

# City Council

Monday, August 28, 2017

Worksession 4:00 p.m.

Committee of the Whole 5:00 p.m.

Regular Meeting 6:00 p.m.



***Register or Update Your Voter Registration by  
Sunday, September 3<sup>d</sup> to be Qualified to Vote in the  
October 3<sup>d</sup> Regular Election***

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





# August-September 2017

- Monday 28<sup>th</sup>:**            **CITY COUNCIL**  
Worksession 4:00 p.m. Committee of the Whole 5:00 p.m. & Regular Meeting  
6:00 p.m.
- Monday 4<sup>th</sup>:**            **CITY OFFICES CLOSED FOR LABOR DAY HOLIDAY**
- Wednesday 6<sup>th</sup>:**        **PLANNING COMMISSION**  
Worksession 5:30 p.m. Regular Meeting 6:30 p.m.
- Thursday 7<sup>th</sup>:**           **PARKS ART RECREATION AND CULTURE COMMISSION**  
Special Meeting 4:30 p.m.
- Monday 11<sup>th</sup>:**          **CITY COUNCIL**  
Worksession 4:00 p.m. Committee of the Whole 5:00 p.m. & Regular Meeting  
6:00 p.m.

## REGULAR MEETING SCHEDULE

- City Council 2<sup>nd</sup> and 4<sup>th</sup> Mondays 6:00 p.m.  
Library Advisory Board 1<sup>st</sup> Tuesday 5:30 p.m. with the exception of  
January April August November  
Economic Development Advisory Commission 2<sup>nd</sup> Tuesday 6:00 p.m.  
Parks Art Recreation and Culture Advisory Commission 3<sup>rd</sup> Thursday 5:30 p.m. with the exception of  
July, December, January  
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 5:00 p.m. (May-August 6:00 p.m.)  
Cannabis Advisory Commission Quarterly 4<sup>th</sup> Thursday 5:00 p.m.

## MAYOR AND CITY COUNCILMEMBERS AND TERMS

- BRYAN ZAK, MAYOR – 18  
DAVID LEWIS, COUNCILMEMBER – 17  
CATRIONA REYNOLDS, COUNCILMEMBER – 17  
DONNA ADERHOLD, COUNCILMEMBER – 18  
HEATH SMITH, COUNCILMEMBER – 18  
SHELLY ERICKSON, COUNCILMEMBER – 19  
TOM STROOZAS, COUNCILMEMBER - 19  
City Manager, Katie Koester  
City Attorney, Holly Wells

<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



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 28, 2017**  
**COWLES COUNCIL CHAMBERS**

MAYOR BRYAN ZAK  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER CATRIONA REYNOLDS  
COUNCIL MEMBER DONNA ADERHOLD  
COUNCIL MEMBER HEATH SMITH  
COUNCIL MEMBER TOM STROOZAS  
COUNCIL MEMBER SHELLY ERICKSON  
CITY ATTORNEY HOLLY WELLS  
CITY MANAGER KATIE KOESTER  
CITY CLERK MELISSA JACOBSEN

### **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. 2018-2023 CAPITAL IMPROVEMENT PLAN**  
  
**Memorandum 17-113 from Special Projects and Communications Director**  
  
Page 7
- 5. COMMENTS OF THE AUDIENCE**
- 6. ADJOURNMENT NO LATER THAN 4:50 P.M.**  
Next Regular Meeting is Monday, September 11, 2017 at 6:00 p.m. and Committee of the Whole 5:00 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

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## MEMORANDUM 17-113

TO: Mayor Zak and Homer City Council  
THROUGH: Katie Koester, City Manager  
FROM: Jenny Carroll, Special Projects and Communications Coordinator  
DATE: August 16, 2017  
SUBJECT: 2018-2023 CIP; FY 2019 Legislative Request

---

The City's Capital Improvement Plan has undergone review by staff and City Advisory Boards and Commissions and is ready in draft form for your review. Project descriptions have been updated with current information regarding estimated cost, scope, progress to date, etc. Substantive recommended updates and/or changes are indicated in red font. They include:

● **Three projects will be removed from the CIP as funding was successfully procured:**

1. Boat House Pavilion and Plaza on the Homer Spit
2. South Peninsula Hospital's Homer Medical Clinic Expansion
3. South Peninsula Hospital's Operating Room HVAC

● **Partial funding has been obtained** for the City of Homer Radio Communications System Upgrade Project and it remains a mid-range CIP project.

● **Recommended changes from Department Directors and Commissions.** The reasons for the recommended changes are included in red note boxes in the draft CIP. These changes will not be included in the CIP without first being approved by Council.

1. Combine Barge Mooring Facility, a mid-range project, with the Large Vessel Haul Out Repair Facility, a Legislative priority project (recommended by the Port & Harbor Director and Port & Harbor Advisory Commission, and supported by the Economic Development Advisory Commission and the Planning Commission).
2. Promote Ramp 2 Public Restroom Upgrade project from long-range project section to mid-range project section (recommended by the Port Harbor Director and supported by the Port & Harbor Advisory Commission and the Park, Arts, Recreation & Culture Advisory Commission).

● I have updated the project description for Public Safety Building, Phase 1 now titled **New Homer Police Station**, a legislative priority project. At present the Total Project Cost is given as a range. Like all CIP projects, the details can be updated as project planning progresses and firms up.

● **Two new projects have been proposed for inclusion in the CIP.** These projects will not be included in the CIP without first being approved by Council.

1. Wood Grid Replacement (recommended by the Port & Harbor Director and Port & Harbor Commission).
2. Hillside Stability Survey (recommended by South Peninsula Hospital)

Remaining Steps for Council in 2017-2023 Capital Improvement Planning Process:

**1) Approve (or not) the two recommended project moves within the CIP.**

**2) Approve (or not) the addition or withholding of new proposed projects.**

**3) Select Legislative Priority Projects:** Annually, Council designates five projects as the top Federal priorities within the CIP Resolution. While funding sources are pursued for all City projects within the CIP, the Legislative Priority 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 State capital expenditures and earmarks in the current political climate).

Each Council member should select his/her top five Legislative Priority Projects, in order of priority #1-5.

Last year, the top five priorities were:

- Public Safety Building, Phase 1 (New Police Station)
- Homer Large Vessel Harbor
- Fire Department Equipment Upgrades
- Storm Water Master Plan
- Large Vessel Haul Out Repair Facility

(These were probably not listed in order of priority. I will be sure to represent the priority order in subsequent CIP's.)

To advise you in your selections, each Advisory Board and Commission reviewed the CIP and selected two projects to recommend to you for the Legislative Request. They are as follows:

- Planning Commission
  1. Barge Mooring / Haul Out Repair Facility (combined)
  2. Ice Plant Upgrade
- Economic Development Commission:
  1. Large Vessel Harbor
  2. Barge Mooring / Haul Out Repair Facility (combined)
- Port and Harbor Commission:
  1. Barge Mooring / Haul Out Repair Facility (combined)
  2. Large Vessel Harbor



- Parks and Recreation Commission:
  1. Main Street Sidewalk Facility: Pioneer Avenue North
  2. Karen Hornaday Park Improvements, Phase 2
  3. Homer Spit Trailhead Restroom
  
- Library Advisory Board:

Unable to meet due to lack of quorum during CIP review period

Please submit your individual priority list to me either at the end of the City Council Worksession on August 28th or by email ([jcarroll@ci.homer.ak.us](mailto:jcarroll@ci.homer.ak.us)) on or before Friday, September 1st. This will allow me time to tally Council recommendations and draft a resolution in advance of the Public Hearing.

The first public hearing for the CIP is scheduled for the September 11, 2017 City Council meeting. Adoption of the CIP and the FY 2019 Legislative Priority List is scheduled for the September 25, 2017 City Council Meeting.

I look forward to hearing back from you and incorporating your recommendations into the final draft of the CIP.





# **REVIEW DRAFT**

## **City of Homer Capital Improvement Plan 2018-2023**



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



# 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)

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October 10, 2016

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2017 through 2022 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 2017-2022 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,

**To be updated.**

Katie Koester  
City Manager



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INTRODUCTION PAGES - DRAFT



## **Funded Projects from 2017-2022 CIP List**

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**The City of Homer is pleased to note that funding for the following projects have been identified or procured:**

- The Boat House Pavilion and Plaza on the Homer Spit;
- South Peninsula Hospital: Homer Medical Clinic Expansion;
- South Peninsula Hospital: Operating room HVAC Replacement;
- The Police Department secured FY2016 AK Division of Homeland Security and Emergency Management funds to complete two components of the City of Homer Radio Communication System Upgrades: relocating the public safety repeater on the Homer Spit and upgrading the dispatch consoles. Other components remain to be upgraded.





## Introduction: The Capital Improvement Program

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A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects 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 to help avoid projects that the community cannot afford.
- Provide a written description and justification for projects submitted for state funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least 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, while increasing community connectivity for vehicles, pedestrians and cyclists.

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

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

**Economic Vitality:** Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. 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 FY2019 Capital Budget**



Homer's Port and Harbor is a major economic power for the City of Homer. The Port is a critical asset to attract new industry, create jobs and develop a healthy local economy. The addition of a large vessel haul out repair facility adjacent to a new barge mooring facility will improve Homer's capacity to perform efficient and environmentally sound vessel repairs in the Homer Port and Harbor.

**To be updated pending City Council  
selection of Legislative Prioreity projects.**

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



## Legislative Request FY2019

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**City of Homer FY2019 State Legislative Priorities list  
approved by the Homer City Council  
via Resolution **17-XXX****

1. **Public Safety Building - ~~\$11,851,795~~ Updated to New Homer Police Station - Total project cost to be added later**
2. **Homer Large Vessel Harbor - \$111,809,700**
3. **Fire Department Fleet Management - \$1,219,500**
4. **Storm Water Master Plan - \$306,000**
5. **Large Vessel Haul Out Repair Facility - \$540,000**

**FY 2019 - DRAFT Document**



## 1. New Homer Police Station

FY 2019 - DRAFT Document

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

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

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

**Plans & Progress:** A Public Safety Building Review Committee formed in 2013 to oversee design and construction of a Public Safety Building which would have served both the Homer Police Department and the Fire Department. Cost projections from a design/construction management team and a narrowly defeated bond ordinance proposed to finance construction of Phase 1 of the project (a police station) led to reconfiguring the project.

In 2017, a Police Station Building Task Force developed a new scaled down police station concept that balances the requirements of modern public safety standards with valid cost concerns. In June 2017, Homer City Council set aside \$1.1 million from the closure of the Homer Permanent Fund for the project and subsequently approved moving ahead to 10% design for this new police station concept. Total project cost will be updated as planning progresses and location is determined.

**Total Project Cost:**  
\$6,000,000 - \$9,000,000

**2014-2016 (Planning/Concept Design/Public Involvement):** \$575,000 (completed)

**City of Homer Committed Funds:**  
\$1,123,369 (secured)



First built in 1977, then added on to after only five years because of space constraints, Homer's 5,714 ft<sup>2</sup> police station with five jail cells has not changed since. Yet everything else about policing has.

A new station is needed to address a number of high risk design inadequacies and operational deficiencies.



## 2. Homer Large Vessel Harbor

FY 2019 - DRAFT Document

**Project Description & Benefit:** This project will construct a new large vessel harbor system to the north of the existing small boat harbor in Homer harbor. It would enhance harbor capabilities by:

- Accommodating large commercial vessels (fishing vessels, work boats, landing craft, tugs, barges, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space at the floats, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats;
- Enabling Homer to accommodate and moor an 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 moorage that meets the US Coast Guard's long-term mooring needs. Currently, the USCGC *Hickory* moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate the cutter *Hickory* and the new line of 157' Sentinel-class fast response cutters which will be replacing the 1980's era Island-class 110-foot patrol boats.

Homer's Port and Harbor is centrally located in the Gulf of Alaska and is the gateway port to Cook Inlet, and the port of refuge for large vessels transiting Cook Inlet. The large vessel harbor will provide a regional facility to serve and support marine industry needs, and provide a place of refuge for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.

The new harbor will provide private moorings for the USCG while at the same time accommodating large deep draft commercial vessels. 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 be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCG cutters.

**Plans & Progress:** The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated Federal interest in having a new harbor in Homer; at that time, though, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. Since initiating conceptual design work for the Port & Harbor's Deep Water Dock/Cruise Ship Expansion project, however, customer interviews indicate that the need for industrial moorage has only increased since the reconnaissance study was conducted. The City of Homer has requested a technical report from the Corps and established a study team to complete a concept design for the purpose of building support for the large vessel harbor and seeking funding sources.

**Total Project Cost:** \$124,233,000  
**Design and Permitting:** \$10,258,000  
**Breakwater Construction and Dredging:** \$90,275,000  
**Inner Harbor Improvements:** \$23,700,000  
**FY2018 State Request: \$10,258,000**  
(City of Homer 10% Match: \$1,025,800)



This large vessel harbor design adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It relieves large vessel congestion in the small boat harbor and provides secure moorage compatible with the USCG's new line of fast response cutters .



### 3. Fire Department Fleet Management

FY 2019 - DRAFT Document

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

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

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

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

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

- Total Project Cost:** \$1,355,000
- Quint Ladder Truck: \$1,000,000
- Brush/Wildland Firefighting Truck: \$150,000
- Harbor Fire Cart Replacement: \$205,000

**State Request FY2018: \$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.



## 4. Storm Water Master Plan

---

FY 2019 - DRAFT Document

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

A new master plan will outline how the City can:

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

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

**State Request FY2018: \$306,000**

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



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





## 5. Large Vessel Haul Out Repair Facility

**Staff Recommendation: combine Haul Out Repair and Barge Mooring Facility into one project. See page 8.**

**Project Description & Benefit:** The Large Vessel Haul Out Repair Facility will consist of a haul out/launch ramp and site improvements to the upland portion of Lot TR 1A (east of the Nick Dudiak Fishing Lagoon). The site has accommodated approximately six to eight vessels (depending on size) with ample workspace. Upland improvements including a large vessel wash down pad (which can also be used by recreational/sport boats), lighting, electrical pedestals and a drainage/water management system will facilitate local, efficient and environmentally sound vessel repairs.

Because of the lack of facilities, large vessels currently have to travel to perform repairs which could otherwise be completed here in Homer. The project is a response to requests from vessel owners/managers seeking safe moorage and uplands haul out area for large shallow draft vessels. Availability of a haul out/repair facility in Homer benefits the local fleet of larger vessels, the local marine trades businesses and the City of Homer. The Large Vessel Repair Facility will operate year round. Vessel owners may arrange with contractors for required services, or perform the work themselves.

**Plans & Progress:** Project development is being carried out in phases. Phase 1, initiated in 2014, included formation of a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements for the facility. Staff have additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer

Phase 2 will complete the design for the barge mooring facility and haul out ramp. Funding for Phase 2 is already in place. Phase 3 is construction of the Barge Mooring Facility, including the upland Haul Out Repair facilities (the wash down pad and drainage/water management system according to the SWPPP and electrical fixtures.)

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

**2016:** Phase 1 - Pre-Development (completed as part of Barge Mooring Facility preliminary planning & design work)

**2017:** Phase 2 - Design/Engineering/Permitting: \$105,000

**2019:** Phase 3 - Construction: \$495,000

**State Request FY2018: \$540,000**

(City of Homer 10% Match: \$60,000)



The Sesok and Surfbird hauled out for repairs on Homer Spit Lot TR 1 A next to Pier One Theatre.



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

**Staff Recommendation: combine Haul Out Repair Facility and the Barge Mooring Facility (a mid-range project) into one. See justification below.**

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

The mooring facility, proposed along the beachfront of Lot TR 1A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will securely moor up to six barges in the tidal zone, with the bow end pulled tight to the beach and with access to pedestals delivering 440v electrical power.

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

**Plans & Progress:** Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer

Phase 2 completes the design for the barge mooring facility and haul out ramp and acquires permits. Funding for Phase 2 is already in place; completion of Phase 2 is expected September 2017. Phase 3 is construction starting with the Barge Mooring Facility and ramp progressing to Phase 4, the upland improvements.

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

**2016:** Phase 1 - Pre-Development (completed as part of Barge Mooring Facility preliminary planning work)

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

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

**2018:** Phase 4 - Haul Out Repair Facility Construction: \$3,201,500

**Public Works and Port & Harbor Departments recommend combining the Barge Mooring Facility (a mid-range project) with Large Vessel Haul Out Repair Facility (a Legislative Priority project). The two projects are related in that the barge mooring facility provides the ramp and dead-man anchoring/winch system for hauling vessels to the repair facility. The combined project was submitted to the EDA and was ranked the Kenai Peninsula's #1 priority project for potential Federal infrastructure funding. The combined project was also be submitted as one of Homer's three municipal capital projects (requested by Gov Walker's administration) for consideration under this federal infrastructure funding program. The timeline reflects a shovel-ready project should Federal infrastructure funding be awarded.**



## Mid-Range Projects

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### Part 2: Mid-Range Projects

- **Local Roads .....10**
- **Parks and Recreation .....14**
- **Port and Harbor .....23**
- **Public Safety .....33**
- **Public Works .....36**

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## Local Roads

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- **East to West Transportation Corridor .....10**
- **Land Acquisition for New Roads .....11**
- **Heath Street - Pioneer to Anderson .....12**

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## East to West Transportation Corridor

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**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 a road through Town Center provides 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 of Homer'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 first leg of the east to west transportation corridor, Waddell Way, was completed in 2016 with assistance of an FY15 State Capital Grant. 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 from the fund as a match for this project.

**Total Project Cost:** \$7,659,000

2019 (Land Acquisition): \$1,250,000

2020 (Design): \$543,000

2021 (Construction): \$5,866,000

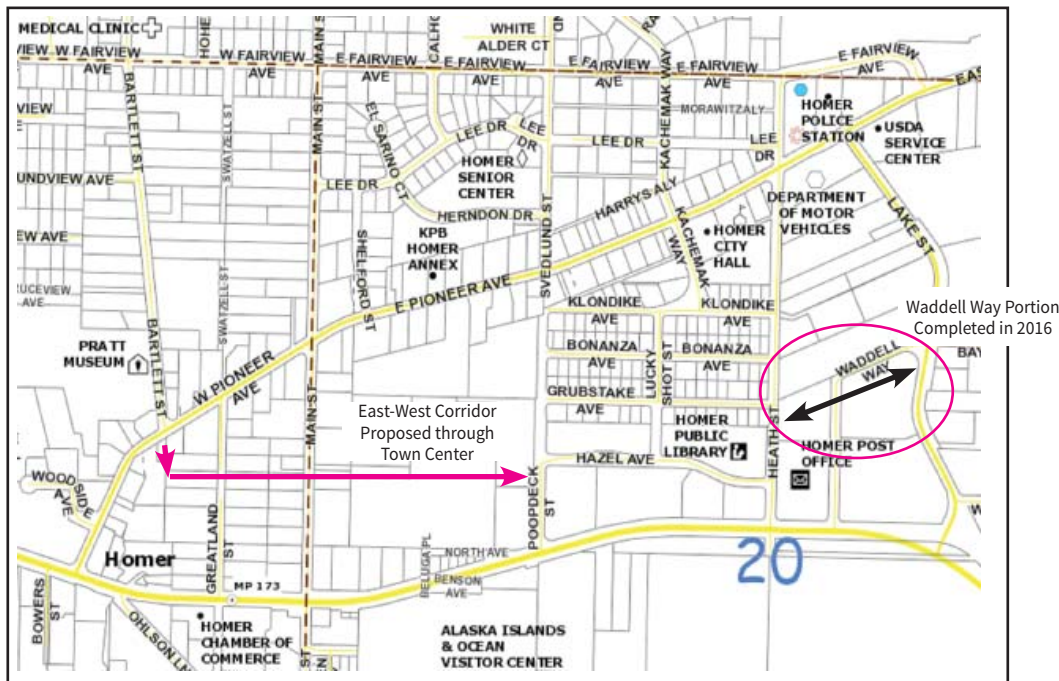
2022 (Inspection & Contingency): \$1,086,000

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

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

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

**Priority Level: 1**



Map showing proposed extension of Bartlett Street and proposed east-west street through Town Center.



## Land Acquisition for New Roads

FY 2019 - DRAFT Document

**Project Description & Benefit:** This project will help meet current and future transportation needs by acquiring specific land parcels and rights of way to extend three local roads. It will improve traffic flow in Homer by providing alternate connections between different sectors of town.

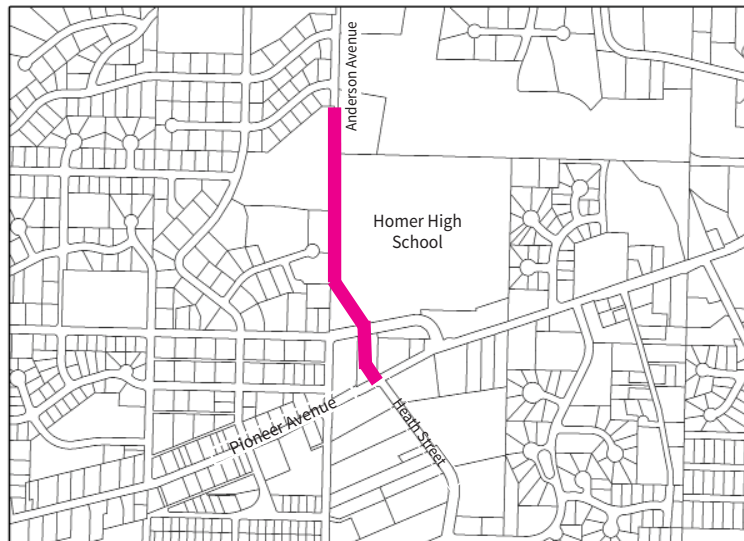
- **Lake/Heath Street to Anderson Avenue**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

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

**Total Project Cost:** \$2,200,000

**Schedule:** 2018-2020

**Priority Level:** 1



Heath Street to Anderson Avenue.



Poopdeck Street to Pioneer Avenue.



Early Spring Street to East End Road.



## Heath Street Extension: Pioneer to Anderson

FY 2019 - DRAFT Document

**Project Description & Benefit:** This project provides for the design and construction of a road connection from East End Road to Anderson Street. The project will address concerns raised in Alaska Department of Transportation and Public Facilities (ADOT&PF) 2005 Homer Area Transportation Plan regarding traffic flow and intersection congestion where Pioneer Avenue intersects Heath Street and Lake Street. Conditions should be improved by providing alternate connections between different sectors of town. 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.

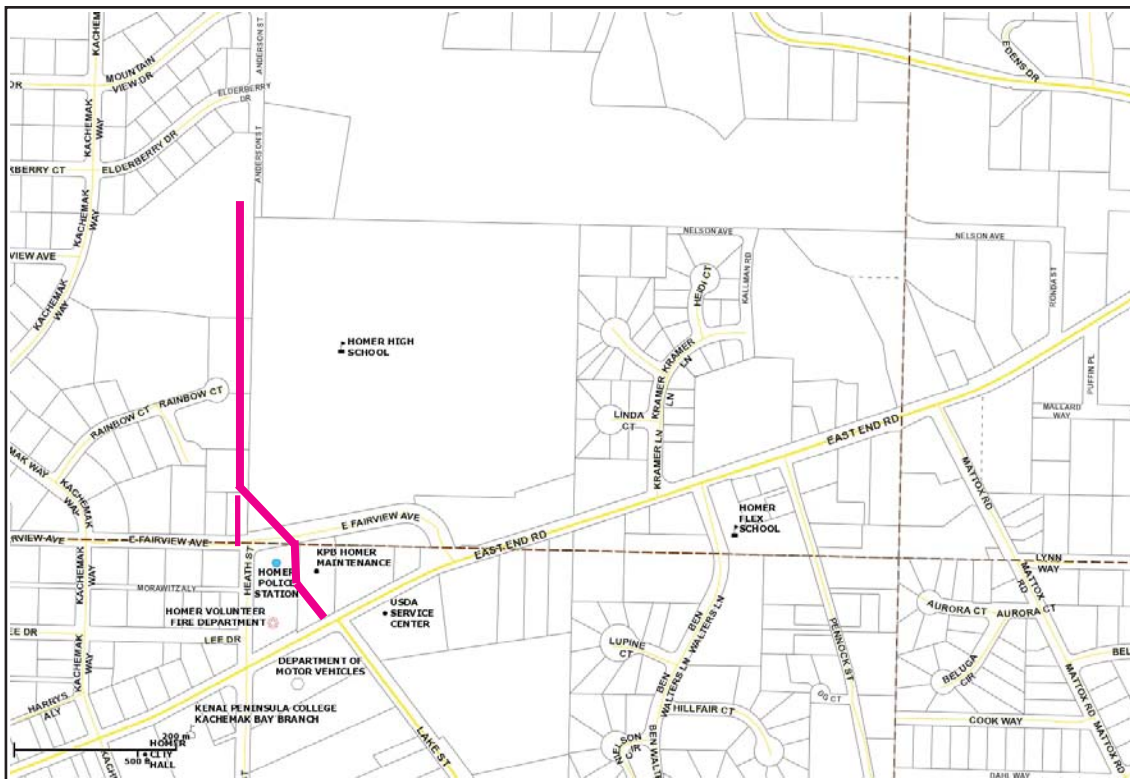
**Total Project Cost:** \$4,500,000

**Schedule:**

2020 (Design): \$500,000

2023 (Construction): \$4,000,000

**Priority Level:** 3



Connecting East End Road to Anderson Street improves emergency access to and from the high school and reduces congestion at existing intersections.



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

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- **Baycrest Overlook Gateway Project .....14**
- **Bayview Park Restoration Project .....15**
- **Ben Walters Park Improvements, Phase 2 .....16**
- **Homer Spit Trailhead Restroom .....17**
- **Jack Gist Park Improvements, Phase 2 .....18**
- **Karen Hornaday Park Improvements, Phase 2.....19**
- **Main Street Sidewalk Facility: Pioneer Avenue North .20**
- **Multi-Use Community Center, Phase 1 .....21**





## Baycrest Overlook Gateway Project

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

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

Gateway improvements include overlook parking lot paving, landscaping, benches and picnic tables to enhance the visitor experience and comfort. Updated interpretive 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 welcome everyone, orient visitors to the natural landscape and community and help encourage commerce. Benches and picnic tables allow travelers a comfortable place to linger, rest and enjoy the spectacular setting.

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

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

The project will consist of three phases:

Interpretive signage, benches and picnic areas

Enhanced landscaping

New restrooms and paving upgrades.

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

2020 (Preliminary Design): \$6,000

2021 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000

**Priority Level:** 3



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



## Bayview Park Restoration

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

Over the last five years, thanks to a dedicated group of volunteers comprising the Playspaces Work Group of Homer's Early Childhood Coalition, some improvements (adding additional play features such as an embankment slide, log steps, an alder fort and boulders) have been started at the park. Homer's Early Childhood Coalition continues to adopt this little park and works to complete elements included in the Park's Master Plan. In 2014, they completed an ADA accessible pathway and made temporary repairs to the perimeter fence. They are currently working to replace the fence, add new play equipment and extend accessible pathway to all play features.

- Summer 2018: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2018-19: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

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

Homer Early Childhood Coalition Playspaces Work Group 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

**Schedule:** 2019

**Priority Level:** 2



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



## Ben Walters Park Improvements, Phase 2

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

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

**Schedule:** 2019

**Priority Level:** 2

FY 2019 - DRAFT Document



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



## Homer Spit Trailhead Restroom

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FY 2019 - DRAFT Document

**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 recreationalists and commuters using both trails.

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

**Schedule:** 2020

**Priority Level:** 3



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



## Jack Gist Park Improvements, Phase 2

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FY 2019 - DRAFT Document

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

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

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

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

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

**Schedule:** 2019-2020

**Priority Level:** 2



One of the new softball fields at Jack Gist Park



## 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. 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 priorities focus on safe and inclusive access to the park and its essential facilities. The road to access the park runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park’s attractions. 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.

Phase 2 will address these safety and accessibility priorities by

- (1) Constructing ADA accessible trail along Fairview Avenue as an approach to an eventual Woodard Creek Trail;
- (2) relocating the park access road towards the easterly border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

**Plans & Progress:** The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014. The City spent \$25,000 on preliminary engineering for moving the park access road, one of the goals of Phase 2. HART fund here? An eventual Phase 3 will replace the current aging bathroom facility and address handicap accessibility and ADA improvements within the playground.

**Total Project Cost:** \$948,569

Woodard Creek Access Trail

**Schedule:** 2018 - 2019

**Priority Level:** 2



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



## Main Street Sidewalk Facility: Pioneer Avenue North

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

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

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

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

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

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

Phase I: \$422,604

Phase II: \$520,451

**Schedule:** 2020

**Priority Level:** 3



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

FY 2019 - DRAFT Document



## Multi-Use Community Center, Phase 1

FY 2019 - DRAFT Document

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

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

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

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

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

**Schedule:** 2019

**Priority Level:** 2



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





## Port and Harbor

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- ~~Barge Mooring Facility, Phase 1~~ .....24  
(P&H recommend combining with Haul Out Repair Facility, a Legislative Priority Project. See p. 8 for justification.)
- Deep Water/Cruise Ship Dock Expansion, Phase 1 .....25
- Harbor Ramp 2 Public Restroom Upgrade .....26  
(P&H recommend move to mid-range from long-range)
- Harbor Ramp 8 Public Restroom .....27
- Ice Plant Upgrades .....28
- Seafarers Memorial Parking Expansion .....29
- System 4 Vessel Mooring Float System .....30
- Truck Loading Facility Upgrades at Fish Dock .....31
- ~~Boat House Pavilion and Plaza on the Homer Spit~~ .....32  
(will move to completed list)

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# Barge Mooring Facility, Phase I

**Staff Recommendation: combine Barge Mooring and Haul Out Repair Facility into one project. See page 8.**

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**Project Description & Benefit:** Constructing a barge mooring facility will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility, proposed along the beachfront of Lot TR 1A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) could accommodate up to four, 70' x 250' barges located side-by-side. The barges would be moored in the tidal zone, with the bow end pulled tight to the beach. The barges would typically be moored at high tide with the intent that a portion of the barge would be 'dry' as the tide recedes.

Phase I of the mooring facility will include dead-man anchors along the beach, dolphins (constructed of driven piles) extending out into the water perpendicular to the beach, and mooring points (buoys or dolphins) astern of the barges. The facility would also feature a ramp that would enable barges to be hauled out onto dry ground above the high tide line to facilitate maintenance and minor repairs. The ramp would be set at a slope of 5 degrees. A dead-man anchoring system would be provided to allow the barge operators to winch the barge up and down the ramp. Phase II will install electrical pedestals delivering 440v electrical power to each mooring location.

This proposed improvement will increase the Port & Harbor's moorage capacity by providing secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. The Port and Harbor report demand for this mooring facility; creating winter storage supplies a valuable service to our marine industry and creates the opportunity for additional harbor moorage revenue by being able to move landing craft off the harbor's float system. It would also support (as well as serve as a draw) to the large vessel repair facility proposed as an upland improvement to the area directly above the Barge Mooring Facility.

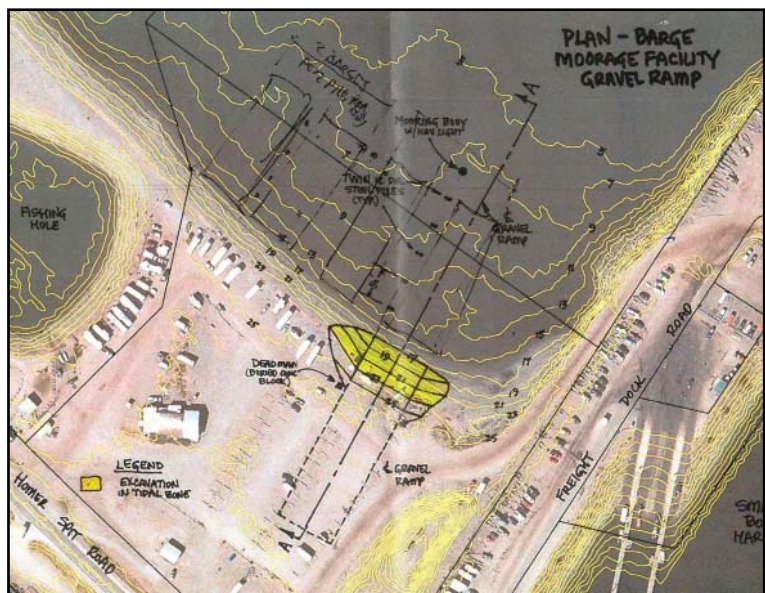
**Plans & Progress:** The Barge Mooring Facility is being developed in two phases. Phase I will include the haul out ramp and barge mooring stations. Phase II will include electrical service pedestals for each station. Phase I Design/Engineering/Permitting/Geotechnical for Phase I is currently underway. Staff are working with Nelson Engineering to complete design work for the facility.

**Total Project Cost:** \$1,958,976

**Schedule:**

- 2016-2017: Phase 1 - Design/Engineering/Permitting/Geotechnical: \$108,976
- 2017: Phase I - Construction: \$1,250,000
- 2018: Phase II - Construction: \$600,000

**Priority Level:** 1



Concept design for Barge Mooring Facility



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

FY 2019 - DRAFT Document

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

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

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

**Plans & Progress:** In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds were appropriated in 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. Currently the City is working with R&M consulting to complete design and feasibility. To date the team completed an extensive conditions survey of the existing infrastructure, bottom condition survey, soils core drilling, and a very detailed tide/current profile for the dock. A nearly completed feasibility study of dock improvement/uplands land use options helped identify the best option for expansion to improve freight and cargo handling capabilities. The team also completed some uplands improvements that benefit cargo movement and storage on land close to the deep water dock: paving outer dock truck bypass road, removing the old wooden fence around the concrete storage yard and replacing it with a chain link fence, stormwater runoff handling, lighting and security cameras.

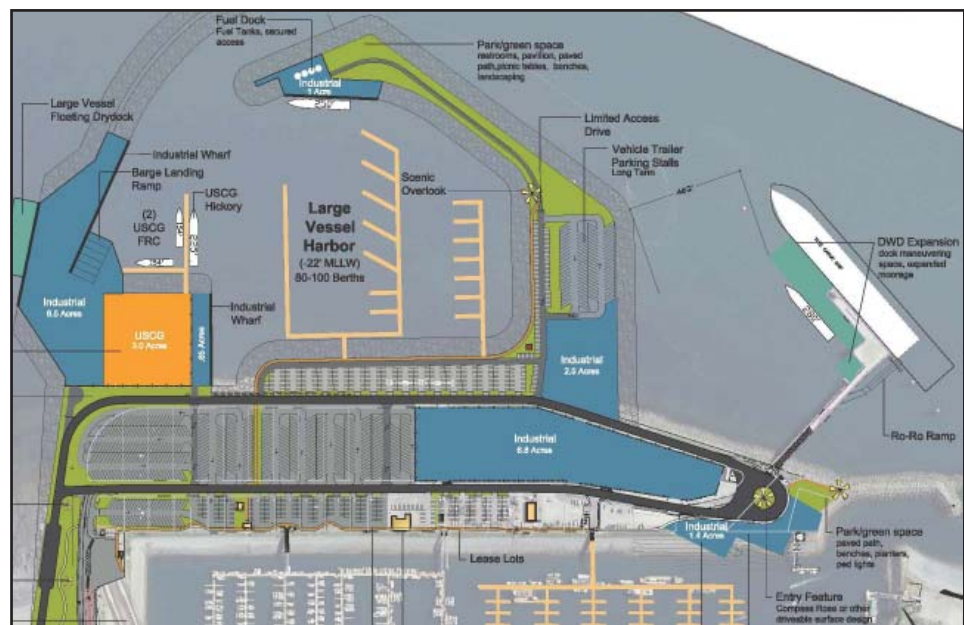
**Total Project Cost:** \$35,000,000

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

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

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

**Priority:** 1



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



City of Homer Capital Improvement Plan • 2018 – 2023  
**Harbor Ramp 2 Public Restroom Upgrade**  
proposed as new mid-range project (moved up from  
long range project section)

FY 2019 - DRAFT Document

**Project Description & Benefit:** Ramp 2 public restroom, built 43 years ago with Land and Water Conservation grant funds, is the oldest restroom facility on the Spit yet serves one of the busiest parts of the Spit. Located near the site of the former Harbormaster Office at the top of Harbor Ramp 2, it experiences high traffic by tour and school groups gathering for across the bay excursions, cruise ship passengers and other visitors when sightseeing, recreating and accessing the water taxi/tour boats located on the float systems below. Use of the facility is expected to increase after completion of the nearby Boathouse Pavilion (a public shelter and gathering place) and an eventual bus and van pull-out for passenger drop offs.

The facility's advanced age is apparent. Worn interior finishes make cleaning the eight men's stalls and six women's stalls difficult; aged bathroom fixtures, plumbing and dilapidated stalls make it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. T-111 siding is weather-worn, has rot and is in need of replacement.

The scope of the project is to demolish the old structure and rebuild the facility so that it meets standards of quality and attractiveness suitable for public use, is ADA compliant and minimizes annual operation costs. The proposed rebuild will replace the men's and women's "locker room-style" bathroom configuration on the existing foundation. An improved interior layout will increase capacity by one stall on each side and reduce operational and maintenance costs.

An optional addition to the design adds two accessible family stalls onto one end of the building in order to provide a greater level of service to families while lowering annual operation costs. Currently the entire Ramp 2 Restroom is open year-round. However, the number of users decline substantially in the winter. The idea is that the two family restrooms would stay open to serve winter demand, allowing the City to shut the larger locker-room style restroom down after the peak season. Public Works estimates this would provide operational cost savings of approximately \$2,200 per year.

**Plans & Progress:** . In 2017, City Council accepted a Commercial Vessel Passenger Tax Program Pass Through Grant from the Kenai Peninsula Borough, and suggested that the CVP funds be used to rebuild the Ramp 2 Restroom. Two design and cost estimates have been prepared based on objectives and public input on the proposed rebuild. The City has submitted a Land and Water Conservation Fund grant application for construction assistance, proposing design A with the option for the two stand-alone family stalls on back side of the facility where two un-used storage sheds are currently.

**Total Project Cost:**

Design: \$50,000

Construction: Stick build/same configuration/one extra stall each side: \$491,766

Option: Two independent family stalls: \$109,914



Ramp 2 Restroom, at forty-three years old, needs upgrading so that it meets standards of quality and attractiveness suitable for public use and to make it comply with requirements of the Americans with Disabilities Act.



## Harbor Ramp 8 Public Restroom

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

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

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

**Schedule:** 2020

**Priority Level:** 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews walk 1.5 blocks to use the nearest restroom facility.

FY 2019 - DRAFT Document



## Ice Plant Upgrade

FY 2019 - DRAFT Document

**Project Description & Benefit:** The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Having been built in 1983, the ice plant compressors do not operate as efficiently as new state-of-the-art high efficiency refrigeration compressors. The long-term upgrade for the Ice Plant is to replace six of the seven old compressors within the ice plant with new, more highly efficient ones. This would increase the plant's efficiency and reduce operating costs.

Presently, though, the facility's refrigeration components are running smoothly and are not in need of a costly major overhaul. A smaller, more feasible Phase I upgrade consists of adding a refrigeration unit back by the cold storage room so that the Ice Plant can remain operational year round. This would help the fisherman and also keep some revenue coming in during the winter shut down.

**Total Project Cost:** \$660,000

**Schedule:**

2018: Purchase/install new refrigeration equipment for the bait room: \$160,000

2021: Purchase new/replace old compressors: \$500,000

**Priority:** 1



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



## Seafarers Memorial Parking Expansion

FY 2019 - DRAFT Document

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

**Plans & Progress:** The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering design and permitting. 95% of engineering design work was completed in 2015. The dredged materials are scheduled to be placed in the lot in 2017. A phased approach to construction will be used.

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

### Schedule:

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

2018: Dredged Material Placement by Corps: In kind

2019: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

**Priority Level:** 1



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



## System 4 Vessel Mooring Float System

FY 2019 - DRAFT Document

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

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

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

**Schedule:**

2019 Design: \$600,000

2020-2023 Construction: \$5,000,000

**Priority Level:** 2



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.







## Truck Loading Facility Upgrades at Fish Dock

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

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

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

**Schedule:** 2018

**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.

FY 2019 - DRAFT Document



## Boat House Pavilion and Plaza on the Homer Spit

Moved to completed projects.

FY 2019 - DRAFT Document

**Project Description & Benefit:** The Homer Spit is one of our community's greatest treasures. It serves as an economic hub for maritime and retail activities, provides unsurpassed recreational opportunities, contains important habitat for fish and wildlife, and serves as a gateway to countless visitors. Recent improvements to the Spit, including an expanded trail, new docks, public art, and new restrooms, have added tangibly to the quality of life and the visitor experience in Homer. The completion of a new Harbormaster's Office provided a unique opportunity to build off the excitement and momentum of recent Homer Spit improvements to redevelop the vacant old Harbormaster Office site and surrounding land.

The old Harbormaster's Office sat near the top of Harbor Ramps 1-3, an area of the Spit that teems with pedestrians, vehicles, retail shops, restaurants, commercial fishing activities, charter boat and tour operations, and constant visitors to the public restrooms. This project will redevelop the site to increase pedestrian safety, calm traffic, improve dilapidated restrooms and add a new resource to the Spit: a public pavilion—called the "Boat House." The Boat House, a maritime pavilion, would be a community gathering space, destination for visitors, and attractive reference point on the Spit. It would be a resource for boat owners, harbor users, charter boat operations, cruise ship passengers, Spit trail users, and anyone else on the Spit. The Boat House would provide a needed public space to get out of the weather, be a staging area for people and gear, offer a scenic view of the Harbor, and be a striking monument to Homer's rich maritime traditions and ways of life.

This project aligns with two important goals laid out in the 2011 Spit Comprehensive Plan. Initially, it addresses the need for a gathering space, "attractive shelter," and "central plaza." Additionally, the project facilitates the plan's long term goal of over slope development around the Harbor. An attractive pavilion and plaza will help catalyze development of additional retail facilities on the Spit, particularly through over slope development around the busiest area of the Harbor. By keeping people longer on the Spit, it would boost economic activity. The City of Homer, as owner of Lot 28 has agreed to own, operate and maintain the Boat House Pavilion upon approval of all aspects of the project from design and planning to permitting, site development and construction. Ongoing costs would be kept at a minimum through careful design, highly durable building materials, and low maintenance landscaping.

**Plans & Progress:** This project will be carried out in phases. Phase I involves design, fundraising, Boat House Pavilion and pedestrian plaza construction. Phase II is landscaping and remodel of existing restrooms. Phase III is overslope development. A volunteer Boat House Committee comprised of a maritime business owner, former co-coordinators of the Homer Playground Project (HoPP), and others have spearheaded design, public outreach and fundraising. To date the Boat House Committee has produced preliminary site and building designs (through pro bono services provided by architectural and design firms Corvus and ECI respectively), secured \$135,000 in cash donations, \$67,000 in-kind donations for Phase I and a fiscal agent, the Homer Foundation. The City of Homer has requested \$25,000 in construction funds from the Rasmuson Foundation through its Tier 1 grant program.

**Total Project Cost:** \$277,000

**Schedule: Phase I:** 2016-17

**Priority Level:** 2



Preliminary design proposal for The Boat House Pavilion. Situated on the northwest corner of the parking lot between Ramp 2 and the Salty Dawg on the Spit, the Pavilion features a 20' x 45' Boat House, a covered, maritime-themed public gathering space.



## Public Safety

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- **City of Homer  
Radio Communications System Upgrade.....34**
- **Fire Department Rescue 1 Remount .....35**

**FY 2019 - DRAFT Document**



## City of Homer Radio Communication System Upgrades

FY 2019 - DRAFT Document

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

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

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

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

**Plans and Progress:** Homer's Police Department received FY2016 AK Division of Homeland Security and Emergency Management funds to relocate the public safety repeater on the Spit and replace dispatch consoles. Still, considerable funds will be needed to replace the entire radio communication system by 2022.

**Total Project Cost:** \$1,220,018 - \$1,300,018  
(\$343,363 funded through FY16 State Homeland Security and Emergency Management grant award.)

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

**Schedule:** 2018-2022

**Priority:** 2



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



## Fire Department Rescue 1 Remount

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FY 2019 - DRAFT Document

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

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

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

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

**Schedule:** 2018

**Priority Level:** 1



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



## Public Works Projects

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- **Water Storage/Distribution Improvements .....37**

**FY 2019 - DRAFT Document**



## Water Storage/Distribution Improvements, Phase 2

FY 2019 - DRAFT Document

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

- **Phase 1:** was completed in 2016. 2,600 linear feet of 10” and 12” water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12” water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- **Phase 2:** is shovel ready and in need of construction funding. It replaces a 60-year old, functionally obsolete steel water tank and adjacent PRV station with a new underground water storage tank, and installs 2,000 linear feet of water main and PRV station between the new tank and the water system.
- **Phase 3:** can be completed after phase 2 is finished. Phase 3 consists of modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back to the grid; reducing the City’s electricity costs and creating green power. Phase 3 also includes slip-lining old cast iron water main on the Homer Spit.

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

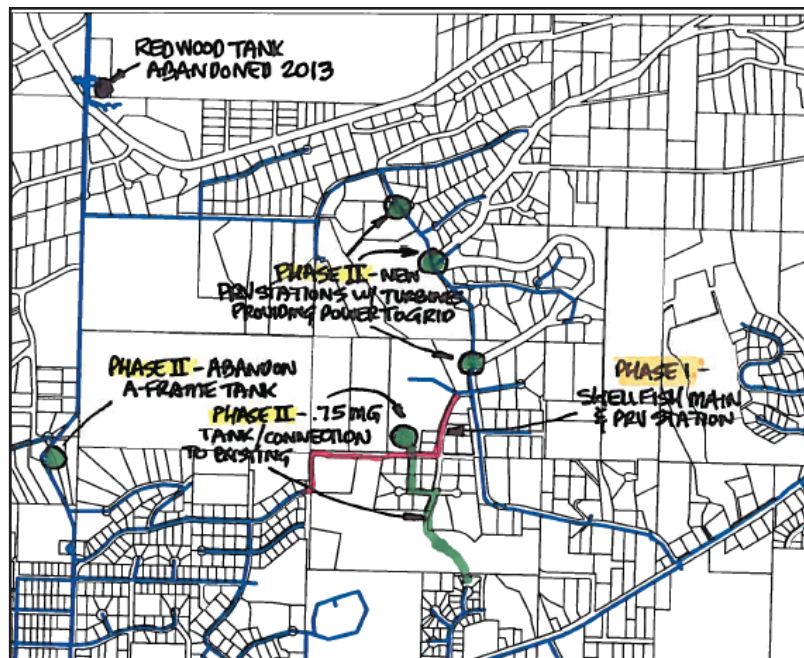
All local, state and federal permits have been obtained for Phase 2. The Alaska Department of Environmental Conservation has reviewed the plans and issued an “Approval to Construct” for the new tank/piping, abandonment of the existing tank and replacement of the PRV station. The State Historic Preservation Officer (SHPO) has concluded that there will be no historical properties affected by the proposed project.

The State Fire Marshall has approved the plans for the PRV replacement building and the new tank mechanical building. Wetland delineations have been completed, documenting that no wetland permits are required. No right-of-way acquisition is required – all construction will occur on City owned property or within existing dedicated rights-of-way or easements.

**Total Project Cost:** \$10,438,542  
 2014 (Design, Completed): \$884,214  
 2016 Phase 1 Construction(Funded, Completed):\$2,828,934  
 2019 Phase 2 Construction: \$4,525,394  
 2020 Phase 3 Construction: \$2,200,000

**FY2016 State Capital Allocation: \$1,980,254**  
 (City of Homer 30% Match: \$848,680)

**Priority Level: 1**



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



## State Projects

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

### Transportation projects within City limits:

- **Homer Intersection Improvements..... 39**
- **Kachemak Drive Rehabilitation/Pathway..... 40**
- **Main Street Reconstruction/Intersection ..... 41**

### Transportation projects outside City limits:

- **Sterling Highway Reconstruction,  
Anchor Point to Baycrest Hill ..... 42**





## Homer Intersection Improvements

FY 2019 - DRAFT Document

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

The study noted that for intersections identified as needing control measures, either roundabouts or traffic signals will function well. The Alaska Department of Transportation and Public Facilities report supports the development of modern roundabouts at many locations (“because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance”). However, traffic signals have been chosen alternatives for the two Main Street intersection improvements.

Many of the intersections need traffic signals for two reasons: 1) to provide gaps for turning vehicles and 2) provide safer crossings for pedestrians in the center of town where traffic volumes are increasing and worsening in the summer months. The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. While the City and DOT&PF have improved pedestrian mobility and safety through some crosswalk projects, accessible standards have not been met by the State when they make intersection improvements.

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

Problem intersections and recommended improvements are as follows:

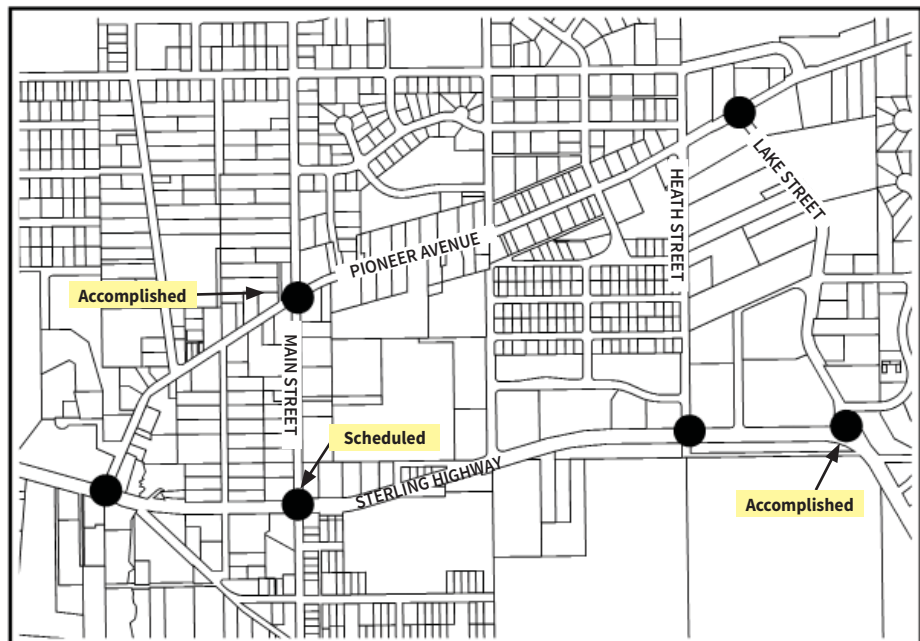
Sterling Highway and Pioneer Ave. - Roundabout or traffic signal;

Sterling Highway and Main Street - Traffic signal;

Sterling Highway and Heath Street - Roundabout or traffic signal;

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

**Plans & Progress:** State of Alaska DOT/PF obtained \$2.8 million to make safety improvements to Main Street Intersections. Traffic control at the Pioneer Avenue and Main Street intersection was accomplished in 2016 by installing a four-way stop and flashing overhead beacon. State of Alaska DOT/PF will be moving forward in 2018 to complete improvements at the Main Street intersection by installing a traffic signal at the Main Street and Sterling Highway intersection.



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



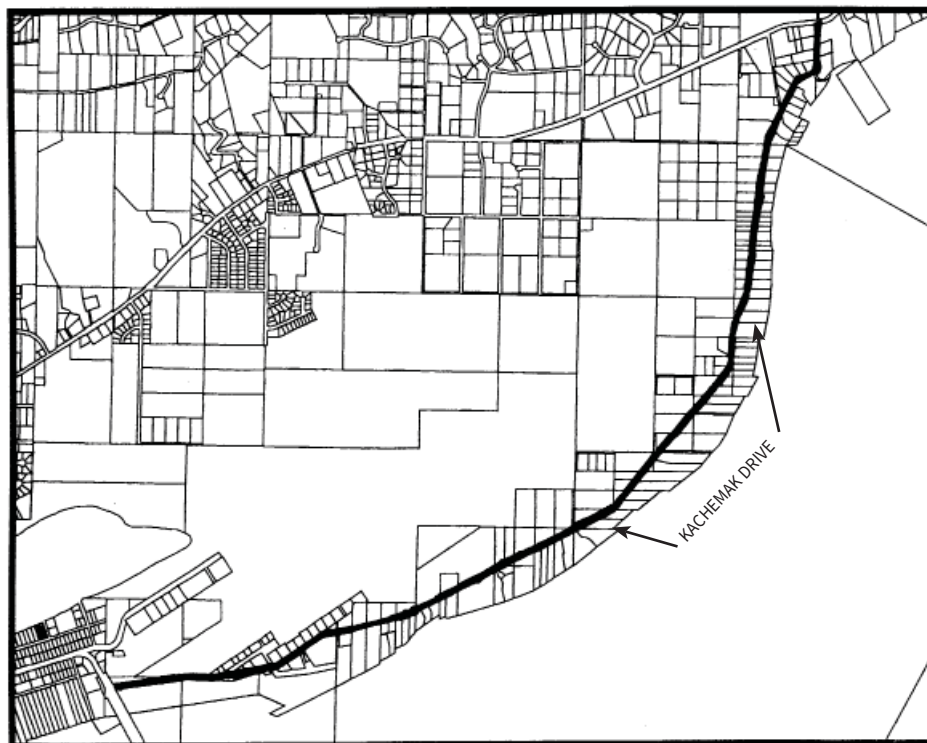
## Kachemak Drive Rehabilitation/Pathway

FY 2019 - DRAFT Document

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

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

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



Project location for Kachemak Drive pathway.



## Main Street Reconstruction

FY 2019 - DRAFT Document

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

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

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

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

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They will be moving ahead with the preferred alternative of installing a traffic signal at the Sterling Highway and Main Street intersection (2017). However, much work remains to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



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



## Sterling Highway Reconstruction Anchor Point to Baycrest Hill

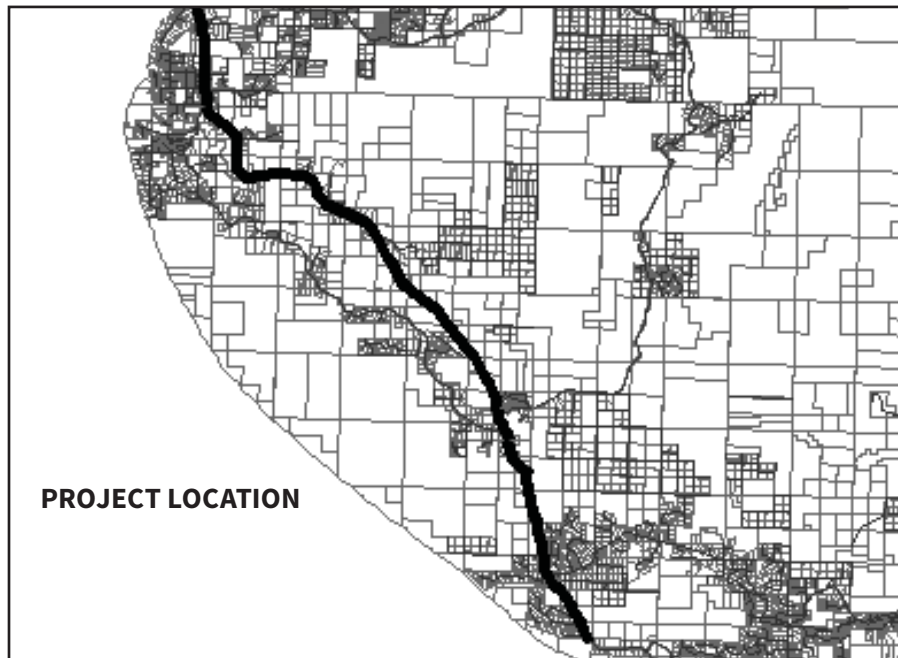
FY 2019 - DRAFT Document

**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:** The Sterling Highway MP 157-169 Rehabilitation project 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. Preliminary engineering and environmental assessment services began in the summer of 2014, with design, permitting and right-of-way acquisition scheduled to begin in 2016.





## Projects Submitted by Other Organizations

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

- **Beluga Slough Trail Extension ..... 44**
- **Haven House:  
Safety/Security Improvements ..... 45**
- **Homer Council on the Arts:  
Re-configuration and Facility Upgrade..... 46**
- **Homer Hockey Association:  
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- **Homer Senior Citizens Inc.:  
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- **Kachemak Shellfish Growers Association:  
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- **Kachemak Ski Club:  
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- **Pratt Museum:  
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- **South Peninsula Hospital:  
Operating Room HVAC Replacement ..... 53**

**Move SPH projects to completed list.**

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## Beluga Slough Trail Extension

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

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

The trail (see map below) would be on City of Homer property, except for one private parcel (indicated by yellow star). Discussions with the landowner about purchase or easement opportunities are ongoing. Alternatively, the trail could be routed on existing City property which would require more boardwalk infrastructure.

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

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

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

Phase 1: negotiation with private land owner for purchase or easement, project design work, and construction of 375 feet of the western-most part of the trail (backcountry – recreational trail design): \$100,000 - 200,000

Phase 2: construction of 1,200 feet of the eastern and driest part of the trail (backcountry - recreational trail design): \$50,000 - 150,000

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



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



## Haven House Safety/Security Improvements

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

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



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



## Homer Council on the Arts Facility Upgrade & Addition

FY 2019 - DRAFT Document

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

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

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

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

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



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





## Homer Hockey Association Kevin Bell Ice Arena Acquisition

**Project Description & Benefit:** The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2.1 million dollars from purchasing the Arena.

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

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

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

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

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



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



## Homer Senior Citizens Inc. Alzheimer's Unit

**No update received from Homer Senior Citizens this year.**

FY 2019 - DRAFT Document

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

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

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

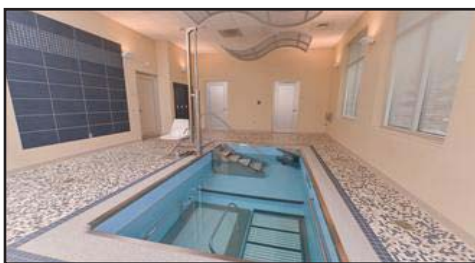
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will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

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

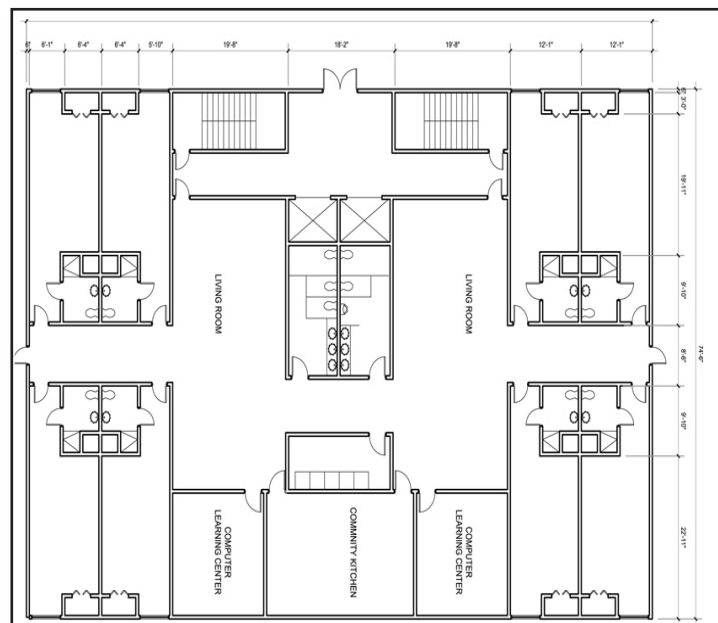
HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. One of the priorities for scoring in these grant programs is City of Homer support through Capital Improvement Plan designation. HSC will be holding many fundraising events to secure the match for foundation grants. Fundraising activities include hosting "Backing out of Time" Alzheimer's documentary at the Homer Theatre and a Wine/Beer Tasting event at the Beluga Lake Lodge in September of 2016. HSC also recently held a matching campaign which secured \$40,000 in seed money for the Alzheimer's Unit.

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

Funding Received to date: \$40,735.50



Example of a HydroWorx Therapy Pool Room .





## **Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery**

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

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

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

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

The benefit of a thriving oyster farm industry in Homer is huge. In their 25th year of production, oysters have become a sparkling year-round addition to Homer’s seafood options available to residents and attracting tourists. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other farmers eager for a reliable supplier (both in State and out). This economic benefit has been recognized by the State of Alaska. Mariculture is a top economic development priority for Governor Walker and is a Business Development goal in *Northern Opportunity*, Alaska’s Comprehensive Economic Development Strategy.

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

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

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

Preconstruction: \$25,000  
Construction: \$150,000



Cleaning the FLUPSY bins on a beautiful Kachemak Bay day.



## **Kachemak Ski Club Ohlson Mt. Rope Tow Motor House Relocation**

FY 2019 - DRAFT Document

**Project Description & Benefit:** This project will provide safety improvements to an historic public recreation treasure on the Kenai Peninsula--the Ohlson Mountain ski facility. Local fishermen and homesteaders originally founded KSC in 1948 (making it perhaps the oldest operational nonprofit in the Homer area) to get families out of the house during the slow winter months and meet school requirements for physical education. Since then, KSC has provided thousands of lower Kenai Peninsula youths, adults and families with affordable downhill skiing (and more recently snowboarding) opportunities every Sunday (weather permitting) through its 800 foot long rope tow. It is also used by school programs and offers ski and snow board lessons. In addition to the rope row, the facility includes a small lodge/warming hut and outhouse facilities. This historic facility promotes sports education and fitness in the community, and the all-volunteer, non-profit KSC has efficiently utilized countless hours of volunteer labor and a variety of grants to maintain and improve the area. Without this support the ski area would be unable to operate. The ski area is the only facility offering downhill skiing and snowboarding opportunities in Southcentral Alaska other than Alyeska resort in Girdwood and is proud of its 100% safety record.

The ski area has weathered decades of harsh weather conditions; in the past ten years most of the infrastructure has been refurbished and improved. However, the mounting structure and foundation of the Rope Tow's top station, which supports the engine, bullwheel and weight of the rope in motion is very old and after 52 years of service is showing some structural weaknesses. In conjunction with replacing the top station's foundation, an enormous safety and ergonomic improvement will be realized by relocating the top station southward. KSC has always struggled to keep the top of the towpath and rope tow unloading area smooth, safe and efficient due to 1) the steep grade of the hill's apex in relation to the unload area and safety gate; 2) the steep angle of the rope at the apex and 3) a minimum distance between the unload area and the safety gate guarding skiers from entanglement in the bullwheel.

KSC proposes to solve all these problems in one operation: building a new top station foundation 30 feet to the south, relocating the motor higher and further back, protecting the new foundation and motor with a 6' x 12' weatherproof hut and associated grade work. This project extends the life of this historic and well-used recreation area for the next 50 years, significantly improves user safety by more than doubling the existing time and distance an operator and potential victim have in averting an entanglement situation, and greatly improves the rope angle for rider comfort and safety.

**Plans and Progress:** Scope of work, project design and detailed cost estimates have been prepared. Commitment of fifty hours of volunteer labor from Board members (valued at \$10/hour) has been secured to help accomplish this maintenance and safety upgrade.

**Total Project Cost:** \$25,435

Foundation (materials, labor & equipment): \$9,160

Motor Relocation (tear down, inspection, cleaning and relocation): \$3,400

Motor Hut Construction (includes materials & volunteer labor): \$2,775

Extend Power Supply to New Location: \$6,000

Excavator and Grade Work: \$4,100



Ohlson Mountain Rope Tow's top station, which supports the engine, bullwheel and weight of the rope in motion, is in need of foundation repair.



## Pratt Museum Facility Renovation and Site Redesign

FY 2019 - DRAFT Document

**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. For nearly 50 years, the Pratt's exhibits, education programs, and collections have worked to foster self-reflection and dialogue among the Museum's community and visitors. Today, the Pratt serves up to 30,000 visitors annually, with more than 4,000 young and adult learners participating in its programs. The Pratt Museum is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small community museums across the country.

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

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

At this time, the Museum will focus on renovating the current building to move our mission and community engagement goals forward through that next decade. This renovation will also serve the larger project by preparing the current building as an auxiliary storage and outreach building and/or as an improved building for lease once the new museum is built.

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

### Status of New Building Capital Project

Total Project Cost: 9,500,000

Preconstruction: \$2,000,000 (complete)

Construction: \$7,500,000

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



Architectural rendering of the new Pratt Museum facility.



## South Peninsula Hospital: Homer Medical Clinic Expansion

**Moved to completed project list.**

**Project Description and Benefit:** The Kenai Peninsula Borough owns and provides for the operation of the South Peninsula Hospital. South Peninsula Hospital, Inc. (SPH Inc.) manages the operations of the facilities through a Sub Lease and Operating Agreement with the Borough and the City of Homer. The Hospital is run on a nonprofit basis in order to ensure the continued availability of medical services to the area. The Homer Medical Center falls under this umbrella, and is located near the hospital's main campus.

Homer Medical Center provides a central location for family practice, OB/GYN, midwifery and other primary care services. They have outgrown their current space, multiple physicians are sharing office space; storage is an ongoing problem as well as challenges with patient flow. With the limited number of exam rooms the facility is not able to function at the current level of demand, let alone the expected growth based on an aging population. This project is intended to improve patient as well as service provider satisfaction, while allowing the facility to function at a more optimum capacity, and will support the clinic's goal to become a certified Patient Centered Medical Home, which is the preferred model of primary care.

The existing Medical Center is a roughly 5,000 sq. ft. wood framed structure and while it is 30 years old, it has been maintained relatively well. Homer Medical Center is comprised of 27 nurses and clerical personnel, six physicians and two midlevel providers. Only two of the physicians are full time. There are four or five family practice providers on any given day using the main clinic. The clinic is open six days a week until 5pm, with extended hours on Tuesday and Thursday evenings. The current patient load is 65 to 70 patients per day.

**Plans and Progress:** The plan is to expand the facility east and south on the existing lot, adding a total of 5,700 square footage to accommodate additional exam rooms, waiting area and office space. In addition to expanded space, renovations and site improvements will also be done, such as expanded parking. The expansion and improvements will eliminate the need to rent the building across the street, currently rented for the purposes of the clinic's business office. Architectural schematics are nearly complete. Bond funding is being requested by the Borough by vote of the service area, but no change in the mil rate is expected.

**Total Project Cost:** The estimated cost of the proposed addition is \$2,800,000 - \$3,000,000. This includes final project design, project management and administrative costs.



Homer Medical Clinic

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## South Peninsula Hospital Operating Room HVAC Replacement

**Moved to completed project list.**

**Project Description & Benefit:** The Kenai Peninsula Borough owns and provides for the operation of the South Peninsula Hospital. South Peninsula Hospital, Inc. (SPH Inc.) manages the operations of the facilities through a Sub Lease and Operating Agreement with the Borough and the City of Homer. The Hospital is run on a nonprofit basis in order to ensure the continued availability of medical services to the area.

The heating, ventilation and air conditioning (“HVAC”) units for South Peninsula Hospital’s operating rooms were installed in 1974. Currently, air handling unit AC-2 and the rooftop air cooled condensing unit associated with it are past their expected useful life and the entire system no longer provides sufficient control of room temperature and humidity levels required for hospital operating rooms under FGI Guidelines for Design and Construction of Hospitals and Outpatient Facilities. The existing HVAC system is also not well equipped to provide for proper operating room pressure control to meet FGI criteria.

Air conditioning alters the properties of air (temperature, humidity and sterile filtration) to more favorable conditions for keeping the hospital hygienic and to facilitate treatment of disease. Proper ventilation and filtration in the operating room are the most important means of reducing contamination and preserving the correct pressure relationships between functional areas. Maintaining the required level of relative humidity is essential to control the growth of microorganisms, prevent electrostatic discharge and is important to the shelf life of sterile supplies and maintenance of electro-medical devices. Temperatures also need to be adequately controlled given the heat produced by operating room lighting, equipment and staff.

**Plans and Progress:** Recommendation for long-term system replacement is to first provide new rooftop air handling unit(s) to serve the operating rooms and related spaces. Ultimately, a complete replacement of the HVAC systems serving the operating rooms is necessary for proper humidity and temperature control, air exchange rates, and room pressurization for the operating room environment. This system configuration will serve the entire surgery department and will be determined under a subsequent design phase. Modifications to HVAC systems serving the spaces adjacent and related to the operating rooms may also be warranted.

**Total Project Cost:** The estimated cost of the proposed project is \$1,800,000. This includes project management and administrative costs.



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## 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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**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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With Boat House coming on line and potential LWCF funding, Port & Harbor / Public Works recommends moving this project to mid-range section.



## Capital Improvement Long-Range Projects

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FY 2019 - DRAFT Document

### 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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### 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. Grant funds from the EPA allowed the City to complete project design in the fall of 2014.

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



## Capital Improvement Long-Range Projects

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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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**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.

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## **Capital Improvement Appendices**

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- **CIP Development Schedule .....57**
- **Resolution 17-??? .....58**
- **City of Homer Financing Assumptions.....60**



## Capital Improvement Appendices

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**CITY OF HOMER  
2018-2023 CAPITAL IMPROVEMENT PLANNING PROCESS  
FY 2019 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 8, 2017
Solicit new/revised project information from City Departments, local agencies and non-profits	May 10
Input for New Draft Requested By	June 9
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting dates:
Park, Arts, Recreation and Culture Advisory Commission	June 15, August 17
Planning Advisory Commission	June 21, July 19
Port and Harbor Advisory Commission	June 28, July 26
Economic Development Advisory Commission	July 11, August 8
ADA Compliance Committee	July 13
Library Advisory Board	August 1
Administrative Review and Compilation	August 9- August 22
City Council Worksession to Review Proposed Projects	August 28
Introduction of Resolution on CIP/Legislative Request	September 11
Public Hearing on CIP/Legislative Request	September 25
Adoption of Resolution by City Council	September 25
Administration Forwards Requests for Governor's Budget	September 29
Distribution of CIP and State Legislative Request	October 2017 & January 2018
Compilation/Distribution of Federal Request	February 2017





## Capital Improvement Appendices

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Page 2 of 2  
RESOLUTION 16-101(A)  
CITY OF HOMER

44 PASSED AND ADOPTED by a duly constituted quorum of the City Council of Homer,  
45 Alaska, on this 10<sup>th</sup> day of October, 2016.

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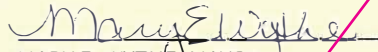
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ATTEST:

  
JO JOHNSON, MMC, CITY CLERK

CITY OF HOMER



  
MARY E. WYTHE, MAYOR

Fiscal Note: N/A



## Capital Improvement Appendices

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

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

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

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

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program. Currently, though, the HART fund balance will not grow as the ¾ percent dedicated to the HART Program fund has been suspended until 2019.
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 only be considered if the fund has a debt service of 1.25 or greater.
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.





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

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### **City of Homer Projects**

1. Port & Harbor: Wood Grid Replacement..... 2

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

2. South Peninsula Hospital: Hillside Stability Survey ..... 3

**PROPOSED NEW PROJECT - DRAFT**



## Port & Harbor Wood Grid Repaclement

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

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

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

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

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

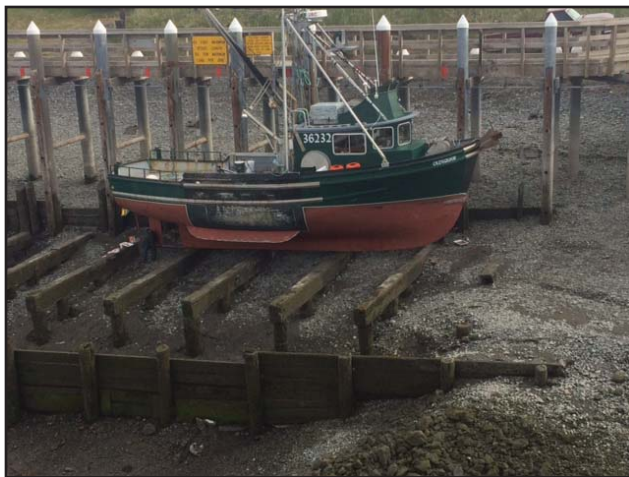
**Total Project Cost:**

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

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

**Schedule:** 2018

**Priority:** 2



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

PROPOSED NEW PROJECT - DRAFT



## South Peninsula Hospital: Hillside Stability Survey

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**Project Description & Benefit:** South Peninsula Hospital sits on a very steep hillside, with all parking lots and outbuildings being terraced down from the main hospital building. Both the lot the hospital sits on and the lot behind it continue with a very steep elevation incline. 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:** 2018



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

PROPOSED NEW PROJECT - DRAFT



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 28, 2017**  
**COWLES COUNCIL CHAMBERS**

MAYOR BRYAN ZAK  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER CATRIONA REYNOLDS  
COUNCIL MEMBER DONNA ADERHOLD  
COUNCIL MEMBER HEATH SMITH  
COUNCIL MEMBER TOM STROOZAS  
COUNCIL MEMBER SHELLY ERICKSON  
CITY ATTORNEY HOLLY WELLS  
CITY MANAGER KATIE KOESTER  
CITY CLERK MELISSA JACOBSEN

### **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. 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 11, 2017 at 6:00 p.m. and Committee of the Whole 5:00 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 28, 2017**  
**COWLES COUNCIL CHAMBERS**

MAYOR BRYAN ZAK  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER CATRIONA REYNOLDS  
COUNCIL MEMBER DONNA ADERHOLD  
COUNCIL MEMBER HEATH SMITH  
COUNCIL MEMBER TOM STROOZAS  
COUNCIL MEMBER SHELLY ERICKSON  
CITY ATTORNEY HOLLY WELLS  
CITY MANAGER KATIE KOESTER  
CITY CLERK MELISSA JACOBSEN

### **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 2.08.040.)

**3. MAYORAL PROCLAMATIONS AND RECOGNITIONS**

**4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

**5. RECONSIDERATION**

**6. 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 14, 2017 City Clerk.  
Recommend adoption. Page 101

- B. **Memorandum 17-114** from Councilmembers Aderhold and Smith Re: Approval to Submit a Resolution Regarding Standards for Recalling Municipal Officers to the Alaska Municipal League (AML) Winter Conference. Recommend adoption. Page 117
- C. **Resolution 17-078**, A Resolution of the City of Homer Requesting that the Legislature Revisit the Standards for Recalling Municipal Officials to Determent the Sufficiency of the Definitions There-In. Aderhold/Smith. Recommend adoption. Page 121

**7. VISITORS**

- A. KPEDD Quarterly Update, Tim Dillon (10 minutes)
- B. Karen Hornaday Park Trail Presentation, Robert Archibald and Deb Lowney (10 minutes)

**8. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS  
(10 minute limit per report)**

- A. Borough Report
- B. Commissions/Board Reports:
  - 1. Library Advisory Board
  - 2. Homer Advisory Planning Commission
  - 3. Economic Development Advisory Commission
  - 4. Parks Art Recreation and Culture Advisory Commission
  - 5. Port and Harbor Advisory Commission
  - 6. Cannabis Advisory Commission

**9. PUBLIC HEARING(S)**

**10. ORDINANCE(S)**

**11. CITY MANAGER’S REPORT**

- A. City Manager’s Report Page 135

**12. CITY ATTORNEY REPORT**

**13. COMMITTEE REPORT**

- A. Employee Committee Report
- B. Americans with Disabilities Act Compliance Committee
- C. Police Station Building Task Force

**14. PENDING BUSINESS**

- A. **Ordinance 17-28**, An Ordinance of the City Council of Homer, Alaska Amending HCC 4.30.070(a) to Include a Commissioned Officer in the Armed Forces, as an Attesting Official and Change the Requirement for Two Attesting Witnesses who are at Least 18 Years of Age to One Attesting Witness who is at Least 18 of Age for an Absentee by Mail Ballot. City Clerk. Introduction July 24, 2017, Public Hearing August 14, 2017 and Second Reading August 28, 2017. Page 161

Memorandum 17-115 from City Clerk as backup. Page 165

**15. NEW BUSINESS**

**16. RESOLUTIONS**

**17. COMMENTS OF THE AUDIENCE**

**18. COMMENTS OF THE CITY ATTORNEY**

**19. COMMENTS OF THE CITY CLERK**

**20. COMMENTS OF THE CITY MANAGER**

**21. COMMENTS OF THE MAYOR**

**22. COMMENTS OF THE CITY COUNCIL**

**23. ADJOURNMENT**

Next Regular Meeting is Monday, September 11, 2017 at 6:00 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



MAYORAL PROCLAMATIONS  
AND RECOGNITIONS



PUBLIC COMMENTS  
UPON MATTERS  
ALREADY ON THE AGENDA





# RECONSIDERATION



# CONSENT AGENDA



Session 17-19 a Regular Meeting of the Homer City Council was called to order on August 14, 2017 at 6:00 p.m. by Mayor Zak at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

**PRESENT:** COUNCILMEMBERS: ADERHOLD, ERICKSON, LEWIS, REYNOLDS, SMITH,  
STROOZAS

STAFF: CITY MANAGER KOESTER  
CITY CLERK JACOBSEN  
PORT DIRECTOR HAWKINS  
LIBRARY DIRECTOR DIXON

Council met for a Worksession from 4:00 p.m. to 4:45 p.m. to discuss the new Police Station Building Project; and from 5:00 p.m. to 5:28 p.m. as a Committee of the Whole to discussion Consent and Regular Meeting Agenda items.

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

#### **AGENDA APPROVAL**

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 2.08.040.)

The following changes were made: **Resolution 17-075**, A Resolution of the City Council of Homer, Alaska, Committing to Continual Work Towards Becoming a City that is Universally Accessible to All, Written Public Comment; and **Resolution 17-076(S)**, A Resolution of the City Council of Homer, Alaska, Supporting House Resolution 2748 Save Our Seas Act of 2017, Sponsored by Congressman Don Young, and Senate Bill 759 the SOS Act, Sponsored by Senator Dan Sullivan. Aderhold.

Mayor Zak called for a motion for the approval of the agenda as read.

LEWIS/REYNOLDS SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

#### **MAYORAL PROCLAMATIONS AND RECOGNITIONS**

A. Mayoral Proclamation Recognizing Longtime Homer Resident Margaret Anderson  
Mayor Zak read the proclamation into the record.

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

Roberta Highland, city resident, commented in support of 17-076(S), Save our Seas, she is excited to see this coming up nationally. Regarding the Navy's presentation, she said "please never" to Naval training exercises during migration again, please respect all life. Lastly she supports Resolution 17-075 for accessibility for the elderly, disabled, and anyone. It's a good thing for our city to be doing that for everyone.

Dan Boone, city resident, commented in support of Resolution 17-075. He is facing mobility challenges from a hip replacement. He will heal and regain his mobility, but there are others who deal with these issues on a daily basis. It is important for Homer to become fully compliant with the Americans with Disabilities Act.

Roxie Lawver, city resident, commented she is disabled and supports ADA. She is confused by reference in Resolution 17-075 to be able to give visitors the same access to the city, like Juneau does, and involving the city with the World Health Organization. She doesn't support dealing with the World Health Organization, they are part of the UN. Her liking of the UN went down when they started ordering our soldiers around in Desert Storm, and that is the job of the President of the United States. She questioned why the city hasn't become ADA accessible before, they should be the example for others.

Susan Drathman, city resident, commented in support of Resolution 17-075. She noted the ADA went into effect 27 years ago and it is concerning that we are talking about it now, all these years later, but she does support it strongly. Mobility isn't something we think about until someone we love can't use the stairs or get off the curb. When we are healthy and mobile it isn't at the forefront of our mind, but we are all just an illness or accident away from needing support. She urged them to support helping our city become more accessible and helping people get in the doors of our businesses so they can spend money.

Tess Dally, non-resident and member of the City's ADA Compliance Committee, commented in support of Resolution 17-075. Becoming a universally accessible city will improve the quality of life in our community and result in increased visitor numbers. It is a central element of any responsible and sustainable community. Universally accessible infrastructure increases access for families with small children, the aging, individuals with disabilities, and persons who are temporarily rendered immobile. These people bring with them the people they love and who love them, it's important to remember that's a large portion of the community and of people who visit Homer.

Ron Keffer, city resident, commented in support of Resolution 17-075. He remembers what things were like for people before the ADA was passed. He recalled that it isn't an act that says you have to be compliant tomorrow, but that you have to phase into compliance, an issue that we are still dealing with it. Becoming complaint is the right thing to do.

## **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 24, 2017 City Clerk. Recommend adoption.
- B. **Resolution 17-075**, A Resolution of the City Council of Homer, Alaska, Committing to Continual Work Towards Becoming a City that is Universally Accessible to All. Lewis. Recommend adoption.

Moved to Resolutions. Erickson.

- C. **Resolution 17-076**, A Resolution of the City Council of Homer, Alaska, Supporting House Resolution HR 2748 Save Our Seas Act of 2017 and Senate Bill 759 the SOS Act Sponsored by Senator Dan Sullivan in the Senate and Congressman Don Young in the House. Lewis. Recommend adoption.

Moved to Resolutions. Aderhold.

- D. **Resolution 17-077**, A Resolution of the Homer City Council Awarding Sportman Supply and Rental a New 20-Year Lease for Approximately 12,500 Square Feet that Includes Tract 1-C The Fishin Hole Sub. No. 2, KPB Parcel No. 18103119, with an Annual Base Rent of Approximately \$11,375.00 and Authorizing the City Manager to Move Forward with Lease Negotiations and Execute the Appropriate Documents. City Manager. Recommend adoption.

Memorandum 17-111 from City Manager as backup.

Item C, Resolution 17-076 was moved to Resolutions, Item A. Aderhold.  
Item B, Resolution 17-075 was moved to Resolutions, Item B. Erickson.

Mayor Zak asked for a motion to approve the recommendations of the consent agenda as amended.

LEWIS/REYNOLDS SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **VISITORS**

- A. Exercise Northern Edge Brief - Chip Johnson, U.S. Pacific Fleet for the Navy and Tim Croft, Alaskan Command

Tim Croft and Chip Johnson presented on Exercise Northern Edge 17 that was held May 1-12, 2017. They reviewed the timeline and community economic impact of the exercise; as well as the Navy maritime goals and activities that were conducted, the environmental planning for the exercise, an environmental summary, and protective mitigation measures that were used. They also addressed the training ordnance and materials expended, and the lack of impacts to marine species.

Mayor Zak called for a recess at 6:44 p.m. and the meeting resumed at 6:51 p.m.

## **ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS (10 minute limit per report)**

- A. Borough Report

Kelly Cooper, Assembly President, reported the Borough received \$426,000 for community purposes through the State's community assistance program. There are 27 unincorporated communities that are eligible to participate this year and receive \$15,479 to support services and projects in the communities. She also reported the final public hearing on the bed tax ordinance is August 15<sup>th</sup>. The ordinance was amended from 8% down to 6%. She explained that her constituents do not support the bed tax, but have expressed support of a tourism tax, which could be considered in the future. She has a substitute ordinance for an increase to the sales tax cap and if the bed tax ordinance passes she will pull the substitute. If neither of these pass at the polls there could be a mil levy increase that can be imposed with approval of the Assembly. Ms. Cooper commented on the upcoming ballot question to opt out of commercial marijuana outside of the city limits. She doesn't support the initiative and believes commercial marijuana should be treated the same as alcohol. She encouraged the community to become educated, do research, check with the medical community. Nowhere in the ordinance is it being promoted to people under 21. Lastly she commented the Homer Volunteer Fire



Department needs 20 volunteers for an upcoming airport disaster exercise. The exercise is a requirement for the FAA for the airport to be in compliance and encouraged people contact Fire Chief Painter to sign up.

There was lengthy discussion between Councilmembers and Assembly President Cooper regarding the bed tax, tourism tax, and sales tax issues.

B. Commissions/Board Reports:

1. Library Advisory Board

Mark Massion, Library Advisory Boardmember, commented the Library had a successful summer reading program this year with 379 people participating and reading over 6000 hours combined. He acknowledged the support from the local merchants for the program. He thanked council for the appropriation to pay off the library loan and requested they maintain the current budget for the library, without that payment. The board won't meet again until October.

2. Homer Advisory Planning Commission

Roberta Highland, Planning Commissioner, commented about the upcoming FEMA Resilience meeting on August 28 from 8:30 a.m. to noon. She also listed Commission actions that were taken at their July meeting.

3. Economic Development Advisory Commission

Rachel Lord, EDC, commented regarding the Business Retention and Expansion Survey the Commission is working on. They are pleased with the response so far and will continue to do do periodic promotion through the end of the survey time period to encourage continued feedback.

4. Parks Art Recreation and Culture Advisory Commission

5. Port and Harbor Advisory Commission

6. Cannabis Advisory Commission

Councilmember Lewis reported the Commission will meet on Thursday.

**PUBLIC HEARING(S)**

- A. **Ordinance 17-28**, An Ordinance of the City Council of Homer, Alaska Amending HCC 4.30.070(a) to Include a Commissioned Officer in the Armed Forces, as an Attesting

Official and Change the Requirement for Two Attesting Witnesses who are at Least 18 Years of Age to One Attesting Witness who is at Least 18 of Age for an Absentee by Mail Ballot. City Clerk. Introduction July 24, 2017, Public Hearing and Second Reading August 14, 2017.

Mayor Zak opened the public hearing. There was no public testimony and the hearing was closed. He opened the floor for discussion by Council and there was none. When asked, Councilmembers stated no objection to approval of Ordinance 17-28, however no motion was made for the adoption.

*Clerk's note: This will be scheduled for August 28<sup>th</sup> under pending business.*

B. **Ordinance 17-29**, An Ordinance Of The City Council Of Homer, Alaska, Accepting And Appropriating An FY 2015 State Homeland Security Program Reallocation Grant From The Division Of Homeland Security And Emergency Management (DHS&EM) In The Amount Of \$110,000 For A Backup Generator At The Port And Harbor And Authorizing The City Manager To Execute The Appropriate Documents. City Manager. Introduction July 24, 2017, Public Hearing and Second Reading August 14, 2017.

Memorandum 17-106 from Special Projects & Communications Coordinator as back up.

Mayor Zak opened the public hearing. There was no public testimony and the hearing was closed.

Mayor Zak asked for a motion for the adoption of Ordinance 17-29 by reading of title only for second and final reading.

LEWIS/REYNOLDS SO MOVED

There was brief discussion confirming city emergency generators are fueled with diesel.

Councilmember Stroozas suggested this generator should be run with natural gas, since gas is out there, it's the least expensive fuel we could use, and would alleviate any issue with fuel spills.

City Manager Koester said she would bring it to the project manager as an option and report back.

Councilmember Smith noted that one potential problem is in the event of a natural disaster, gas could be shut down. The diesel is on site and it could run independently.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

- C. **Ordinance 17-30**, An Ordinance of the City Council of Homer Alaska, Approving a Contract with Homer Real Estate for Real Estate Services to Market and Sell Lot 1 Harry Feyer Subdivision, Section 14, Township 6 South, Range 13 West, Seward Meridian, KPB Parcel No. 179-110-05 And Authorizing the City Manager to Adjust the Sales Price, the Balance of the Assessments, and the Realtor's Commission to Facilitate a Sale. City Manager. Introduction July 24, 2017, Public Hearing and Second Reading August 14, 2017.

Memorandum 17-110 from City Manager as backup.

Mayor Zak opened the public hearing. There was no public testimony and the hearing was closed.

Mayor Zak asked for a motion for the adoption of Ordinance 17-30 by reading of title only for second and final reading.

LEWIS/REYNOLDS SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **ORDINANCE(S)**

### **CITY MANAGER'S REPORT**

- A. City Manager's Report

Councilmember Aderhold thanked the City Manager, Mayor Zak and former Councilmember Barbara Howard for their a great job on the KBBI Coffee Table. She also thanked City Planner Abboud for the update on the Temporary Cold Weather Shelter for the Homeless and appreciates the work staff and the Commission did on the issue.

Councilmember Reynolds also appreciated the memo from the City Planner.

### **CITY ATTORNEY REPORT**

### **COMMITTEE REPORT**

- A. Employee Committee Report
- B. Americans with Disabilities Act Compliance Committee

Councilmember Aderhold commented on the upcoming visit from David Barton from Northwest ADA Center to assist with the work on the surveys for the city's transition plan.

- C. Police Station Building Task Force

### **PENDING BUSINESS**

- A. **Resolution 17-074**, A Resolution of the City Council of Homer, Alaska, Authorizing Stantec Architecture to Prepare 10% Concept Design Including Preliminary Cost Estimates for Three Options for Construction of a New Police Station and Scheduling a Facilitated Worksession with Council. Aderhold.

**Resolution 17-074(S)**, A Resolution of the City Council of Homer, Alaska, Authorizing Stantec Architecture to Prepare 10% Concept Design Including Preliminary Cost Estimates for Three Options for Construction of a New Police Station an Scheduling a Facilitated Worksession with Council. Aderhold.

**Resolution 17-074(S-2)**, A Resolution of the Homer City Council Directing the City Manager to Hire a Local Skilled Facilitator and Schedule a Worksession to Build Consensus Among Councilmembers Regarding the Site and Building Concept for a New Police Station. Aderhold.

Motion on the floor from July 24<sup>th</sup>:

Lewis/Reynolds So moved to Substitute Resolution 17-074(S) for 17-074.

ADERHOLD/REYNOLDS MOVED TO SUBSTITUTE 17-074(S-2) FOR 17-074(S)

Councilmember Smith commented in opposition to 17-074(S-2) and suggested amendments to 17-074(S) specifying a \$6 million option would be a better option.

VOTE (Amendment): YES: LEWIS, ADERHOLD  
NO: SMITH, REYNOLDS, STROOZAS, ERICKSON

Motion failed.

There was no further discussion on the motion to substitute Resolution 17-074(S) for 17-074.

VOTE (substitution): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

REYNOLDS/LEWIS MOVED TO AMEND TO REMOVE LINES 97,99, AND 100, AND ADJUST THE TITLE TO SAY INCLUDING PRELIMINARY COST ESTIMATE FOR CONSTRUCTION OF A NEW POLICE STATION.

ADERHOLD/LEWIS MOVED TO ALSO CHANGE LINE 104 BE REVISED TO SAY THE AVAILABLE OPTIONS.

Councilmember Aderhold briefly clarified that this is in line with the changes in the first amendment, and since we have the existing HERC site cost estimate and conceptual design, it would allow for a comparison of the two sites.

VOTE (secondary amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was brief discussion clarifying the amendments on the floor.

VOTE (primary amendment as amended): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

SMITH MOVED TO AMEND LINE 102 TO CHANGE INDEPENDENT FACILITATOR TO LOCAL SKILLED FACILITATOR.

Councilmember Stroozas questioned why we need to pay someone to facilitate this when we've already decided what we're going to do.

Councilmember Reynolds replied that there are several areas that haven't been decided; and we'd pay a facilitator because they are skilled in breaking apart people's concerns, building back toward consensus, and finding what needs to be negotiated so we can end up with something everyone can agree on and move forward as a unified body with a unified message.

Councilmember Smith added if the Chief works with an architect and engineer and come back with what has been outlined, we may not need one.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion.

VOTE (main motion as amended): VOTE: YES: ADERHOLD, REYNOLDS, LEWIS, STROOZAS, SMITH, ERICKSON

Motion carried.

Mayor Zak called for a break at 7:55 p.m. and the meeting resumed at 8:00 p.m.

## **NEW BUSINESS**

### **RESOLUTIONS**

- A. **Resolution 17-076**, A Resolution of the City Council of Homer, Alaska, Supporting House Resolution HR 2748 Save Our Seas Act of 2017 and Senate Bill 759 the SOS Act Sponsored by Senator Dan Sullivan in the Senate and Congressman Don Young in the House. Lewis. Recommend adoption.

**Resolution 17-076(S)**, A Resolution of the City Council of Homer, Alaska, Supporting House Resolution HR 2748 Save Our Seas Act of 2017, **Sponsored by Congressman Don Young**, and Senate Bill 759 the SOS Act, Sponsored by Senator Dan Sullivan ~~in the Senate and Congressman Don Young in the House~~. Aderhold.

Mayor Zak asked for a motion to adopt Resolution 17-076 by reading of title only.

LEWIS/REYNOLDS SO MOVED

ADERHOLD/LEWIS MOVED TO SUBSTITUTE RESOLUTION 17-076(S) FOR 17-076.

Councilmember Lewis commented the Senate Bill passed last week with wide bi-partisan support.

VOTE (substitution): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

- B. **Resolution 17-075**, A Resolution of the City Council of Homer, Alaska, Committing to Continual Work Towards Becoming a City that is Universally Accessible to All. Lewis. Recommend adoption.

Mayor Zak asked for a motion for the adoption of Resolution 17-075 by reading of title.

LEWIS/REYNOLDS SO MOVED

LEWIS/ADERHOLD MOVED TO AMEND TO CHANGE THE WORD HANDICAP TO DISABILITY THROUGHOUT THE RESOLUTION.

There was no discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

SMITH/LEWIS MOVED TO AMEND LINE 42 AND INSERT "CONTINUE TO" WORK TOWARD

There was no discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Councilmember Erickson expressed concern about lines 34-37 regarding tourism and advertising as universally accessible, but not able to fulfill it, because it sets us up for failure. She shared some of the issues with cruise ship passengers wanting refunds when their expectations aren't met.

Councilmember Lewis explained we aren't going to turn around and start advertising as universally accessible. This is bringing up, as we move along and businesses become more aware that they are losing business, that we may see we can advertise as universally accessible in the future. He cited an example of a business owner in town whose wife is in a wheel chair and there are many restaurants they can't go to because it's impossible to maneuver.

Regarding comments about the World Health Organization, Councilmember Lewis noted the language says "to explore the possibility of joining". In looking at their website there is an

elaborate application, but there are hundreds of cities, both in the U.S. and around the world, that are advertised.

Councilmember Reynolds noted Homer was recognized by Google as being one of the leaders as a connected city. It's the same kind of accolade from a renowned organization if you meet their criteria.

Councilmember Stroozas noted Resolution 16-057 and suggested this is redundant as they established an ADA Compliance Committee. He also noted they appropriated \$25,000 in this year's budget to help with the first step of developing a transition plan and he'd like to see what they are getting for their money before voting on anything like this.

Councilmember Smith likes that this resolution because it points out what progress we have made and where we're moving as a city in recognizing ADA compliance as something that's important. He looked at the World Health Organization website and thinks it might be a stretch to say it's going garner economic development or more visitors, but what struck him was the application process. He doesn't agree with the idea that you have to apply to get information and share it, and that certain standards have to be maintained to continue the membership.

There was brief discussion that membership with the World Health Organization seems more about meeting criteria and then maintaining standards and that the resolution says we will explore joining. This is something to work toward.

Councilmember Erickson commented in looking into the requirements of the World Health Organization, she questions if business owners will feel like this is another layer of regulations being put upon them. She asked what the comparison is for the World Health Organization's rules on ADA.

Councilmember Lewis explained the ADA is rules the Federal Government imposed on government and businesses for accessibility such as door width, ramps, and number of accessible parking spaces. The World Health Organization Age Friendly just addresses whether there are certain services within a community, like Meals on Wheels and Senior Centers for example.

VOTE: YES: REYNOLDS, ADERHOLD, SMITH, LEWIS  
NO: ERICKSON, STROOZAS

Motion carried.

#### **COMMENTS OF THE AUDIENCE**



Debbie Speakman, Chamber of Commerce Executive Director, extended a hand and say they are making resolutions to the business community that is open minded and wants to hear, so of some of the \$25,000 can be pushed toward educating chamber members and businesses in town, that would be important. When talking about things that effect the business community, her door is open and she's happy to get the word out. She noted there are forums for Borough Assembly candidates on September 14<sup>th</sup> and City Council candidates on the 28<sup>th</sup> both at 5:00 p.m. Regarding the bed tax, she commented that yes, people will come and pay the extra \$30, but they won't have that \$30 to spend on other things. 90% of our visitors are Mat-Su and Anchorage, our neighbors, and they will pay the bed tax, but we'll see it on the other end of the trickle down. Looking at the Borough, Homer will be paying the most, as we have the most lodging.

Dwayne Nustvold, city resident, questioned what cuts the borough has done or if they just want the taxes. He also questioned if the building exempt cards are still going on. The first time he built a house here, for a year he could be exempt from the supplies to build his home, and wonders if that will be affected in the future with these new tax laws.

Tess Dally, non-resident, thanked Council for taking time to address Resolution 17-075 and clarified that the ADA is the Americans with Disabilities Act and it's a law. A lot of things we can do are very simple like having accessible websites, some of the changes with accessible sidewalks, transportation services, and making information available. One thing that's very important is when she goes to a business that's not accessible, it's a barrier. To say it's good business to remodel is correct, but often it's necessary to educate people. There are many things she didn't realize until she became disabled. It's a difference between an either/or situation and a both/and situation. She would like Homer to be a both/and city not an either/or city.

Kimberly Ketter, city resident, thanked Council for passing resolution 17-075, she was shocked there was so much discussion on it. A good majority of the citizens are our senior citizens and those with limitations and disabilities. A lot of places aren't accessible. She supports the bed tax, it works in states in the lower 48. A lot of the costs already fall on the citizens who live here.

Rachel Lord, city resident, commented on July 29<sup>th</sup> the Certified American Grown effort held one of their seven field to vase dinners around the country, here in Homer at Scenic Place Peonies. 116 people came and ate dinner, a majority from out of state. There was an article in Edible Alaska online edition that really highlighted our growing peony industry. She expressed appreciation of city staff and previous councils that have really looked at third party certification programs as opportunities to see how they cannot just meet the bare minimum, but go above and beyond. The Clean Harbor's program is an example of that. Most certification programs are non-regulatory, but voluntary. They are people who are experts in their field working together with many stakeholders to come up with a set of criteria that don't just meet bare bones regulatory requirements, but take that extra step. It's a service to give communities

the opportunity to strive a little higher. She's thankful the city has taken that step to strive to be the best in a number of instances.

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

City Attorney Wells was not present.

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

City Clerk Jacobsen commented the candidacy filing period ends Tuesday at noon, along with the time to withdraw if anyone has filed and changed their mind. She also commented that she is available to give a report to the Council as ADA Coordinator on the status of the work being completed.

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

City Manager Koester had no comment.

#### **COMMENTS OF THE MAYOR**

Mayor Zak thanked the council for their work tonight, being prepared, and working together. There was great discussion at all three meetings.

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

Councilmember Stroozas commented how proud he is of Homer's budding and blooming peony industry. It has made Homer a special place and he thanked Rita Jo Shultz for keeping the Chamber of Commerce supplied with peonies every day so all of our chamber visitors can have a peony as a token of favor and esteem. When you see Rita Jo, thank her.

Councilmember Lewis congratulated the Homer Mariner Football team for winning their first game of the season against Kodiak. He commented Juneau is now in discussion whether to raise their bed tax from 7% to 9%. Whether you are for or against it, if the Borough doesn't allow the people to vote, it's going to keep coming back. They should allow the opportunity to vote yes or no.

Councilmember Smith commented a majority of the state that has no problem charging us bed tax when we go to visit them, so keep that in mind. We are residents of the state and we travel, and they don't seem to have a hang up when it comes to bed tax. He congratulated the Mean Machine, the city league softball winners. Lastly he said he attended the memorial service for Carla Moss Freeman. She contributed a tremendous amount to our community, especially the art community, and her daughter Asia continues to do the same.

Councilmember Aderhold commented she had visitors in town recently and that it was fun to see Homer and Kachemak Bay through the eyes of a visitor. It was very rewarding and reminded her of the amazing local businesses, artists, and people who produce goods here in Homer. She expressed her appreciation to our local businesses for all they do and their incredible customer service.

Councilmember Erickson reminded everyone that August 22<sup>nd</sup> is the first day of school with new bus routes, and also cruise ship visit. If you're riding around town and see all kinds of school busses and kids, be careful. She thanked Donna and her group for all the ADA work they are doing. It is a big job getting our town in compliance and she appreciates the work. These are important issues we need to deal with. She's proud of our town and loves being able to show it off.

Councilmember Reynolds welcomed the students back to school and noted the next Cannabis Advisory Commission is next Thursday, August 24<sup>th</sup>. She read a prepared statement:

A few days ago, neo-Nazis and other white nationalists descended on Charlottesville, Virginia, to rally for hate. They came carrying torches and assault rifles. One of them used an automobile as a weapon, and now thirty-four peaceful protestors have been injured and one woman is dead. Amidst the confusion of that day, a helicopter crash also claimed the lives of two police officers.

I have prepared a statement about this weekend's incident, which itself was just one instance of a type of terrorism that has been exponentially increasing over the last year or two. Some of these phrases and thoughts I have borrowed from other people's writing; I hope that I do them honor by including spin offs of their words here, and I thank them for their eloquent bravery.

This is not a partisan issue. This is not a political issue. To demonstrate that, here are some quotes about the terrorism in Charlottesville.

It's not hard to spot the wrong side here. They're the ones with the torches and the swastikas.  
*Kamala Harris*

White supremacists and neo-Nazis are, by definition, opposed to American patriotism and the ideals that define us as a people and make our nation special.

As we mourn the tragedy that has occurred in Charlottesville, American patriots of all colors and creeds must come together to defy those who raise the flag of hatred and bigotry. *John McCain*

Racism is evil. And those who spread violence in the name of bigotry strike at the very core of America. *Donald Trump*

We must ask ourselves an urgent question: which side are we on? Are we on the side that makes excuses for and sanitizes these acts? Are we on the side that pardons the actors behind them by calling them misunderstood Americans, the "alt" right, misguided, upset, fringe, and whatever other name might diminish the outright terrorism these people are perpetrating?

Or are we on the side that confronts anti-Black, anti-Native, anti-Jewish, anti-Muslim racism, bigotry, and xenophobia—and condemns the White supremacist domestic terrorists who marched

on Charlotte to shed some blood? You don't get to be both a Nazi and a proud American. We literally had a war about this. The whole world was involved.

My fellow white Americans, what happened in Charlottesville happened because of us, and we need to understand and take responsibility for that. It's natural to feel that "I just want life to go back to normal," but we can't, we mustn't do that. Our "normal" was what led to this, and it is our privilege that allows us to feel safe. This reality that seems so new and disturbing to us is the reality that people of color have been living with forever. There is no normal, there never was. We have failed in our duty to be accountable, and we need to face our history and our complicity in this system. This is not about "free speech." It never was. There is no "free speech" if anyone brandishes firearms to intimidate those they despise. You can't argue with the armed. The fascists told us their intentions clearly on Saturday. This, to them, is about "blood and soil." They are serious. So am I. This week, it was Charlottesville. Next week, it could be any other town. We all must answer this question, "How will I confront this threat?"

I urge you to denounce hate groups and hate crimes and to spread the truth about hate's threat to a pluralistic society. An informed and unified community is the best defense against hate. You can spread understanding about the importance of dismantling systemic and overt racism in our society in private and public ways; through one-on-one conversations, by talking to your children about racism early and often, in church bulletins, door-to-door fliers, websites, local bulletin boards, letters to the editor, social media and print advertisements. Hate shrivels under strong light. Beneath their neo-Nazi exteriors, hate purveyors are cowards, surprisingly subject to public pressure and ostracism.

People are dying and I'm not standing for it anymore. Racism must named, confronted and abolished. White supremacy must be denounced. Fascists must be stopped.

These words from a Woody Guthrie song have been replaying in my head, "All you fascists are bound to lose"; But, they aren't bound to lose. Maybe they can win. WE have to hold them accountable and MAKE them lose.

## **ADJOURN**

There being no further business to come before the Council, Mayor Zak adjourned the meeting at 8:47 p.m. The next Regular Meeting is Monday, August 28, 2017 at 6:00 p.m., Worksession at 4:00 p.m. and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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MELISSA JACOBSEN, MMC, CITY CLERK

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



## 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 17-114

TO: Mayor Zak and Homer City Council

FROM: Councilmember Aderhold and Councilmember Smith

DATE: August 23, 2017

SUBJECT: Approval to submit the attached resolution to Alaska Municipal League

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The purpose of this memo is to approve the attached draft resolution for submission to the Alaska Municipal League (AML) Winter Conference. This draft resolution is nearly identical in substance to City of Homer Resolution 17-078 before you for consideration. AML requires that resolutions for consideration at the Winter Conference be formatted according to their specifications and submitted to the AML Board of Directors by the first week of October for consideration at the Winter Conference in Anchorage November 13-17. Resolutions are a statement of the Alaska Municipal League's intent to support a specific action on a significant issue affecting municipalities. Resolutions adopted by AML will be distributed to Legislators and government officials.

RECOMMENDATION: Voice non objection and consent to approve the attached resolution for submission to the Alaska Municipal League Winter Conference.



ALASKA MUNICIPAL LEAGUE

RESOLUTION 17-\_\_\_\_\_

A RESOLUTION OF THE ALASKA MUNICIPAL LEAGUE REQUESTING THAT  
THE ALASKA LEGISLATURE REVISIT THE STANDARD FOR RECALLING  
MUNICIPAL OFFICIALS TO DETERMINE THE SUFFICIENCY OF  
DEFINITIONS AND PROCESSES THEREIN

WHEREAS, recall elections concerning municipal and local elected officials have recently been held or contemplated in the City of Homer, the Kenai Peninsula Borough, the City of Haines, City of Cordova, and the Petersburg Borough; and

WHEREAS, recall elections are an important part of the democratic process and therefore the rules governing recall must be clear and easily understood by voters, elected officials, and municipal employees; and

WHEREAS, Alaska Statutes 29.26.240 through 29.26.360 govern recall elections for municipal officials; and

WHEREAS, the standards for what constitutes both an action that would justify recall and how a local municipal official should evaluate the recall petition's sufficiency are not clearly defined in the Alaska Statutes, leading to a wide range of interpretations; and

WHEREAS, in 1984, the Alaska Supreme Court suggested that the legislature clarify the recall statutes. The Court made the following statement in *Meiners v. Bering Strait School District*, 867 P.2d 287, 296 (Alaska 1984):

Each issue in this case arises because one or another of the provisions of Alaska's recall statute is in some way ambiguous. The need for judicial participation in the recall process could be decreased by more carefully drawn statutes. Article XI, section 8 of the [Alaska] Constitution commands the Legislature to prescribe both the procedures and the grounds for recall. The political nature of the recall makes the legislative process, rather than judicial statutory interpretation, the preferable means of striking the balances necessary to give effect to the Constitutional command that elected officers shall be subject to recall. . . [W]e commend to the Legislature the suggestion that these statutes be revised to clarify its intentions;

and

WHEREAS, over the past 30 years, and despite the Alaska Supreme Court's request, the Alaska Legislature still has not clarified the statutes related to recalling municipal officials; and

WHEREAS, "misconduct in office", currently one of the grounds for recalling a municipal official, is undefined in the Alaska Statutes and the level and type of misconduct required is not specified; and

WHEREAS, the Alaska Supreme Court has stated that it was not advisable to force municipal clerks who are not attorneys to rely on in-depth legal analyses including reviews of case law to determine the sufficiency of recall petitions; and

WHEREAS, the Alaska Legislature can look to at least 28 other states for examples of laws when deciding how to clarify Alaska's recall statutes as recall of local officials is allowed in Alabama (Ala. Code § 11-44-130), Arizona (Const. Art. 8), Arkansas (Ark. Code § 14-47-112), California (Const. Art. 2, § 19 and Cal. Election Code § 11000), Colorado (Const. Art. 21, § 4 and Rev. Stat. § 31-4-501), Florida (Fla. Stat. § 100.361), Georgia (Const. Art. 2, § 2.4 and Ga. Code § 21-4-1), Idaho (Const. Art. 6, § 6 and Id. Code § 34-1701), Kansas (Const. Art. 4, § 3 and Kan. Stat. § 25-4301), Louisiana (Const. Art. 10, § 26 and La. Rev. Stat. § 18:1300), Michigan (Const. Art. 2, § 8 and Mich. Comp. Laws § 168.951), Minnesota (Minn. Stat. § 351.14), Missouri (Mo. Rev. Stat. § 77.650 and § 78.260), Montana (Mont. Code § 2-16-601), Nebraska (Neb. Rev. Stat. § 31-786 and § 32-1309), Nevada (Const. Art. 2, § 9), New Hampshire (N.H. Rev. Stat. § 49D:3(e)), New Jersey (Const. Art. 1, § 2(b)), New Mexico (Const. Art. 10, § 9), North Dakota (Const. Art. 3, § 10), Ohio (Ohio Code § 705.92), Oregon (Const. Art. 2, § 18 and ORS § 249.865), South Dakota (S.D. Codified Laws § 9-13-29), Tennessee (Tenn. Code § 6-31-301), Washington (Const. Art. 1, § 33-34 and Wash. Code § 29A.56.110), West Virginia (W.Va. Code § 8-12-4(3)), Wisconsin (Const. Art. 13, § 12 and Wis. Stat. § 9.10) and Wyoming (Wyo. Stat. § 15-4-110); and

WHEREAS, Alaska can look to at least seven other states that require a specific ground for recall to be stated when a person or group attempts to recall an elected official: Georgia (Ga. Code § 21-4-3(7) and 21-4-4(c)), Kansas (KS. Stat. § 25-4301), Minnesota (Const. Art. VIII § 6), Montana (Mont. Code § 2-16-603), Rhode Island (Const. Art. IV § 1), Virginia (Va. Code § 24.2-233) and Washington (Const. Art. I, § 33); and

NOW, THEREFORE, BE IT RESOLVED that the Alaska Municipal League, requests that the Alaska Legislature revisit the standards for recalling municipal officials to determine the sufficiency of the definitions and processes therein.

PASSED AND ADOPTED by the Alaska Municipal League this \_\_\_\_ day of November, 2017.

Signed: \_\_\_\_\_  
President, Alaska Municipal League

Attest: \_\_\_\_\_  
Executive Director, Alaska Municipal League



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

Aderhold/Smith

3  
4 **RESOLUTION 17-078**

5  
6 A RESOLUTION OF THE CITY OF HOMER REQUESTING THAT THE  
7 ALASKA LEGISLATURE REVISIT THE STANDARD FOR RECALLING  
8 MUNICIPAL OFFICIALS TO DETERMINE THE SUFFICIENCY OF  
9 DEFINITIONS AND PROCESSES THEREIN.

10  
11 WHEREAS, Recall elections concerning municipal and local elected officials have  
12 recently been held or contemplated in the City of Homer, the Kenai Peninsula Borough, the  
13 City of Haines, City of Cordova, and the Petersburg Borough; and

14  
15 WHEREAS, Recall elections are an important part of the democratic process and  
16 therefore the rules governing recall must be clear and easily understood by voters, elected  
17 officials, and municipal employees; and

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19 WHEREAS, Alaska Statutes 29.26.240 through 29.26.360 govern recall elections for  
20 municipal officials; and

21  
22 WHEREAS, The standards for what constitutes both an action that would justify recall  
23 and how a local municipal official should evaluate the recall petition's sufficiency are not  
24 clearly defined in the Alaska Statutes, leading to a wide range of interpretations; and

25  
26 WHEREAS, In 1984, the Alaska Supreme Court suggested that the legislature clarify the  
27 recall statutes. The Court made the following statement in *Meiners v. Bering Strait School*  
28 *District*, 867 P.2d 287, 296 (Alaska 1984):

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30 Each issue in this case arises because one or another of the provisions of Alaska's recall  
31 statute is in some way ambiguous. The need for judicial participation in the recall  
32 process could be decreased by more carefully drawn statutes. Article XI, section 8 of  
33 the [Alaska] Constitution commands the Legislature to prescribe both the procedures  
34 and the grounds for recall. The political nature of the recall makes the legislative  
35 process, rather than judicial statutory interpretation, the preferable means of striking  
36 the balances necessary to give effect to the Constitutional command that elected  
37 officers shall be subject to recall. . . [W]e commend to the Legislature the suggestion  
38 that these statutes be revised to clarify its intentions;

39 and

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41 WHEREAS, Over the past 30 years, and despite the Alaska Supreme Court's request, the  
42 Alaska Legislature still has not clarified the statutes related to recalling municipal officials; and

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WHEREAS, "Misconduct in office", currently one of the grounds for recalling a municipal official, is undefined in the Alaska Statutes and the level and type of misconduct required is not specified; and

WHEREAS, The Alaska Supreme Court has stated that it was not advisable to force municipal clerks who are not attorneys to rely on in-depth legal analyses including reviews of case law to determine the sufficiency of recall petitions; and

WHEREAS, The Alaska Legislature can look to at least 28 other states for examples of laws when deciding how to clarify Alaska's recall statutes as recall of local officials is allowed in Alabama (Ala. Code § 11-44-130), Arizona (Const. Art. 8), Arkansas (Ark. Code § 14-47-112), California (Const. Art. 2, § 19 and Cal. Election Code § 11000), Colorado (Const. Art. 21, § 4 and Rev. Stat. § 31-4-501), Florida (Fla. Stat. § 100.361), Georgia (Const. Art. 2, § 2.4 and Ga. Code § 21-4-1), Idaho (Const. Art. 6, § 6 and Id. Code § 34-1701), Kansas (Const. Art. 4, § 3 and Kan. Stat. § 25-4301), Louisiana (Const. Art. 10, § 26 and La. Rev. Stat. § 18:1300), Michigan (Const. Art. 2, § 8 and Mich. Comp. Laws § 168.951), Minnesota (Minn. Stat. § 351.14), Missouri (Mo. Rev. Stat. § 77.650 and § 78.260), Montana (Mont. Code § 2-16-601), Nebraska (Neb. Rev. Stat. § 31-786 and § 32-1309), Nevada (Const. Art. 2, § 9), New Hampshire (N.H. Rev. Stat. § 49D:3(e)), New Jersey (Const. Art. 1, § 2(b)), New Mexico (Const. Art. 10, § 9), North Dakota (Const. Art. 3, § 10), Ohio (Ohio Code § 705.92), Oregon (Const. Art. 2, § 18 and ORS § 249.865), South Dakota (S.D. Codified Laws § 9-13-29), Tennessee (Tenn. Code § 6-31-301), Washington (Const. Art. 1, § 33-34 and Wash. Code § 29A.56.110), West Virginia (W.Va. Code § 8-12-4(3)), Wisconsin (Const. Art. 13, § 12 and Wis. Stat. § 9.10) and Wyoming (Wyo. Stat. § 15-4-110); and

WHEREAS, Alaska can look to at least seven other states that require a specific ground for recall to be stated when a person or group attempts to recall an elected official: Georgia (Ga. Code § 21-4-3(7) and 21-4-4(c)), Kansas (KS. Stat. § 25-4301), Minnesota (Const. Art. VIII § 6), Montana (Mont. Code § 2-16-603), Rhode Island (Const. Art. IV § 1), Virginia (Va. Code § 24.2-233) and Washington (Const. Art. I, § 33).

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, requests that the Alaska Legislature revisit the standards for recalling municipal officials to determine the sufficiency of the definitions and processes therein.

PASSED AND ADOPTED by the Homer City Council this \_\_\_\_ day of August, 2017.

CITY OF HOMER

\_\_\_\_\_  
BRYAN ZAK, MAYOR

85 ATTEST:

86

87 \_\_\_\_\_

88 MELISSA JACOBSEN, MMC, CITY CLERK

89

90 Fiscal Note: N/A



# VISITORS



ANNOUNCEMENTS  
PRESENTATIONS  
BOROUGH REPORT  
COMMISSION REPORTS





# PUBLIC HEARING(S)



# 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

## Memorandum

TO: Mayor Zak and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: August 23, 2017  
SUBJECT: August 28 City Manager's Report

---

### **Emergency Repair at the Library**

The City discovered an issue with our fire alarm system at the Library recently when we contracted with Taylor Fire to look into why alarm tests were failing. Public works was hoping that the analysis would provide a repair option that might extend the life of the unit. However, while waiting for their arrival, the unit had a major and final irreparable failure. Apparently there has been a history of failure with the system, and Taylor Fire has been replacing them on a regular basis. The Library system has been limping along with this panel for over a year and parts are no longer available. The sprinkler system itself is still functional, so fire protection is operable. However, there is no notification to emergency personnel or building maintenance of an event. Additionally, there is no early warning/notification to anyone inside the building that a fire could be occurring in a back room, etc. The alarm control panel system is a code requirement. The fire alarm system should be up and running by the time of the Council meeting. The contractor estimated the work would cost \$7,300 which I will be requesting from Library depreciation reserves during the midyear budget amendments.

### **Staff Participation at Committee of the Whole**

I have asked all Department Heads to participate at the Committee of the Whole. This helps management understand Council's decisions and priorities and provides you an opportunity to ask detailed questions about pending legislation or other City issues while the experts are in the room. Please help me use staff time wisely and ask questions that require specific expertise during the committee of the whole if at all possible. Unless there is unusually complex legislation specific to a department on the agenda, department heads are free to go after Committee of the Whole. This will help control our level of effort so department heads can spend more time in the trenches. Thank you for your help in getting the most out of City staff.

### **Backup Generator and Harbormaster's Office**

At the August 14 meeting City Council approved a Homeland Security grant to purchase an emergency backup generator at for the Harbormaster's office. The question of alternate fuel sources came up after the meeting and I wanted to take a moment to explain why diesel was chosen as the preferred alternative.

The biggest threat for an extended power outage on the Spit comes from a significant earthquake. A fault line runs across the Spit around the hockey rink, which is about where the road sank in 1964. In any major earthquake event there is a risk that the natural gas supply would be shut down until such a time that the Enstar utilities can be tested and returned to service. How long something like that would take depends on

the severity of the event. It is likely that during a significant earthquake event there would be a long period of aftershocks that could continue for days and prolong response.

Staff also talked about Propane as an option mostly because it is easy to store long-term and there are no real spill risk. However, propane is problematic because of supply. There are no large propane storage tanks in Homer. All propane comes down the highway which adds another layer of vulnerability. Who knows what Spit Road will look like when the big one hits? It may be useable, or the end of the Spit maybe an island for a while.

Diesel is prevalent on the Spit. Petro Marine's tank farm is located at the end of the Spit. If push came to shove, there are literally tens of thousands of gallons of diesel in the boats in the harbor. In the end, the most important variable is not efficiency but reliability. The generator will likely get minimal use; short-term power outages and monthly testing. A back up generator is about keeping the lights, phones, computers, radios, and heating up and running without fail 24-7 during an emergency. For that we need the most reliable source of fuel that is readily available on the end of the Spit when the chips are down.

### **Alaska Municipal League Summer Meeting Travel Report**

I attended the Alaska Municipal Management (AMMA) and Alaska Municipal League (AML) meeting the week of August 14 with Mayor Zak and Councilmember Smith. The weather was terrible, but the company was outstanding. In addition to municipal leaders from around the state, the Governor and his staff spent most of Thursday with the group. At the manager's meeting, I had the opportunity to ask my colleagues advice on issues ranging from staff development to building a new harbor. I am always impressed at how helpful and free with information Alaskan Managers are. They embody the help your neighbor spirit that makes Alaska such a great place to live. I had the privilege of facilitating a dialogue with this group of professionals on building communication skills. The room shared great tangible advice on effective communication with Council, relationship building with staff, and struggles with navigating the changes from traditional media to social media. The Haines City Manager organized an impromptu meeting with their newly formed Economic Development Board and we shared economic development struggles and success in our similar small commercial fishing and tourism towns. These trips are always a great opportunity to get out of our silos and learn, network and share with other Alaskan communities. The next AML meeting is November 13-17 and I encourage Councilmembers who are able to attend.

### **Proposition 1 – Be Smart with the Hart - Education Campaign**

Staff in my office is gearing up for a voter education campaign on the Proposition 1, the ballot initiative that allows trail and road maintenance costs to be charged to the HART fund in addition to new road and trails. Council asked to see materials before they are published (attached in draft form). As you know, changes to HART combined with conservative budgeting are essential to being able to keep City services without imposing new taxes. Please feel free to email me with any feedback on the materials or to volunteer to do some voter outreach. The campaign will include:

- postcard mailing (draft is page 1 & 2 of attachment)
- web banner advertisements (draft is page 3 & 4 of attachment)
- Newspaper ads. These can be sized for FB posts or ads as well.
- FB posts/ads - sample one with Smart with Hart branding is included on page 6 of the attachment.
- Radio PSAs
- Press Release
- Opinion pieces/ letter to the editor
- Direct outreach/presentations



### **Alaskans of the Week**

Two Alaskans have been honored by Senator Dan Sullivan recently for their dedication to this great state by being named the 'Alaskan of the Week' on the Senator Floor. In May long time operator of the Homer Animal Shelter, Sherry Bess was recognized for her commitment to taking care of stray and lost animals in Homer. Homer Electric employee Kathy Heindl was recognized just last week for her commitment to preserving a sustainable salmon fishery, among a long list of other accomplishments. The national recognition is a reminder of everything our friends and neighbors do to make this a great place to live and how fortunate we are to live somewhere with such a strong spirit of community service.

Enc:

Be Smart with the Hart Voter Education Materials

Press Release: Alaskan of the Week Sherry Bess

Press Release: Alaskan of the Week Kathy Heindl

Thank you note to Homer EMS



*Vote  
Yes*

**PROP 1**

**Be smart  
with the  
HART**



*Vote Oct 3*

**HART Funds can**

- **build new roads and trails,**
- **help maintain the ones we have, and**
- **help balance the budget while maintaining City services with no new taxes.**

*Polls open  
7 am - 8 pm*

**Vote YES on Prop 1 to use our revenues wisely on public goods we all use and need both now and for the future. More info: [www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov).**

**Yes**  
**PROP 1** **Be smart with the HART**

*Paid for by City of Homer  
491 E Pioneer Ave.  
Homer AK 99603*

*Mayor Bryan Zak  
approves this message.*

**HART is a fund dedicated to building new and upgrading substandard roads and trails in Homer. It is supported by a small percentage of City sales tax.**

**For 30 years, the City has used HART funds to upgrade or build new roads like Grubstake and Snowbird near the post office. Yet annually only about half of the funds are utilized. HART can do more to benefit Homer residents.**

**Prop 1, if passed, adds road and trail maintenance as an eligible HART expense.**

**Prop 1 allows HART funds to help maintain our roads and trails -- a growing system we depend upon daily for work, school and play -- while still contributing funds to build the new roads and trails we will need.**

**Combined with cost cutting measures, Prop 1 is a big step toward balancing the City's budget (hard hit by State revenue declines) without new taxes or essential service reductions.**

**Be smart with HART! Vote yes Oct 3.**

Vote  
Yes

# PROP 1

## Be Smart with HART

- HART funds can build new roads & trails
- maintain the ones we have
- and balance the budget while maintaining City services with no new taxes



# VOTE OCT 3

Polls Open  
7 AM - 8 PM

Paid for by the City of Homer 491 E Pioneer Ave., Homer AK  
Mayor Bryan Zak approves this message.

*Vote Yes*

# PROP 1

## Be Smart with HART

- HART funds can build new roads & trails

- maintain the ones we have

- and balance the budget while maintaining City services with no new taxes

Paid for by the City of Homer  
491 E Pioneer Ave., Homer AK  
Mayor Bryan Zak approves this message.



**Vote absentee beginning Sept 18 at City Hall**

**Vote at the Polls Oct 3, 7 am - 8 pm**



### **YES on Prop 1 Supports Winter Road Maintenance**

Six Public Works Dept employees operate plow trucks, snow blowers, graders, dump trucks and sanders

to clear snow and ice from 98 lane miles of City streets and another 2.5 lane miles of State roads.

That's the distance from Clam Gulch and back!

Public Works also clears snow and ice from 11 City sidewalks and trails and spreads 2,500 tons of sand per year.

That's the weight of ~5,555 moose!

## **Put HART Funds to Work**

**0.75% of Homer sales tax currently goes to the HART fund to build new and upgrade substandard roads and trails. If passed, Prop 1 allows using a portion of HART funds to maintain the roads and trails we have already built.**

**Be smart with HART! Vote YES on PROP 1.**

- Maintenance extends the useful life of a road for the lowest cost.
- Sufficient funds will remain in HART to build new roads and trails.
- Combined with cost cutting measures, HART can help balance the City's budget without new taxes or essential service reductions.

**Vote October 3. Polls open 7 am to 8 pm. Learn more at [www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov).**

**Paid for by the City of Homer, 491 E Pioneer Ave, Homer AK. Mayor Bryan Zak approves this message.**



*Vote  
Yes* **PROP 1** **Be smart with the HART**

**HART is a fund dedicated to upgrading and building new roads & trails in Homer**

**Prop 1, if passed, adds road and trail maintenance as an eligible HART expense.**

**HART is funded with three-quarters of 1% of City sales tax. For 30 years, the City of Homer has used HART funds to upgrade and build new roads like Grubstake and Snowbird near the post office. Yet annually, only about half the HART funds are utilized.**



**Vote absentee beginning Sept 18 at City Hall**

**Vote at the Polls Oct 3 7 am - 8 pm**

**Be smart with HART! Vote YES on PROP 1.**

- Maintenance extends the useful life of a road for the lowest cost.**
- Sufficient funds will remain in HART to build new roads and trails.**
- Combined with cost cutting measures, HART can help balance the City's budget (hard hit by State revenue declines) without new taxes or essential service reductions.**



05.15.17

## SULLIVAN HONORS ALASKAN OF THE WEEK: SHERRY BESS

---

**WASHINGTON, DC** — U.S. Senator Dan Sullivan (R-AK) spoke last week on the Senate floor in recognition of Sherry Bess, of Homer, who has spent nearly three decades caring for the community’s homeless and abandoned animals as manager of the Homer Animal Shelter. Bess was recognized as part of Senator Sullivan’s series, “Alaskan of the Week.”

Sen. Dan Sullivan (R-AK) presents the Alaskan of the Week - May 9,...



The following is the statement submitted to the Congressional Record:

### **TRIBUTE TO SHERRY BESS**

*Mr. SULLIVAN. Mr. President, every week I have been coming to the floor to recognize someone in my State who has made a difference, someone who has devoted time and energy to making my State a better place to live for others. We call these individuals our Alaskan of the Week.*

*As I have said repeatedly, I believe my State is the most beautiful State in the country. We have visitors. We want to welcome more and more visitors. Come on up. I guarantee it will be the trip of a lifetime.*

*When you go to Alaska, one town that nobody should miss is Homer, AK. It is surrounded by the glistening waters of Kachemak Bay, jagged mountains, glaciers, and snowcapped volcanoes. Some people call it the Halibut Fishing Capital of the World. Others call it the Cosmic Hamlet by the Sea. Some, like me, call it a slice of Heaven.*

*I was there a few weeks ago holding a community meeting. I thanked them then, and I want to thank them all today for the very warm welcome I received.*

*I also wish to thank Homer for the very warm welcome they gave to Navy destroyer USS Hopper, which spent a few days in Homer before participating in a joint naval exercise with the Army in the Gulf of Alaska. The 300-member crew of the USS Hopper was greeted by hundreds of cheering, flag-waving Homer residents. The commander of the Hopper, J.D. Gainey, wrote that in his 24 years of naval service, "I have never seen as much patriotism as we enjoyed in Homer." Thank you, Homer, from all of us. Alaskans love Homer.*

*They see it for the landscape but also for the people. It is a tight-knit community. They might not always agree with one another, particularly with regard to politics, but they look out for each other. Like any community with a heart, they look out for their animals.*

*This week I want to recognize a special person as our Alaskan of the week, Sherry Bess, who spent nearly 30 years--three decades--taking care of Homer's animals as the manager of the Homer Animal Shelter. In 1989, when Sherry began to volunteer at the pet shelter in Homer, there was one building, no phone, and only four cages to hold cats. "It was basically a shack," she said. The snow would come in through the dog door. The drains in the water bowls would freeze. Sherry's hands and feet were always cold, and it was infested with mice. There was no*

*bathroom. Oftentimes, when the shelter was too busy and when the animals needed extra care, Sherry would take them to her home, where she would care for them.*

*Sherry and a handful of residents cared for over 1,200 animals each year in that little shelter.*

*Along the way, she gathered both happy stories and heartbreaking stories about the animals she found that were abused and the ones she found homes for. In fact, one of the members of my team in Alaska took a puppy that had been abandoned in a crate in the woods near Homer, took him home, fed him, and Mick Fleagle on my staff now has a dog. His dog Sookie, 8 years old, has the full reign of the house. He is loved.*

*Thanks to Sherry, stories like that abound throughout Homer. For 26 years, she has worked night and day, 7 days a week, for the pets in that community. She recently stepped down from that job. She is taking care of her own pets, lots of them--her family she calls them--but she will always be known to so many people in Homer for what she has done for their pets and their animals.*

*“Over the years, those animals that came to me,” she said, “...unwanted and sad and depressed, and then you help them and you love them and they go to a home and they're loved. That's the most rewarding thing about what I did.”*

*Sherry said over the years she has noticed that the residents of Homer and throughout the country have been kinder to their pets. Part of that is the result of what Sherry and others like her across the country do to educate the public on taking care of animals through vaccinations, neutering. Some of it is more and more because people like Sherry are considering pets as their families.*

*So I want to thank Sherry, as our Alaskan of the Week, for all she has done and for all she has done for pets in our great State. Great job.*

*###*



08.18.17

## SULLIVAN HONORS ALASKAN OF THE WEEK: KATHY HEINDL

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**WASHINGTON, DC** — U.S. Senator Dan Sullivan (R-AK) spoke on August 3 on the Senate floor in recognition of Kathy Heindl, of Kenai, an Alaskan devoting her time to cleaning the banks of the Kenai River and protecting the fishery for future generations. Heindl, a recipient of the Kachemak Heritage Land Trust’s King Maker Award, was recognized as part of Senator Sullivan’s series, “Alaskan of the Week.”

Sen. Dan Sullivan (R-AK) presents the Alaskan of the Week - August...



The following is the statement submitted to the Congressional Record:

### **TRIBUTE TO KATHY HEINDL**

*Mr. President, as I mentioned earlier, I come to the floor every week to talk about my great State and to talk about the people of my great State--the people who make it a better place for all of us. We call these people the Alaskan of the Week. It is one of the most fulfilling parts of my job to*

*come here and talk about people who make a difference, people who don't get a lot of press, people who don't get a lot of attention, but people who are doing the right thing for their country and for their community.*

*Right now in Alaska, we have tourists, people coming from all over, and one of the things happening in Alaska is salmon season. The biggest runs in the world--the bounty of our great State--are happening right now, and the fish are running. If you or anyone listening has ever had the opportunity to catch or eat wild Alaskan salmon, of course, it is the memory of a lifetime. There is nothing better; there is no better fish in the world.*

*There is great salmon fishing all across Alaska, but one of the most heavily fished areas in Alaska and the world is on Alaska's Kenai Peninsula, about 45 minutes from Anchorage. Millions of salmon run up the rivers of the Kenai, drawing tens of thousands of Alaska sports, personal use, and commercial fishermen, as well as visitors from all over the country, all over the world to fish the amazing Kenai River.*

*The area can continue to support a lot of traffic, but when you have that many people on the Kenai, sometimes it does cause congestion. So let me talk about someone who works on these issues for Alaska--Kathy Heindl.*

*Kathy is an engineer with Homer Electric Association on the Kenai. Ten years ago, she visited Alaska as a tourist. She saw the Northern Lights dancing in the winter, the snow-covered mountains, and she knew she was home. She loves the Kenai. There is a sense of freedom there and all across Alaska. It is a place where there is room to pave your own path but support others and the community around you, and, of course, there are the salmon.*

*Since Kathy moved to Alaska, she has been working to give back to the community that she loves so much. She is an active member and past president of her local Rotary Club. She is a member of the Kenai Peninsula Borough Community Emergency Response Team. She is also a member of a group that operates ham radios in order to help if there is a disaster and shuts down cell service or other communication devices.*

*During the summer, right now, she spends much of her free time as a Kenai Peninsula Stream Watch volunteer with the Kenai Watershed Forum, helping to make sure that she will have a sustainable fishery-- that we will have a sustainable fishery in the Kenai and throughout the State for generations to come. A few times a week, for as many as 6 hours at a time, she roams the fishing spots, picking up trash, helping others, speaking with anglers. She talks to them about how to protect themselves. She carries around safety goggles--you never want a hook in the eye. She talks about what happens when you run into a bear, which happens a lot in our great State, and the best way to avoid them, and importantly, she educates anglers on how to protect the vegetated banks on this great river to maintain the health of the river and the amazing salmon in it.*

*The vast majority of the people in Alaska and from out of State who fish the Kenai are responsible and want to help in any way they can, and they love Kathy's help, but, still, all the activity in the area has created erosion problems, which has the potential to hurt the fish.*

*The Kachemak Heritage Land Trust, a land stewardship and conservation trust based in Homer, recently recognized Kathy's efforts and presented her with the King Maker Award. "It is your selfless actions that help protect the vital habitat needed for salmon to live and thrive," the land trust wrote to her. "Great role models such as yourself can inspire others in our communities to take action by following your lead" and your example.*

*Mr. President, I want to congratulate Kathy for all the work she is doing, especially in this busy summer in Alaska, and for being our Alaskan of the Week.*

*###*





Nice  
Work!  
Great  
Job!

August 14, 2017

Homer EMS Team!

Great Job!  
Love  
you

Your AMAZING skill and training  
are directly represented by your example  
with Excellence today. You raced to the

Excellent Job  
Guys -  
Michael  
(read)

SPIT and brought back a man from  
a deadly rhythm; you stuck with us in the  
hospital and to your credit the man was  
talking when flown out for Cardiac Cath for  
his STENT! "ACLS you Rock" as an EMS Team!

Thank you, Dr. Geary  
-Chir 100 - Braudy, RN



# CITY ATTORNEY REPORT



# COMMITTEE REPORTS



PENDING BUSINESS





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

3 City Clerk

4 **ORDINANCE 17-28**

5  
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING  
7 HCC 4.30.070(A) TO INCLUDE A COMMISSIONED OFFICER IN THE ARMED  
8 FORCES AS AN ATTESTING OFFICIAL AND CHANGE THE REQUIREMENT  
9 FOR TWO ATTESTING WITNESSES WHO ARE AT LEAST 18 YEARS OF AGE  
10 TO ONE ATTESTING WITNESS WHO IS AT LEAST 18 YEARS OF AGE WHEN  
11 CASTING AN ABSENTEE BY MAIL BALLOT.  
12

13 WHEREAS, HCC 4.30.070(a) currently requires two attesting witnesses who are at least  
14 18 years of age to cast an absentee ballot by mail; and  
15

16 WHEREAS, Requiring two witnesses who are at least 18 years old to attest to an  
17 absentee ballot cast by mail is inconsistent with HCC 4.30.070(d) which requires only one such  
18 witness to attest to a ballot cast by electronic transmission; and  
19

20 WHEREAS, This change is consistent with Alaska Statutes 15.20.081(d) which states:  
21

22 Upon receipt of an absentee ballot by mail, the voter, in the presence of a notary  
23 public, commissioned officer of the armed forces including the National Guard,  
24 district judge or magistrate, United States postal official, registration official, or  
25 other person qualified to administer oaths, may proceed to mark the ballot in  
26 secret, to place the ballot in the secrecy sleeve, to place the secrecy sleeve in the  
27 envelope provided, and to sign the voter's certificate on the envelope in the  
28 presence of an official listed in this subsection who shall sign as attesting official  
29 and shall date the signature. If none of the officials listed in this subsection is  
30 reasonably accessible, an absentee voter shall sign the voter's certificate in the  
31 presence of an individual who is 18 years of age or older, who shall sign as a  
32 witness and attest to the date on which the voter signed the certificate in the  
33 individual's presence, and, in addition, the voter shall certify, as prescribed in  
34 AS 09.63.020, under penalty of perjury, that the statements in the voter's  
35 certification are true.  
36

37 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:  
38

39 Section 1. Section 4.30.070(a) is amended to read as follows:  
40

41 a. Upon receipt of an absentee ballot by mail, the voter may proceed to mark the ballot in  
42 secret, place the marked ballot in the secrecy sleeve, then place the secrecy sleeve in the return

43 **return envelope provided, and sign the voter's certificate on the back of the return**  
44 **envelope in the presence of** whether in or outside the State, in the presence of two attesting  
45 witness, both of whom are at least 18 years of age or before an election judge, notary public,  
46 commissioned District Judge or Magistrate, United States Postmaster, or other person  
47 qualified to administer oaths, may proceed to mark the ballot in secret, to place the ballot in  
48 the small blank envelope or a secrecy sleeve, to place the small envelope or secrecy sleeve in  
49 the larger envelope and to sign the voter's certificate on the back of the larger envelope in the  
50 presence of the above listed officials or designated persons who shall sign as attesting witness.  
51 **a notary public, commissioned officer of the armed forces including the National Guard,**  
52 **district judge or magistrate, United States postal official, election official or other person**  
53 **qualified to administer oaths, who shall sign as a witness and attest to the date signed. If**  
54 **none of the officials listed in this subsection are reasonably accessible, an absentee voter**  
55 **shall sign the voter's certificate on the back of the return envelope in the presence of a**  
56 **United States citizen who is 18 years of age or older, who shall sign as a witness and attest**  
57 **to the date signed.** The voter may then return the envelope with the properly enclosed ballot,  
58 postmarked not later than the day of election, to the Clerk for delivery to the Canvass Board.

59  
60 Section 2. This ordinance shall take effect upon its adoption.

61  
62 Section 3. This ordinance is of a permanent and general character and shall be included  
63 in the City Code.

64  
65 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

66  
67  
68 CITY OF HOMER

69  
70  
71 \_\_\_\_\_  
72 BRYAN ZAK, MAYOR

73 ATTEST:

74  
75  
76  
77 \_\_\_\_\_  
78 MELISSA JACOBSEN, MMC, CITY CLERK

79  
80 YES:

81 NO:

82 ABSTAIN:

83 ABSENT:

84

85 First Reading:  
86 Public Reading:  
87 Second Reading:  
88 Effective Date:

89  
90

91 Reviewed and approved as to form:

92  
93  
94

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

97  
98

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

\_\_\_\_\_  
Holly Wells, City Attorney

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





## City of Homer

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

Office of the City Clerk

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Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

### Memorandum 17-115

TO: MAYOR ZAK AND HOMER CITY COUNCIL

FROM: MELISSA JACOBSEN, MMC, CITY CLERK

DATE: AUGUST 23, 2017

SUBJECT: ORDINANCE 17-28 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING HCC 4.30.070(A) TO INCLUDE A COMMISSIONED OFFICER IN THE ARMED FORCES, AS AN ATTESTING OFFICIAL AND CHANGE THE REQUIREMENT FOR TWO ATTESTING WITNESSES WHO ARE AT LEAST 18 YEARS OF AGE TO ONE ATTESTING WITNESS WHO IS AT LEAST 18 OF AGE FOR AN ABSENTEE BY MAIL BALLOT. CITY CLERK.

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At the August 14<sup>th</sup> Regular City Council meeting Ordinance 17-28 was scheduled for public hearing and second reading. The public hearing was held but no motion was made for adoption of the ordinance as reflected in the following excerpt from page 6 of the August 14<sup>th</sup> meeting minutes:

*Mayor Zak opened the public hearing. There was no public testimony and the hearing was closed. He opened the floor for discussion by Council and there was none. When asked, Councilmembers stated no objection to approval of Ordinance 17-28, however no motion was made for the adoption.*

**Recommendation:** Move to adopt Ordinance 17-28 by reading of title only for second and final reading.



# 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

