_\_\_

Legal Description of Property: \_\_\_\_\_

Grounds for exclusion that the Council will not consider include without limitation that the assessment imposes economic hardship on the property owner, that the property owner has no present plan to develop the property, and that the property owner has no present plan to obtain natural gas service to the property. Low income deferrals can be requested through the Clerk's Office.

#### I am applying for an exemption from the natural gas assessment because:

\_\_\_\_\_ My parcel is not served by natural gas. Attach documentation from Enstar that under the terms of the ENSTAR Tariff a main extension will be required to provide natural gas service to the property.

#### OR

\_\_\_\_\_ My parcel is not benefited by gas because:

\_\_\_\_\_ Property is tidal and not developable

\_\_\_\_\_ Property is too steep to build on

\_\_\_\_\_ Property has no developed road access, no homes or businesses, and no city utilities.

\_\_\_\_\_ Property does not border a publicly dedicated right of way

\_\_\_\_\_ Property has a legal restriction on development, such as conservation easements or designated park lands.

\_\_\_\_\_ Property is not buildable for another reason. Attach specific facts of why the land cannot be developed, and why it does not benefit from natural gas.

**Staff Review**

The City Clerk will not accept an application, and the Council will not consider or act on an application, unless the property that is the subject of the application is, and remains, current in the payments on its assessment in the District. If the Council adopts a resolution excluding a property from the District, the City shall refund all payments made for the property on its assessment in the District [without interest] to the record owner of the property as of the effective date of the resolution.

**Finance Dept:** Payments are current for existing gas assessments as of (date) \_\_\_\_\_

Payment is delinquent by \$ \_\_\_\_\_ as of (date) \_\_\_\_\_

**Planning Dept:**

\_\_\_ Property is reasonably not developable, see attached

\_\_\_ Property can be developed, see attached

\_\_\_ Property can be developed although there are constraints, see attached

**Council Review:**

- At the hearing, the applicant will have the burden of proving that the property satisfies either of the grounds for exclusion from the District.
- At the conclusion of the hearing, the Council will take one of the following actions, in its sole discretion:

1. Adopt or reject a resolution excluding the property from the District; or
2. Continue the hearing to allow the applicant time to provide additional information in support of the application.

- The decision of the Council on an application is final and non-appealable.
- Approval of an exclusion of property from the District is subject to the Council’s determination that after the exclusion there will be sufficient funds available from the assessment of properties in the District and other sources to satisfy the City’s obligations to the Kenai Peninsula Borough under the Loan Agreement between the City and the Borough for the financing of the cost of the improvement in the District.

**Land Owner signature** \_\_\_\_\_ Date: \_\_\_\_\_

**OR** Council member signature \_\_\_\_\_ Date: \_\_\_\_\_

Date of Clerk’s Office Receipt: \_\_\_\_\_ Date application accepted as complete \_\_\_\_\_

*All applications must be submitted by February 11, 2017, Ordinance 15-27.*

Date application denied as incomplete. Attach list of deficiencies. \_\_\_\_\_

**Date of scheduled City Council City Council Hearing:** \_\_\_\_\_

Council approval date: \_\_\_\_\_ Resolution # \_\_\_\_\_

Council denial date: \_\_\_\_\_ Resolution # \_\_\_\_\_



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491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121

(f) 907-235-3140

August 10, 2015

Mayor Jim Cash  
City of Cordova  
P.O. Box 1210  
Cordova, AK 99574


Dear Mayor Cash,

In June of 2015 the U.S. Navy conducted training exercises off the Gulf of Alaska within a sensitive fish and marine mammal habitat. As you know, Alaskan coastal communities depend on resources from the sea for our livelihood and culture.

In response to these potentially harmful training exercises, the Homer City Council passed Resolution 15-043, joining Cordova in asking the U.S. Navy to conduct their training exercises later in the year and in less sensitive waters farther from the Alaska shoreline. As a fellow coastal Mayor, I ask you to encourage the Alaska Congressional Delegation to engage in negotiations with the U.S. Navy and to find a solution that allows the Navy to practice their necessary training while protecting Alaska's rich ocean wildlife. The City of Homer has sent the attached letter to both Senators and Congressman Young.

Thank you for your time, attention, and collaboration.

Sincerely,

  
Mary E. Wythe  
Mayor

Enclosure: Resolution 15-043  
Resolution 15-062  
Letter to U.S. Senator Lisa Murkowski



# City of Homer

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491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121  
(f) 907-235-3140

August 10, 2015

The Honorable Lisa Murkowski  
709 Hart Senate Office Building  
Washington, D.C. 20510-0203


Dear Senator Murkowski,

In June of 2015 the U.S. Navy conducted training exercises off the Gulf of Alaska within a sensitive fish and marine mammal habitat. Alaskan coastal communities depend on resources from the sea for our livelihood and culture. The community is concerned that holding training exercises in such a productive and prolific area, during the peak of summer is detrimental to the life supported there.

The Homer City Council passed Resolution 15-043 in June asking the U.S. Navy to conduct their training exercises later in the year and in less sensitive waters farther from the Alaska shoreline. As our Senator, we ask you to engage in negotiations with the U.S. Navy on behalf of coastal Alaska to find a solution that allows the Navy to practice their necessary training while protecting Alaska's rich ocean wildlife.

Thank you for your time and consideration.

Sincerely,

  
Mary E. Wythe  
Mayor

Enclosure: Resolution 15-043  
Resolution 15-062



# City of Homer

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491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121  
(f) 907-235-3140

August 10, 2015

The Honorable Dan Sullivan  
702 Hart Senate Office Building  
Washington, D.C. 20510-0203


Dear Senator Sullivan,

In June of 2015 the U.S. Navy conducted training exercises off the Gulf of Alaska within a sensitive fish and marine mammal habitat. Alaskan coastal communities depend on resources from the sea for our livelihood and culture. The community is concerned that holding training exercises in such a productive and prolific area, during the peak of summer is detrimental to the life supported there.

The Homer City Council passed Resolution 15-043 in June asking the U.S. Navy to conduct their training exercises later in the year and in less sensitive waters farther from the Alaska shoreline. As our Senator, we ask you to engage in negotiations with the U.S. Navy on behalf of coastal Alaska to find a solution that allows the Navy to practice their necessary training while protecting Alaska's rich ocean wildlife.

Thank you for your time and consideration.

Sincerely,

  
Mary E. Wythe  
Mayor

Enclosure: Resolution 15-043  
Resolution 15-062



# City of Homer

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491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121  
(f) 907-235-3140

August 10, 2015

The Honorable Don Young  
2314 Rayburn House Office Bldg.  
Washington, D.C. 20515

Dear Congressman Young,

In June of 2015 the U.S. Navy conducted training exercises off the Gulf of Alaska within a sensitive fish and marine mammal habitat. Alaskan coastal communities depend on resources from the sea for our livelihood and culture. The community is concerned that holding training exercises in such a productive and prolific area, during the peak of summer is detrimental to the life supported there.

The Homer City Council passed Resolution 15-043 in June asking the U.S. Navy to conduct their training exercises later in the year and in less sensitive waters farther from the Alaska shoreline. As our Congressman, we ask you to engage in negotiations with the U.S. Navy on behalf of coastal Alaska to find a solution that allows the Navy to practice their necessary training while protecting Alaska's rich ocean wildlife.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Mary E. Wythe".

Mary E. Wythe  
Mayor

Enclosure: Resolution 15-043  
Resolution 15-062





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## Office of the City Clerk

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## Memorandum

TO: MAYOR AND CITY COUNCIL

FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

DATE: AUGUST 18, 2015

SUBJECT: BID REPORT

---

**RFP AMBULANCE BILLING AND COLLECTION SERVICES** - Sealed proposals for Ambulance Billing and Collection Services will be received at the Office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until 3:00 p.m., Tuesday, August 25, 2015, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Proposals received after the time fixed for the receipt of the proposals shall not be considered. All proposers must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive. Plan Holder Registration forms and Request for Proposal Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>

**ITB 2015 CAMP FEE COLLECTION CABIN - SURPLUS SALE** - The City of Homer is selling the camp fee collection cabin that is located at 3735 Homer Spit Road. This 3-sided log cabin was constructed in 1999 on location. The building and its decking sit on 16 creosote pilings that are approximately six feet in overall length. The building purchase will include the entire structure, porch, roofing, bathroom fixtures, sink cabinet, and pilings. The handicap access ramp and any furniture currently in the building is not included. All proposers must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive. Plan Holder Registration forms and Request for Proposal Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>

**ITB CITY OF HOMER JANITORIAL SERVICES** - The City of Homer is requesting bids to contract for janitorial services for the following buildings: Airport Terminal - 7 x Week, City Hall - 4 x Week, Harbormaster Office - 4 x Week, Library - 6 x Week, Police Department - 5 x Week, Port Maintenance - 2 x Week, Public Works Department - 5 x Week, STP Ops Building - 2 x Week. The bidder may bid to provide services for one or all of the buildings; however, a contract for each building may be awarded separately. Each contract will be for a one (1) year term January 1, 2016 through December 31, 2016, and may be extended for two (2) consecutive one (1) year terms by mutual consent of the City and the Contractor. Bids must be submitted no later than **2:00 p.m. on September 3, 2015** to the Homer City Clerk's Office at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. **All bidders must submit a City of Homer Plan Holders Registration form to be on the Plan Holders List and to be considered responsive.** Plan holder registration forms and Plans and Specifications are available online at <http://www.cityofhomer-ak.gov/rfps>





# CITY ATTORNEY REPORT



# COMMITTEE REPORTS



PENDING BUSINESS



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

3 Mayor/City Council

4 **RESOLUTION 15-074**

5  
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
7 AMENDING THE CITY OF HOMER FEE SCHEDULE UNDER SEWER  
8 RATES.

9  
10 WHEREAS, Water and sewer utility services shall be reviewed annually and if  
11 amended, shall take effect as of January 1, 2016; and

12  
13 WHEREAS, Based on a review of 2014 actual sewer expenses to actual sewer revenue  
14 the Homer City Council recommends a 6.5% increase in sewer rates; and

15  
16 NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, that the City  
17 of Homer Fee Schedule, Sewer Fees are amended as follows:

18  
19 **SEWER FEES:**

20 Sewer Connection and Extension Permit Fee

21  
22 Single Family \$255

23 Multi-Family/Commercial \$330

24  
25 Customer classification definitions for determining sewer connection and extension permit fees:

26  
27 Single Family Residential – A unit providing housing for one household; with less than 25% of the  
28 building area used for business or commercial purposes.

29  
30 Multi-Family Residential- A building or lot occupied by more than one household: contained within  
31 one building or several building within one complex. Examples of multi-family units includes  
32 duplexes, four-plexes and up, apartments, condominiums, co-housing projects, and multiple  
33 structures on one lot (where units are normally rented or occupied for longer than one month at a  
34 time). Examples of units not considered as multi-family include hotels, motels, B&B's seasonal  
35 rooms/cabins (where units are routinely rented or occupied for less than one month at a time.)

36  
37 Commercial – Any user not defined as Residential.

38  
39 Sewer Rate Schedule.

40  
41 All sewer utility services shall be billed according to the following schedule (Table I, II). This schedule  
42 is for monthly sewer services and is in addition to any charges for connecting or disconnecting the  
43 service, installation of the service or any assessment of the improvements.



**Rates**

**Table I**

Customer Classification	Sewer	
	Monthly Service	Usage Charge/Gallon
Lift-Station Customer	\$ -	<del>\$0.0218</del> <b>\$0.0232</b>
Non-Lift-Station Customer		<del>\$0.0147</del> <b>\$0.0157</b>
Multi-units (additional per unit)	\$ 5.00	N/A

44  
 45  
 46  
 47  
 48  
 49

**Rates**

**Table II**

Sewer ONLY Customers	Sewer	
	Fees/Rate/Usage	Per Customer Per Month
Lift-Station Customer	\$0.0218/Gal	\$76.30
Non-Lift-Station Customer	\$0.0147/Gal	\$51.45
Monthly Service	\$5.00/customer/mo.	\$5.00
Pumping Fee ( <i>If Applicable</i> )	\$7.75/customer/mo.	\$ 7.75
Assumption: Avg. Sewer Usage	3500 Gal/Mo.	

50 Customer classification definitions for determining sewer rates:

51

52 Lift Station Zone Customer: There are eleven sewage lift/pump stations that are used for pumping  
 53 wastewater or sewage from areas with lower elevation than the treatment plant. Customers who are  
 54 located in these areas shall be charged additional fees for the cost added to the services (see Table I &  
 55 II).

56

57 Non-Lift Station Zone Customer: Customers who are located in the zone that do not need lift/pump  
 58 station services.

59

60 Sewer System Dischargers (Sewer ONLY customers): Customers who use sewer service only shall be  
 61 charged a monthly fee of \$5 plus sewer usage fee based on assessed volume of 3,500 gallons per

62 month multiplied by the applicable sewage rate (see Table II). Kachemak City Local Improvement  
63 District (LID) members have contributed to the initial cost of the sewer treatment plant and the  
64 collection system. For Kachemak City LID dischargers connected within the LID, the City of Homer  
65 shall bill Kachemak City in one single bill at the Lift-Station Zone Rate of \$89.05 (\$76.30 +\$5 +\$7.75)  
66 per month per customer. Kachemak City shall be responsible for payment to the City of Homer.  
67

68 Domestic sewer service customers who use large quantities of City water in addition to their domestic  
69 use shall be allowed, with the Public Works Director's approval, to install an additional water meter  
70 on the domestic water use line for the purpose of metering and charging for domestic sewer system  
71 use. Sewer system use will be billed monthly.  
72

73 The City will allow, upon approval by Public Works and a permit from the Public Works Department, a  
74 second water usage meter – called a seasonal sewer meter – for each customer that desires to  
75 measure the flow of City water that is not discharged to the sewer system during the summer growing  
76 season, June 15 through September 15. Rates noted above do not apply.  
77

78 Seasonal Sewer Meter Fee is \$251.75.  
79

80 PASSED AND ADOPTED by the Homer City Council this 24<sup>th</sup> day of August, 2015.  
81

82  
83 CITY OF HOMER  
84

85  
86 \_\_\_\_\_  
87 MARY E. WYTHE, MAYOR

88 ATTEST:  
89

90  
91 \_\_\_\_\_  
92 JO JOHNSON, MMC, CITY CLERK  
93

94 Fiscal information: N/A, existing budget  
95



Includes K-City

FY 2014	Both Water & Sewer (non-lift-zone)	Both Water & Sewer (lift-zone)	Water Only (Non-Bulk)	Bulk Water	Sewer Only (non-lift-zone)	Sewer Only (lift-zone)	Miscellaneous	Fixed Charges	Total (I)	Sewer Credit (non-lift-zone)	Sewer Credit (lift-zone)	Water Hydrant Revenue	Other Revenues	Total (II)
	Num. of Customers	1,404	247	98	7	8	132	82		1,978	74	19		
Captured Consumption (Gal)	70,590,200	19,058,700	15,746,100	18,878,300					124,273,300					124,273,300
Estimated Consumption (Gal)					336,000	5,544,000			5,880,000	(948,503)	(566,697)			4,364,799
Water Rate (per gallon)	0.0109	0.0109	0.0109	0.0149					N/A					N/A
Sewer Rate (per gallon)	0.0147	0.0218			0.0147	0.0218			N/A	0.0147	0.0218			N/A
<b>Water Revenue (\$)</b>	<b>\$769,433</b>	<b>\$207,740</b>	<b>\$171,632</b>	<b>\$281,287</b>			<b>\$29,543</b>	<b>\$415,773</b>	<b>\$1,875,408</b>			<b>\$180,499</b>	<b>\$13,489</b>	<b>\$2,069,396</b>
<b>Sewer Revenue (\$)</b>	<b>\$1,037,676</b>	<b>\$415,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,939</b>	<b>\$120,859</b>	<b>\$24,536</b>	<b>\$56,005</b>	<b>\$1,659,495</b>	<b>(\$13,943)</b>	<b>(\$12,354)</b>		<b>\$37,513</b>	<b>\$1,670,711</b>
														<b>\$3,740,107</b>

FY 2016	Both Water & Sewer (non-lift-zone)	Both Water & Sewer (lift-zone)	Water Only (Non-Bulk)	Bulk Water	Sewer Only (non-lift-zone)	Sewer Only (lift-zone)	Miscellaneous	Fixed Charges	Total (I)	Sewer Credit (non-lift-zone)	Sewer Credit (lift-zone)	Water Hydrant Revenue	Other Revenues	Total (II)
	Num. of Customers	1,404	247	98	7	8	132	82		1,978	74	19		
Captured Consumption (Gal)	70,590,200	19,058,700	15,746,100	18,878,300					124,273,300					124,273,300
Estimated Consumption (Gal)					336,000	5,544,000			5,880,000	(948,503)	(566,697)			4,364,799
Water Rate (per gallon)	0.0109	0.0109	0.0109	0.0149					N/A					N/A
Sewer Rate (per gallon)	0.0157	0.0232			0.0157	0.0232			N/A	0.0157	0.0232			N/A
<b>Water Revenue (\$)</b>	<b>\$769,433</b>	<b>\$207,740</b>	<b>\$171,632</b>	<b>\$281,287</b>			<b>\$29,543</b>	<b>\$415,773</b>	<b>\$1,875,408</b>			<b>\$170,000</b>	<b>\$13,000</b>	<b>\$2,058,408</b>
<b>Sewer Revenue (\$)</b>	<b>\$1,105,125</b>	<b>\$442,486</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,260</b>	<b>\$128,715</b>	<b>\$24,536</b>	<b>\$56,005</b>	<b>\$1,762,127</b>	<b>(\$14,849)</b>	<b>(\$13,157)</b>		<b>\$37,000</b>	<b>\$1,771,121</b>
														<b>\$3,829,529</b>

Water Rate: Consumer	Current Rate	Rate: % Adjust.	Future Rate
Water Rate: Bulk	\$0.0109	0.00%	\$0.0109
Sewer Rate: Lift Zone	\$0.0149	0.00%	\$0.0149
Sewer Rate: Non-Lift Zone	\$0.0218	6.50%	\$0.0232
	\$0.0147	6.50%	\$0.0157

Targeted Revenue To Meet Actual Expenditures	Possible Addition to Depreciation Reserves
Est. @ 2014 level	Water Reserve
\$2,019,975	\$38,433
\$1,761,276	\$9,845

Adjustments can be made here For "what-if" scenarios



# NEW BUSINESS



# RESOLUTIONS





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

