

# City Council

Monday, August 27, 2018



Worksession 4:00 p.m.  
Committee of the Whole 5:00 p.m.  
Regular Meeting 6:00 p.m.



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



# August-September 2018

- Monday 27<sup>th</sup>:**            **CITY COUNCIL**  
Worksession 4:00 p.m. Committee of the Whole 5:00 p.m. Regular Meeting 6:00 p.m.
- Tuesday 28<sup>th</sup>:**        **HERC TASK FORCE**  
Regular Meeting 3:00 p.m.
- Monday 3<sup>rd</sup>:**            **CITY OFFICE CLOSED IN OBSERVANCE OF LABOR DAY**
- Tuesday 4<sup>th</sup>:**         **LIBRARY ADVISORY BOARD**  
Regular Meeting 5:30 p.m.
- Wednesday 5<sup>th</sup>:**      **PLANNING COMMISSION**  
Worksession 5:30 p.m. Regular Meeting 6:30 p.m.
- Monday 10<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. except 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. except 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.)

## MAYOR AND CITY COUNCILMEMBERS AND TERMS

- BRYAN ZAK, MAYOR – 18  
DONNA ADERHOLD, COUNCILMEMBER – 18  
HEATH SMITH, COUNCILMEMBER – 18  
SHELLY ERICKSON, COUNCILMEMBER – 19  
TOM STROOZAS, COUNCILMEMBER – 19  
RACHEL LORD, COUNCILMEMBER – 20  
CAROLINE VENUTI, COUNCILMEMBER – 20

<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 27, 2018**  
**COWLES COUNCIL CHAMBERS**

MAYOR BRYAN ZAK  
COUNCIL MEMBER DONNA ADERHOLD  
COUNCIL MEMBER HEATH SMITH  
COUNCIL MEMBER TOM STROOZAS  
COUNCIL MEMBER SHELLY ERICKSON  
COUNCIL MEMBER CAROLINE VENUTI  
COUNCIL MEMBER RACHEL LORD  
CITY ATTORNEY HOLLY WELLS  
CITY MANAGER KATIE KOESTER  
CITY CLERK MELISSA JACOBSEN

### **WORKSESSION AGENDA**

**1. CALL TO ORDER, 4:00 P.M.**

Mayor Zak has requested excusal (timely notice given)

**2. AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 6)

**3. CAPITAL IMPROVEMENT PLAN 2019-2024**

**Memorandum 18-093** from Special Projects and Communication Coordinator Re: 2019-2024 CIP Recommendations and Establishing FY2020 Legislative Priorities

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**4. COMMENTS OF THE AUDIENCE**

**5. ADJOURNMENT NO LATER THAN 4:50 P.M.**

Next Regular Meeting is Monday, September 10, 2018 at 6:00 p.m., Committee of the Whole at 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

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## MEMORANDUM 18-093

TO: Mayor Zak and Homer City Council  
THROUGH: Katie Koester, City Manager  
FROM: Jenny Carroll, Special Projects and Communications Coordinator  
DATE: August 22, 2018  
SUBJECT: 2019-2024 CIP Recommendations and Establishing FY2020 Legislative Priorities

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The City's Capital Improvement Plan (CIP) has undergone review by staff and City Advisory Commissions and is provided in draft form for your review at the August 27 worksession. I have updated project descriptions with current information regarding progress to date, scope, estimated cost, etc. Below is an overview of the updates, which are also indicated in red font in the draft CIP.

• **Minor updates:**

- a) Comprehensive Plan goal statements updated in accordance with the Comp Plan update.
- b) Homer Large Vessel Harbor Project name changed to Homer Large Vessel Port Expansion to make clear it is a port project.
- c) Karen Hornaday Park plans and progress reflects Council's consideration of traffic calming measures.
- d) Financing Assumptions updated to reflect changes to the HART Program.

• **Two projects will be removed from the CIP as funding was successfully procured:**

- a) New Homer Police Station
- b) Homer Harbor Ramp 2 Public Restroom Upgrade

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

• **Two projects have been recommended for removal from the CIP by Parks, Art, Recreation & Culture Advisory Commission. These projects will be removed from the 2019-2024 CIP for the reasons provided.**

However, if Council disagrees with the removal of a project, or would like it moved to the Long Range Project section, please direct staff accordingly:

- a) Ben Walters Park Improvements, Phase 2  
PARC AC unanimously recommends removing this project because Phase 2 goals have been met. The Rotary Club has been working with the City and McDonald's to continue improvements to the park including: parking lot improvements; thinning the heavily treed areas to create more visibility; and opening the restroom again to the public. Plans are in the works for accessibility and playground

equipment. A Master Plan for the park has been suggested; any future capital improvement priorities should be brought forward as a proposed new project after a new plan has been established.

b) Baycrest Overlook Gateway Project

PARC AC unanimously recommends removing this project because many of the plans improvements have been made, including benches, garden plot landscaping and an informational kiosk (provided and managed by the Homer Chamber of Commerce) that welcomes everyone and orients visitors to the natural landscape and the community. New restrooms and paving upgrades would be in the DOT Right-of-Way and is not solely a City of Homer responsibility to make it happen.

● **Three 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 through a formal motion at the September 10 City Council meeting.)

a) Large Vessel Sling Lift, Phase 1 recommended by the Port & Harbor Director and Port & Harbor Commission.

b) Old Main Dock Removal and Disposal recommended by the Port & Harbor Director with support from the Port & Harbor Commission.

c) Poopdeck Platt Trail recommended by the Kachemak Heritage Land Trust.

**Remaining Steps for Council in 2019-2024 CIP Process:**

► **At the August 27 Worksession**

**1) Please provide staff direction regarding removing the two park projects or any other amendments necessary to bring the CIP to a final draft ready for public comment and Council action at the September 10<sup>th</sup> City Council meeting.**

**2) Select Legislative Priority Projects:** Annually, when Council formally adopts the CIP, you also designate 5 projects as the City's top Legislative priorities; the top 2 of the 5 are also the City's Federal priorities. The Legislative Priority designation directs City staff to advocate for those projects when meeting with our State and Federal representatives (understanding the limitations on State capital expenditures and earmarks in the current political climate).

In the past Council has elected to leave the previous year's Legislative Requests on the top 5 list until the projects were funded. Last year, the top five priorities were:

1. New Homer Police Station
2. Homer Large Vessel Harbor
3. Large Vessel Haul Out Repair Facility
4. Storm Water Master Plan
5. Fire Department Equipment Upgrades.

With the funding of the New Homer Police Station, there is one opening for a new project.

To assist you in your worksession discussion and individual Legislative Priority selections, each Advisory Commission reviewed the CIP and selected two projects to recommend to you as Legislative Priorities. They are as follows:



- Planning Commission
  1. Stormwater Master Plan
  2. Main Street Sidewalk Facility: Pioneer Avenue North
  
- Economic Development Commission:
  1. Barge Mooring / Haul Out Repair Facility
  2. Large Vessel Port Expansion
  3. Recommendation for new Legislative Priority Project: Multiuse-Community Center, Phase 1
  
- Port and Harbor Commission:
  1. Large Vessel Port Expansion
  2. Barge Mooring / Haul Out Repair Facility
  
- Parks and Recreation Commission:
  1. Main Street Sidewalk Facility: Pioneer Avenue North
  2. Karen Hornaday Park Improvements, Phase 2

Please submit your top 5 project selections to me (in order of rank #1-5) either at the end of the City Council Worksession on August 27th or by email ([jcarroll@ci.homer.ak.us](mailto:jcarroll@ci.homer.ak.us)) no later than Friday, August 31st. I will tally Council recommendations and draft a resolution in advance of the September 10th public hearing on the CIP. (Keep in mind that projects ranked #1 and #2 will be your pick for the City's Federal priorities.)

The first Public Hearing for the CIP is scheduled for the September 10, 2018 City Council meeting. Adoption of the CIP and the FY 2020 Legislative Priority List is scheduled for the September 24, 2018 City Council Meeting.

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





## 2019-2024 CIP DRAFT

# City of Homer Capital Improvement Plan 2019-2024



Homer's Port & Harbor is a regional asset serving Coast Guard assets, commercial fishing vessels participating in nearly every fishery in the State of Alaska, and tugs, barges and maritime industrial support vessels whose delivery of supplies to a variety of industries and remote communities is foundational to Alaskan commerce at all levels. A large vessel port and infrastructure for a haulout to facilitate large vessel maintenance and repair are part of the City's CIP.



## City of Homer

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

## Office of the City Manager

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September 25, 2017

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2018 through 2023 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2108-2023 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Katie Koester  
City Manager



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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.





## **Integration of the CIP With Comprehensive Plan Goals**

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

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

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

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

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

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

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

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

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



## **State Legislative Request FY2019**

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

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



## 1. New Homer Police Station

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

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

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

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

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

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

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

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

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

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



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



## 2. Homer Large Vessel Harbor Port Expansion

**Name changed recommended by Port & Harbor to more accurately describe the project to potential funding agencies.**

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

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

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

**Plans & Progress:** The City, State of Alaska ADOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2004. At that time, preliminary results indicated the project’s Benefit to Cost ratio would be non-competitive for Federal funding so the study was put on hold. **Since then, conditions have changed to make the project more viable (such as availability of local and more competitively priced building materials and increased moorage demand). As a result, the City and ACOE will be conducting a joint Section 22 Planning Assistance to States Program Study (PAS). The PAS is scheduled to be done by Spring 2019 and will provide guidance on the next steps.**

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

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

**Breakwater Construction**

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

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

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

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



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



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

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**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. Because of the lack of facilities, these 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 as well as local marine trades businesses, and can accommodate the growing freight needs of existing Homer businesses.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. 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.

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



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

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

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

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

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

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

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



## 4. Storm Water Master Plan

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

A new master plan will outline how the City can:

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

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

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

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



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



## 5. Fire Department Fleet Management

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

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

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

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

**Plans and Progress:** Port & Harbor maintenance personnel constructed a prototype for a refurbished model utilizing both newly acquired components and old components that can be salvaged from the existing fire carts. The prototype passed operational tests conducted by the Homer Volunteer Fire Department and is currently in use at the Port & Harbor. To date, three of the seven motorized fire cart apparatus have been refurbished.

**Total Project Cost:** \$1,250,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$100,000

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

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



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



## Mid-Range Projects

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### Part 2: Mid-Range Projects

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## Local Roads

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

**FY 2020 - DRAFT Document**



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

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

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

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

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

Phase I: \$422,604

Phase II: \$520,451

**Schedule:** 2022

**Priority Level:** 3



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

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## Parks, Art, Recreation & Culture

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**FY 2020 - DRAFT Document**

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- ~~Ben Walters Park Improvements, Phase 2 .....14~~
- Homer Spit Trailhead Restroom .....15
- Jack Gist Park Improvements, Phase 2.....16
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## Baycrest Overlook Gateway Project

FY 2020 - DRAFT Document

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

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

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

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

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

The project will consist of three phases:

Interpretive signage, benches and picnic areas

Enhanced landscaping

New restrooms and paving upgrades.

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

2020 (Preliminary Design): \$6,000

2021 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000



Baycrest Overlook is very often the first stop and introduction to Homer for many visitors.

**Priority Level:** 3

**Park, Arts, Recreation and Culture Advisory Commission unanimously recommends removing this project from the CIP because many of the plans improvements have been made, including benches, garden plot landscaping and an informational kiosk (provided and managed by the Homer Chamber of Commerce) that welcomes everyone and orients visitors to the natural landscape and community. New restrooms and paving upgrades would be in the DOT Right of Way and is not solely a City of Homer responsibility to make that happen.**



## Bayview Park Restoration

FY 2020 - DRAFT Document

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

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

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

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

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

**Schedule:** 2020-2021

**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

FY 2020 - DRAFT Document

**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. The City recently completed parking lot improvements and cut back brush to open

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

**Schedule:** 2021

**Priority Level:** 2



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

**Park, Arts, Recreation and Culture Advisory Commission unanimously recommends removing this project from the CIP because Phase 2 goals have been met. Rotary Club has been working with the City and McDonald's to continue improvements to the park including: parking lot improvements; thinning the heavily treed areas to create more visibility; and opening restroom again to the public. Plans are in the works for accessibility and playground equipment. A Master Plan for the park has been suggested; any future capital improvement needs can be brought forward as a proposed new project after the new plan has been established.**



## Homer Spit Trailhead Restroom

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FY 2020 - 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 staging area for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. A restroom would be used by recreationalists and commuters using both trails.

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

**Schedule:** 2022

**Priority Level:** 3



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



## Jack Gist Park Improvements, Phase 2

FY 2020 - 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:** 2020-2021

**Priority Level:** 2



One of the softball fields at Jack Gist Park.





## Karen Hornaday Park Improvements

FY 2020 - DRAFT Document

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

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

While these have improved access and pedestrian safety, patrons arriving by vehicle still face safety issues. The park access road runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park’s attractions. Phase 2 proposes to address this safety issue by relocating the park access road towards the eastern 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:** Significant park improvements were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014.

In 2012, the City spent \$25,000 on preliminary engineering for moving the park access road and developed a projected cost of \$726,000. **The City recently evaluated other methods for safeguarding pedestrian crossings, such as traffic calming features, and landscape and trail enhancements until Phase 2 can be accomplished.** A future Phase 3 will address handicap accessibility and ADA improvements within the playground and replace the aging bathroom facility.

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

**Schedule:** 2019 - 2022

**Priority Level:** 1



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



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



## Multi-Use Community Center, Phase 1

FY 2020 - 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. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need. Incorporating an extensive public input process, the PARC Needs Assessment reflects the community’s high priority on community access to public recreational and educational spaces and identifies a community center as a significant future investment for the community.

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

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

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

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

**Schedule:** 2022

**Priority Level:** 3



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



## Port and Harbor

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**FY 2020 - DRAFT Document**



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

FY 2020 - 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 moorage of large resource development vessels such as timber, mining and oil and gas barges, and as designed, the dock will be able to handle icebreakers, of particular importance given Alaska’s strategic arctic location.

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

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

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

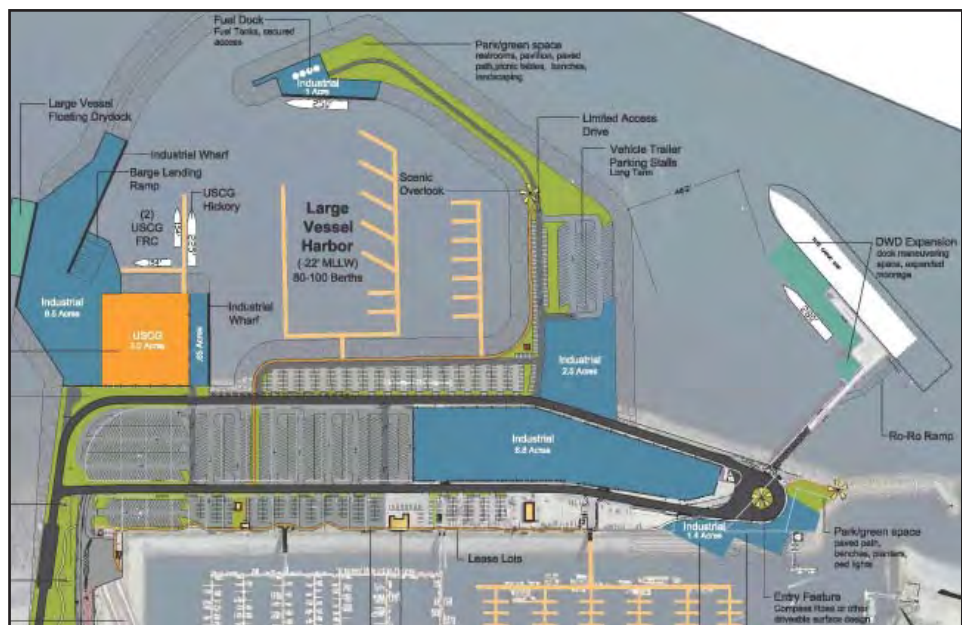
**Total Project Cost:** \$35,000,000

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

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

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

**Priority:** 2



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



## Harbor Ramp 8 Public Restroom

FY 2020 - DRAFT Document

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

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

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

**Schedule:** 2023

**Priority Level:** 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.



## Ice Plant Upgrade

FY 2020 - DRAFT Document

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

Although the Ice Plant has been maintained very well since being built in 1983, staff believes that efficiencies may be gained by upgrading certain key components of the plant with current technologies. This may include replacing the refrigeration compressors, integrating natural gas into the process, and/or upgrading the control systems to increase the plant's efficiency and reduce operating costs.

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

### Total Project Cost:

Phase 1: \$25,000

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

### Schedule:

2019: Phase 1 completion and upgrade plan finalized;

2020: Design and engineering for upgade;

2021: Upgrade ice plant.

### Priority: 1



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



## Seafarers Memorial Parking Expansion

FY 2020 - DRAFT Document

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

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

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

### Schedule:

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

2019: Dredged Material Placement by Corps: In kind

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

**Priority Level:** 1



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



## System 4 Vessel Mooring Float System

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

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

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

**Schedule:**

2021 Design: \$600,000

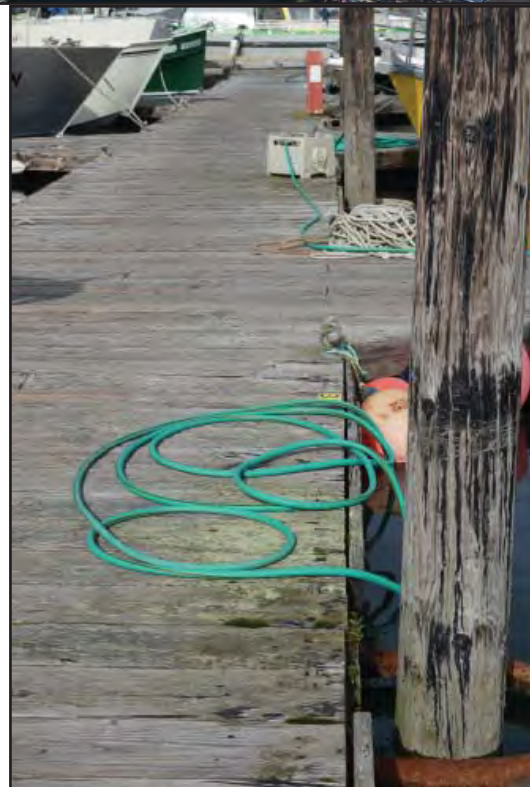
2021-2024 Construction: \$5,000,000

**Priority Level:** 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.



FY 2020 - DRAFT Document





## Truck Loading Facility Upgrades at Fish Dock

FY 2020 - DRAFT Document

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

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

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

**Schedule:** 2019

**Priority:** 1



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



## Wood Grid Repaclement

FY 2020 - DRAFT Document

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

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

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

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

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

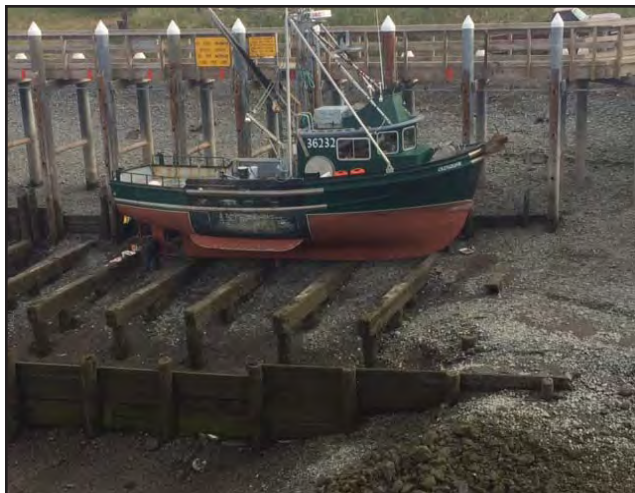
**Total Project Cost:**

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

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

**Schedule:** Phase I: 2020

**Priority Level:** 3



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



## Public Safety

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## City of Homer Radio Communication System Upgrades

FY 2020 - 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 man-made disaster renders one site inoperable, (3) interoperability with all local, borough and state agencies utilizing the ALMR system allowing easy communication with almost any Alaska-based unit during both everyday incidents and large multi-agency events and (4) Moto-Bridge to electronically connect disparate radios to ensure quality communications with agencies who do not share a common channel with Homer.

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

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

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

**Total Project Cost:** \$1,220,018 - \$1,300,018  
 (\$435,915 funded through State Homeland Security and Emergency Management grant awards.)

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



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

**Schedule:** 2019-2022

**Priority:** 1



## Fire Department Rescue 1 Remount

FY 2020 - 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:** 2019

**Priority Level:** 1



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



## Public Works Projects

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

**FY 2020 - DRAFT Document**



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

FY 2020 - 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:** consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and replacement of the A-Frame pressure reducing vault (PRV).
- **Phase 3:** consists of the construction of a new water storage tank, modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back onto the grid; reducing the City’s electricity costs and creating green power.

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

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

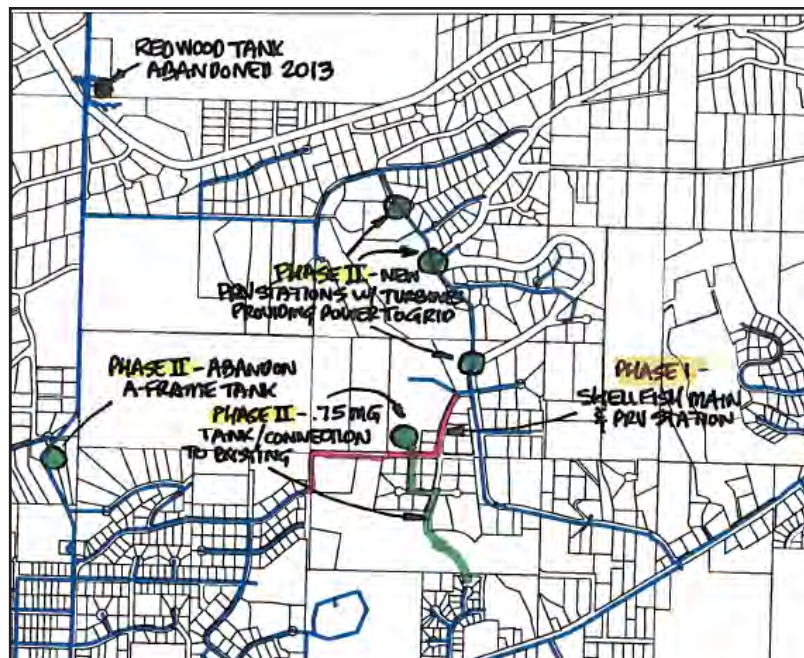
Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

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

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

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

**Priority Level: 1**



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



## State Projects

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

### Transportation projects within City limits:

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

### Transportation projects outside City limits:

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

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## Homer Intersection Improvements

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

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

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

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

Sterling Highway and Heath Street - Roundabout or traffic signal;

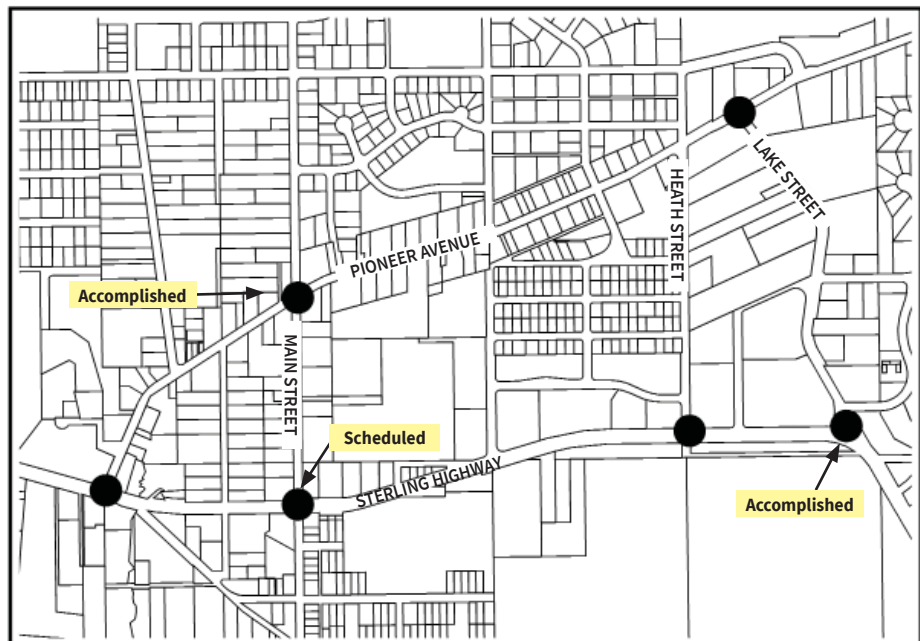
Pioneer Avenue and Lake Street/East End Road - Roundabout or traffic signal.

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

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

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

Lake Street will see improvements in 2020.



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

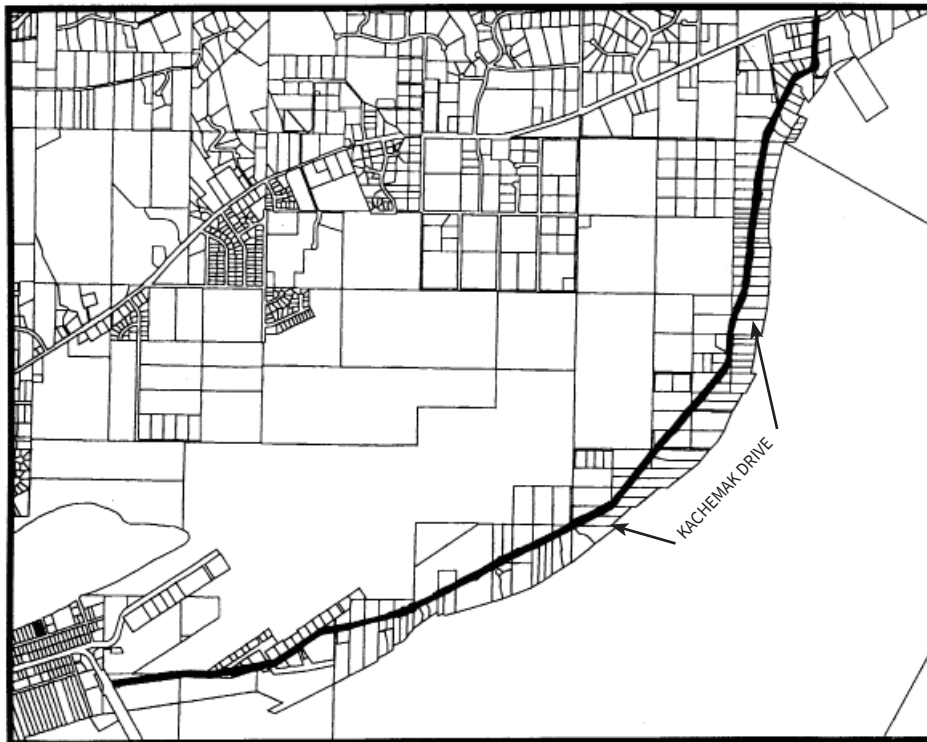


## Kachemak Drive Rehabilitation/Pathway

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

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

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



Project location for Kachemak Drive pathway.

FY 2020 - DRAFT Document



## Main Street Reconstruction

FY 2020 - DRAFT Document

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

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

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

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

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



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



## **Sterling Highway Reconstruction Anchor Point to Baycrest Hill**

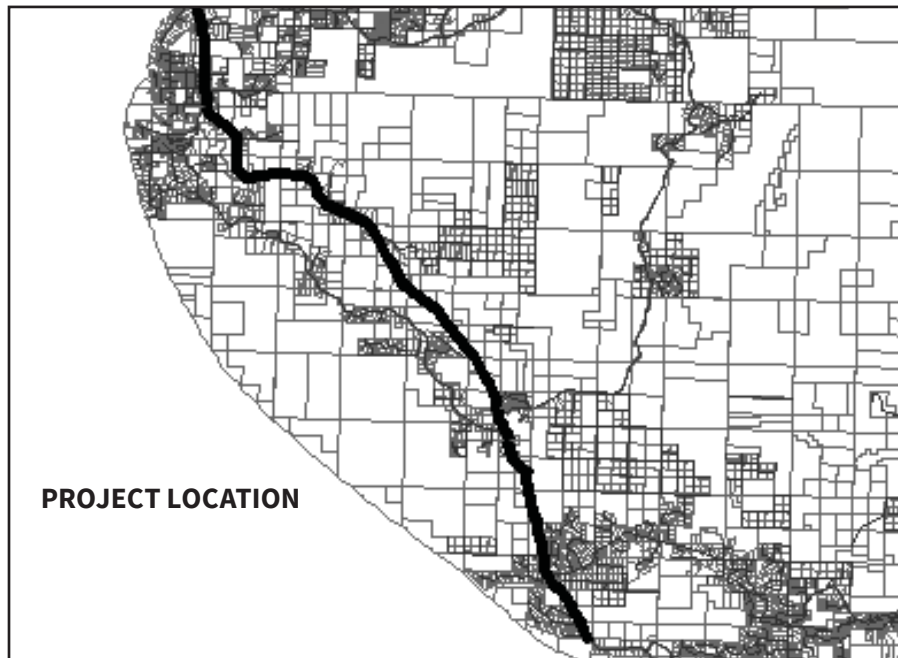
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**Project Description & Benefit:** This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills and blind spots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

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

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

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



**FY 2020 - DRAFT Document**



## Projects Submitted by Other Organizations

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

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

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## Beluga Slough Trail Extension

FY 2020 - DRAFT Document

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

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

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

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

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

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

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

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

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



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



## Haven House Safety/Security Improvements

FY 2020 - DRAFT Document

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

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

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



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



## Homer Council on the Arts Mary Epperson Performing Arts Center

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**Project Description & Benefit:** Guided by the conviction that the arts are for everyone, Homer Council on the Arts (HCOA) provides opportunities for people of all ages and abilities in our community to experience and participate in the arts. HCOA provides arts education, creative opportunities, advocacy and collaboration, and creative opportunities for residents, regardless of income or ethnicity, to experience the arts.

For the past decade, HCOA has been working toward improving its facility to better meet community and programmatic needs. Identified by the Parks, Art, Recreation, and Culture (PARC) Needs Assessment, indoor space for programs and community events is lacking in Homer, and a much-needed asset for the community. Taking the steps necessary to fulfill this community vision, HCOA has worked with the Foraker Group and the Rasmusson Foundation on a Pre-Development Program to produce a feasible, appropriately scaled remodel of the current building and an affordable, multi-use new facility. Adhering to Murdock Charitable Trust’s request, the Board of Directors approved a plan to “think bigger” and construct the Mary Epperson Performing Arts Center using design concepts linked with a black box and clear span/cannery style building concept. The improvements will offer space for programs, dance, a medium-sized performance space, and improve overall accessibility, flexibility, longevity and aesthetics of the existing building.

**Plans & Progress:** The HCOA Board of Directors and the facility committee are in the initial redesign phase with the expectation of completing the redesign, budget, and grant revisions during FY19. Fundraising has been ongoing with a goal of breaking ground by late FY19 or early FY20. Community contributions to date are \$142,361. HCOA was successfully awarded \$130,500 from Rasmusson Foundation for this project in FY18. The Murdock Charitable Trust has accepted both a Letter of Inquiry and a full proposal for \$189,000.

**Total Project Cost:** is to be determined after the redesign phase.



HCOA is designing an upgrade to its current facility to include a black-box style theater addition, which will provide a community performance art space

FY 2020 - DRAFT Document





## Homer Hockey Association Kevin Bell Ice Arena Acquisition

FY 2020 - DRAFT Document

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

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

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

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

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

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



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



## Homer Senior Citizens Inc. Alzheimer's Unit

FY 2020 - 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 our senior population, a full continuum of care is required. Maintaining physical, mental and social capacity supports the dignity of our most vulnerable adults. An Alzheimer’s Unit has been a strategic priority for the HSC’s Board of Directors to keep our seniors home in the community.

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

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

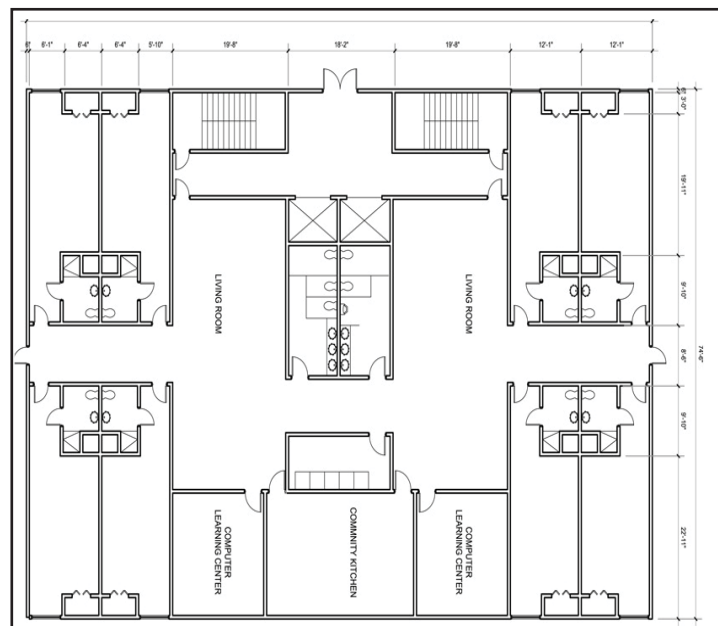
**Plans & Progress:** Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer’s Unit.

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

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



Example of a HydroWorx Therapy Pool Room .





## Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

FY 2020 - DRAFT Document

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

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

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

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

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

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

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

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

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



Cleaning the FLUPSY bins on a beautiful Kachemak Bay day.



## Kachemak Ski Club Homer Rope Tow Access & Equipment Upgrades

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

**Plans and Progress:** The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a section line easement. A circuitous trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club plans to construct a turnout and a widened parking area. Trail upgrades would make access shorter and more manageable for parents juggling both gear and young children.

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

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

Equipment: \$44,500

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



Youth enjoying Homer's own ski slope..



FY 2020 - DRAFT Document



## Pratt Museum New Facility and Site Redesign

FY 2020 - DRAFT Document

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

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

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

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

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

Design of New Building: \$2,200,000 (completed)  
Construction of New Building: \$7,500,000  
Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.



## South Peninsula Behavioral Health Services: The Annex Upgrade

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

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

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

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

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

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



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



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

FY 2020 - DRAFT Document



## South Peninsula Hospital Hillside Stability Survey

FY 2020 - DRAFT Document

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

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

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

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

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



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



## Capital Improvement Long-Range Projects

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

### Local Roads

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

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

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

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

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

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

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### Parks And Recreation

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

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

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

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## Capital Improvement Long-Range Projects

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FY 2020 - DRAFT Document

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

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

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

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

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

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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 PROJECTS



## Capital Improvement Long-Range Projects

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FY 2020 - DRAFT Document

**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

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

**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.

FY 2020 - DRAFT Document



## **Capital Improvement Appendices**

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- CIP Development Schedule .....52
- **Resolution 18-XXX .....53**
- City of Homer Financing Assumptions .....55



## Capital Improvement Appendices

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

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



## Capital Improvement Appendices

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**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 17-079**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2018-2023 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2019.

WHEREAS, Duly published hearings were held on September 11 and September 25, 2017 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory Commissions and held a Worksession on August 28, 2017; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2018-2023" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2018 State Legislative Request:

1. New Homer Police Station
2. Homer Large Vessel Harbor
3. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
4. Storm Water Master Plan
5. Fire Department Fleet Management

BE IT FURTHER RESOLVED that projects for the FY 2019 Federal Legislative Request will be:

1. New Homer Police Station
2. Homer Large Vessel Harbor

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2019 capital project priorities and take appropriate steps to provide necessary background information.

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



## Capital Improvement Appendices

Page 2 of 2  
RESOLUTION 17-079  
CITY OF HOMER

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

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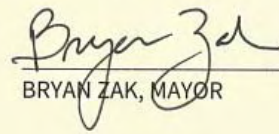
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CITY OF HOMER

  
BRYAN ZAK, MAYOR

52 ATTEST:

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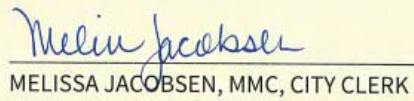
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MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A



## Capital Improvement Appendices

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

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

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

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

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program for building, improving and maintaining Homer’s roads and trails. The annual budget will transfer a minimum of \$550,000 of the ¾% dedicated sales tax exclusively for road and trail capital improvements and construction. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.





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

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### **City of Homer Projects**

- 1. Large Vessel Sling Lift ..... 2
- 2. Old Main Dock Removal and Disposal ..... 3

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

- 3. Kachemak Heritage Land Trust: Poopdeck Platt Trail ..... 4

**PROPOSED NEW PROJECT - DRAFT**



## Large Vessel Sling Lift, Phase 1

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

However, it works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration. Lifts in local commercial yards are limited to 75 tons, which leaves out most limit seiners and larger boats such as crabbers and deeper draft work vessels.

A sling lift has been proposed as a possible haulout solution for vessels over 75 tons that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel, similar to how large shallow draft vessels currently utilize the airbag system. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

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

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

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

**Total Project Cost:** \$65,000 (Phase 1)

**Schedule:** 2020

**Priority Level:** 1



An example of a sling lift and adjacent repair yard area.

PROPOSED NEW PROJECT - DRAFT



## Old Main Dock Removal and Disposal

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

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

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

**Total Project Cost:** Unknown. Methods for removal presented by interested contractors at a later date will help hone the scope of work and cost requirements for this project.

**Priority Level:** 3

**Schedule:** 2022



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

PROPOSED NEW PROJECT - DRAFT



## Kachemak Heritage Land Trust Poopdeck Platt Trail

PROPOSED NEW PROJECT - DRAFT

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

Most of the trail will be on KHLT land (KPB Parcel #17719234). Part of the trail will be situated on adjacent City of Homer land (KPB Parcel #17719231) though to minimize the crossing of delineated wetlands in the southern portion of the Poopdeck Platt property. An added advantage is to provide potential ADA connectivity between Pioneer Avenue and Bishop’s Beach. This project will benefit the Homer community by providing a universally accessible trail in the town center area, open to use by all people.

**Plans & Progress:** KHLT, working with a design consultant, completed the trail design and cost estimate in August 2018. Homer City Council expressed its support for the project by passing Resolution 18-29 and authorizing expenditure of up to \$5,200 from the Homer Accelerated Roads and Trails Program for trail design. Design has been completed with \$1200 funds donated by community businesses and individuals and \$4000 from the City of Homer. The next phase involves seeking funding for trail construction. Construction is anticipated for the summer of 2019.


**Total Project Cost:** \$60,000

Design: \$5,200  
Construction: \$54,800



Community members and representatives of KHLT, the Homer Independent Living Center and City of Homer worked with Ptarmigan Ptrails consultant to design the Poopdeck Platt trail.





**KACHEMAK HERITAGE LAND TRUST**

315 Klondike Ave., Homer, AK 99603  
(907) 235-5263, www.KachemakLandTrust.org

**Poopdeck Trails**  
**Designed 7/21/2018**

TRAIL DESIGN: State of Alaska, 4 FIFTH STREET, FARMINGTON, ALASKA 99705. ©2018 KHLT. ALL RIGHTS RESERVED. COLUMBIA ORBITAL. This information is based on this map is a graphical representation of best available sources. KHLT assumes no responsibility for any errors on this map.

- Trailhead
- Boardwalk
- Green Trail
- Yellow Trail
- Viewing Overlook
- City of Homer Parcel
- KHLT Poopdeck Parcel



**Project Description & Benefit:**

**Plans and Progress:**

**Total Project Cost:**

**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 27, 2018**  
**COWLES COUNCIL CHAMBERS**

MAYOR BRYAN ZAK  
COUNCIL MEMBER DONNA ADERHOLD  
COUNCIL MEMBER HEATH SMITH  
COUNCIL MEMBER TOM STROOZAS  
COUNCIL MEMBER SHELLY ERICKSON  
COUNCIL MEMBER CAROLINE VENUTI  
COUNCIL MEMBER RACHEL LORD  
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.**

Mayor Zak has requested excusal (timely notice given)

**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 10, 2018 at 6:00 p.m., Committee of the Whole at 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 27, 2018**  
**COWLES COUNCIL CHAMBERS**

MAYOR BRYAN ZAK  
COUNCIL MEMBER DONNA ADERHOLD  
COUNCIL MEMBER HEATH SMITH  
COUNCIL MEMBER TOM STROOZAS  
COUNCIL MEMBER SHELLY ERICKSON  
COUNCIL MEMBER CAROLINE VENUTI  
COUNCIL MEMBER RACHEL LORD  
CITY ATTORNEY HOLLY WELLS  
CITY MANAGER KATIE KOESTER  
CITY CLERK MELISSA JACOBSEN

## **REGULAR MEETING AGENDA**

**Worksession 4:00 p.m. Committee of the Whole 5:00 p.m. in Homer City Hall Cowles Council Chambers.**

### **1. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

Mayor Zak has requested excusal (timely notice given)

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**

A. Mayoral Proclamation of Beluga's Count! Day, September 15, 2018 Page 89

B. Mayoral Proclamation of September as National Recovery Month Page 91

### **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 13, 2018. City Clerk. Recommend adoption. Page 99
- B. **Memorandum 18-094** from Mayor Pro Tem Re: Appointment of Gregory (Scott) Smith to the Advisory Planning Commission. Recommend approval. Page 111
- C. **Ordinance 18-39**, An Ordinance of the City Council of Homer, Alaska, Amending HCC 21.18.040 to Reduce the Setback Requiring a Conditional Use Permit from Twenty Feet to Ten Feet in the Central Business District. Aderhold. Recommended Dates Introduction and Refer to Planning Commission August 27, 2018, Public Hearing and Second Reading September 24, 2018. Page 117
- Memorandum 18-095 from Councilmember as backup Page 121
- D. **Resolution 18-068**, A Resolution of the City Council of Homer, Alaska, Expressing Support for Federal Bill S.2271 Museum and Library Services Act of 2017 and Supporting Bills H.R.6470 and S.3158 that Allocate Funding Crucial to Alaska's Libraries and Museums, and Urging Alaska's Congressional Representatives to Co-Sponsor all three Federal Bills. Aderhold/Smith. Page 123
- E. **Resolution 18-069**, A Resolution of the City Council of Homer, Alaska, Authorizing the Kachemak Heritage Land Trust to Apply for a State of Alaska Recreational Trail Project Grant for the Construction of a Trail Across City Property, Entering into a Memorandum of Understanding Regarding Trail Construction and Maintenance, Providing a Match of up to \$6,000 or 10%, Whichever is Less, and Authorizing the City Manager to Execute the Appropriate Documents. Mayor. Page 129
- Memorandum 18-096 from Deputy City Planner as backup Page 131

**7. VISITORS**

- A. Tim Dillon, Kenai Peninsula Economic Development District (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

**9. PUBLIC HEARING(S)**

- A. **Ordinance 18-37**, An Ordinance of the City Council of Homer, Alaska, Amending the 2018 Capital Budget by Appropriating up to \$48,590 from the Homer Accelerated Roads and Trails Program (HART) for Traffic Calming and Safety Improvements on Karen Hornaday Park Road. Stroozas. Introduction August 13, 2018, Public Hearing and Second Reading August 27, 2018. Page 149

Memorandum 18-097 from City Manager as backup Page 151

- B. **Ordinance 18-38**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 2 to Repeal Homer City Code 2.32.020, and Enact Chapter 2.58 Entitled “Commissions and Boards” to Consolidate all General Provisions Regarding Boards and Commissions and to Provide for General Policies and Procedures for Boards and Commissions. City Clerk. Introduction August 13, 2018, Public Hearing and Second Reading August 27, 2018. Page 209

Memorandum 18-091 from City Clerk as backup Page 215

**10. ORDINANCE(S)**

**11. CITY MANAGER’S REPORT**

- A. City Manager’s Report Page 221

- B. Bid Report Page 229

**12. CITY ATTORNEY REPORT**

**13. COMMITTEE REPORT**

- A. Americans with Disabilities Act Compliance Committee

B. HERC Task Force

**14. PENDING BUSINESS**

**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 10, 2018 at 6:00 p.m., Worksession at 4:00 p.m., Committee of the Whole at 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





**CITY OF HOMER  
HOMER, ALASKA**

**Mayoral Recognition**

**BELUGA ' S COUNT! DAY  
SEPTEMBER 15, 2018**

WHEREAS, In 1979, Cook Inlet beluga whales numbered about 1,300 and were said to be present “as far as the eye could see” but in response to a dramatic decline in the Cook Inlet (CI) population , NOAA Fisheries was petitioned to designate CI belugas as endangered under the Endangered Species Act (ESA); and

WHEREAS, In 2000, NOAA Fisheries found that the CI beluga whale is a Distinct Population Segment (DPS) and in 2008 determined the population is endangered under the ESA; and

WHEREAS, In 2011 the ESA listing of the Cook Inlet beluga whale led to the designation of their Critical Habitat; and

WHEREAS, Belugas Count! Is a formal action supporting the Recovery Plan for CI belugas published in December of 2016; and

WHEREAS, A healthy ecosystem, abundant with a diversity of marine life in Cook Inlet, frequented by CI beluga whales, contributes to the enjoyment, sense of wonder of natural habitat, and quality of life for citizens associated with Cook Inlet waters; and

WHEREAS, Residents are often the first observers of beluga whales, live and dead, along Cook Inlet shores and play a vital role in helping NOAA Fisheries by reporting their presence; by alerting NOAA Fisheries to the need for response to stranded beluga whales for monitoring and sample collection, and/or a time-sensitive necropsy; and that such actions empower people to become effective advocates for this endangered species; and

WHEREAS, This is the first year that a Belugas Count! viewing station is staffed in Homer and it will be at the Baycrest Overlook, milepost 169.5, Sterling Highway.

NOW, THEREFORE, I Donna Aderhold, Mayor Pro Tempore of Homer, proclaim Saturday, September 15, 2018 as Beluga’s Count! Day in Homer and encourage residents to documents the presence of Cook Inlet belugas every day and participate to help recover this endangered species.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Homer, Alaska to be affixed this 27<sup>th</sup> day of August, 2018.

CITY OF HOMER

\_\_\_\_\_  
DONNA ADERHOLD, MAYOR PRO TEMPORE

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK



**CITY OF HOMER  
HOMER, ALASKA**

**Mayoral Recognition**

**September 2018  
National Recovery Month**

WHEREAS, Every day, Homer residents recover from substance use disorders and join the many others in our community who live in long-term recovery; and

WHEREAS, Alcohol and drug addiction are a public health threat to all Alaskans, but with proper support from family, friends, and the community, those affected can overcome their disease; and

WHEREAS, We must provide support and compassion for relatives and friends with substance use disorders, recognize the signs of a problem, and guide those in need to appropriate treatment and recovery support services; and

WHEREAS, Individuals in recovery help dispel myths and stigma surrounding substance use disorders and addictions, and can be guides for others throughout the course of treatment; and

WHEREAS, To help more people achieve and sustain long-term recovery, the City of Homer with the support of the Southern Kenai Peninsula Opioid Task Force invite all Homer residents to participate in National Recovery Month.

NOW THEREFORE, I, Donna Aderhold, Mayor Pro Tempore of Homer, Alaska, do hereby proclaim September 2018 as Recovery Month in Homer, Alaska, and call upon the people of Homer to have compassion for those who are struggling with substance use; to foster an open, honest, and supportive dialogue about the effects of substance use in their communities; and to support programs that improve the circumstances for fellow Alaskans striving for recovery.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Homer, Alaska to be affixed this 27<sup>th</sup> day of August, 2018.

CITY OF HOMER

\_\_\_\_\_  
DONNAADERHOLD, MAYOR PRO TEMPORE

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK



PUBLIC COMMENTS  
UPON MATTERS  
ALREADY ON THE AGENDA



# RECONSIDERATION





# CONSENT AGENDA



Session 18-20 a Regular Meeting of the Homer City Council was called to order on August 13, 2018 at 6:00 p.m. by Mayor Pro Tempore Donna Aderhold 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, LORD, SMITH, STROOZAS

**ABSENT:** MAYOR ZAK, VENUTI (both excused)

**STAFF:** CITY MANAGER KOESTER  
CITY CLERK JACOBSEN  
PORT DIRECTOR HAWKINS  
DEPUTY CITY PLANNER ENGBRETSSEN

Council met as Committee of the Whole 5:00 p.m. in Homer City Hall Cowles Council Chambers and discussed 2019 Budget Priorities, Consent Agenda and Regular Meeting Agenda items.

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

Mayor Zak attended and sat in the audience.

### **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: **ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS** Memorandum from Library Advisory Board Re: IMLS Future Funding Support

Mayor Pro Tem Aderhold asked for a motion for the approval of the agenda as amended.

ERICKSON/LORD SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **MAYORAL PROCLAMATIONS AND RECOGNITIONS**

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

## 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 Special and Regular Meeting Minutes from July 23, 2018. Recommend adoption.
- B. **Memorandum 18-087** from Mayor Re: Reappointment of Roberta Highland to the Advisory Planning Commission. Recommend approval.
- C. **Memorandum 18-088** from City Clerk Re: Liquor License Amendment for Light House Grill. Recommend approval.
- D. **Memorandum 18-089** from City Clerk Re: Marijuana Retail Store License Renewal for Uncle Herbs. Recommend approval.
- E. **Memorandum 18-090** from City Council Re: Council Guidance to the HERC Task Force on HERC 2. Recommend approval.
- F. **Ordinance 18-37**, An Ordinance of the City Council of Homer, Alaska, Amending the 2018 Capital Budget by Appropriating up to \$48,590 from the Homer Accelerated Roads and Trails Program (HART) for Traffic Calming and Safety Improvements on Karen Hornaday Park Road. Stroozas. Recommended dates, Introduction August 13, 2018, Public Hearing and Second Reading August 27, 2018.

Moved to Ordinances, Item B. Aderhold.

- G. **Ordinance 18-38**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 2 to Repeal Homer City Code 2.32.020, and Enact Chapter 2.58 Entitled "Commissions and Boards" to Consolidate all General Provisions Regarding Boards and Commissions and to Provide for General Policies and Procedures for Boards and Commissions. Recommended dates, Introduction August 13, 2018, Public Hearing and Second Reading August 27, 2018.

Memorandum 18-091 from City Clerk as backup

- H. **Resolution 18-057**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Fish Dock Waterline and Heat Trace Replacement Project to Peninsula Plumbing and Heating, Inc. of Soldotna, Alaska, in the amount of \$92,290, and

Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port Director. Recommend adoption.

Memorandum 18-077 from Port Director as backup

- H. **Resolution 18-067**, A Resolution of the City Council of Homer, Alaska Expressing Support for a Homer Wilderness Leader's (HoWL) Application to the Recreational Trail Grant Program of the State of Alaska Division of Parks and Outdoor Recreation to re-Establish Trail Corridors, Improve Tread, Repair Facilities and Assist Alaska State Parks with Needed Trail Project Work. Aderhold. Recommend adoption.

Ordinance 18-37 moved to Ordinances, Item B. Aderhold.

Mayor Pro Tem Aderhold asked for a motion to adopt the recommendations of the consent agenda.

ERICKSON/LORD SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **VISITORS**

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

- A. Borough Report

Assembly member Kelly Cooper reported on Kachemak Silo K-12 School that's on the ballot in the fall. This is something the Assembly has been working on this since 2011. The project budget is \$15,400,000 and the Borough received a grant for \$10,010,000 that expires next year. When people ask if we need a school out there, yes, we do. Statutorily we are required to provide a school out there, the switchback is not Borough maintained road so it's considered a remote location, and a new school is the best way to move forward. If the bond is approved the cost to assessed properties will be \$4.95 per \$100,000, and they will be doing outreach throughout the Borough. Currently the school is housed in three small residential properties that were patched together, it was never intended to be permanent, and they've reached the end of their viable use. The size of the building is mandated by the State Department of Education, regardless of the location. We are required to build the school and if the bond issue doesn't pass, the cost will go up because the \$10 million grant will expire. She encouraged

everyone to help educate the public on this and help them understand this is the best and most affordable option.

Assembly member Cooper also reported on ordinances establishing the Land Trust Investment Fund that will manage the funds with guidelines and restrictions; creating a requirement that property owners pay off the remaining balance of any special assessments on property to be subdivided before a final plat can be recorded; and a Borough wide excise tax on cigarettes and tobacco products, with the exception of cannabis products at this time since so many people use it for health.

B. Commissions/Board Reports:

1. Library Advisory Board

Mark Massion, Library Advisory Boardmember, commented regarding their memo in the supplemental packet on the Museum and Library Service Act. He explained the Board is asking Council to sponsor a resolution requesting the bill be passed and encouraging Senator Sullivan and Representative Young to sign on as co-sponsors, Senator Murkowski is already a co-sponsor. The bill funds a lot of things libraries and museums do in the United States, its worth about \$2 million to the State of Alaska, and about \$7,000 to \$12,000 for our library. It's an important bill. Mr. Massion commented about the board's last meeting noting they are working on some policy updates and a library cooperation grant to improve library resources for small businesses. Over 400 people participated in the various summer reading programs, they are looking forward to working with the new student representative, and he noted issues with the library surveillance cameras that are working fine now but no longer supported.

Mayor Pro Tem Aderhold commented she would sponsor a resolution.

2. Homer Advisory Planning Commission

3. Economic Development Advisory Commission

4. Parks Art Recreation and Culture Advisory Commission

Robert Archibald, Parks Art Recreation and Culture Advisory Commissioner, commented they will continue to discuss Karen Hornaday Park, probably forever. It's important to the group and he thanked council for their consideration of the Ordinance 18-37 tonight.

5. Port and Harbor Advisory Commission

**PUBLIC HEARING(S)**

A. **2019 Budget Priorities**

Mayor Pro Tem Aderhold opened the public hearing. There were no comments and the hearing was closed.

- B. **Ordinance 18-36**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2018 Operating Budget to Provide for Needed Replacement of the Water Line on the Fish Dock by Appropriating Funds from the Port & Harbor Depreciation Reserves in the amount of \$62,290. City Manager/Port Director. Introduction July 23, 2018, Public Hearing and Second Reading August 13, 2018.

Mayor Pro Tem Aderhold opened the public hearing. There were no comments and the hearing was closed.

Mayor Pro Tem Aderhold asked for a motion for the adoption of Ordinance 18-36 by reading of title only for second and final reading.

ERICKSON/LORD SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

- C. **Resolution 18-064**, A Resolution of the City Council of Homer, Alaska, Amending the City of Homer Water and Sewer Rates and Updating the Fee Schedule Accordingly. City Manager/Finance Director. Public Hearing August 13, 2018.

Memorandum 18-080 from Finance Director as backup

Mayor Pro Tem Aderhold opened the public hearing. There were no comments and the hearing was closed.

Mayor Pro Tem Aderhold asked for a motion for the adoption of Resolution 18-064 by reading of title only.

ERICKSON/LORD SO MOVED

Councilmember Lord commented that she's fielded some questions from citizens and since others may have the same questions, she shared the reassurance that there's no change in the structure and a gallon of water is a gallon of water. The quantity used will dictate how much savings is seen from the reduction in a monthly meter fee. She also noted that water and sewer

is a utility fund, different from the general fund, and the utility fund is paid for by the users through this fee structure.

Mayor Pro Tem Aderhold noted the public comments included in the packet and explained that sewer only users who don't think they use 3000 gallons per month can talk to the city about paying a meter fee and having their water metered to calculate what the sewer amount actually is.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

Memorandum 18-086 from City Manager as backup

Mayor Pro Tem Aderhold opened the public hearing. There were no comments and the hearing was closed.

Mayor Pro Tem Aderhold asked for a motion for the adoption of Resolution 18-065 by reading of title only.

ERICKSON/LORD SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

#### **ORDINANCE(S)**

- A. **Ordinance 18-35**, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 3.05.005, Budget Assumptions, by Adding a Requirement the City Manager Present the Council with Information on Inflationary Pressures on the City Budget. Lord. Introduction June 25, 2018, Public Hearing July 23, 2018 and Postponed for Second Reading August 13, 2018.



**Ordinance 18-35(S)**, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 3.05.005, Budget Assumptions, by Adding a Requirement the City Manager Present the Council with Information on Inflationary Pressures on the City Budget. Smith.

Mayor Pro Tem Aderhold announced the following motion was on the floor from July 23<sup>rd</sup>:

*Erickson/Venuti so moved for the adoption of Ordinance 18-35 by reading of title only for second and final reading.*

Mayor Pro Tem Aderhold asked for a motion to substitute Ordinance 18-35(S) for 18-35.

ERICKSON/STROOZAS SO MOVED

Councilmember Erickson shared concerns with comparing ourselves to other communities, especially when their economics are different than ours. Soldotna and Kenai are both Home Rule cities and can tax differently. She's also concerned about the City Manager's office having to do additional work since they already provide us with the Anchorage CPI.

Councilmember Lord noted the requirement for a parity study as a non-binding guide for salary administration. She doesn't support the substitute, it doesn't harm us to have the information, and the idea of having external parity is in part for employee retention and recruitment. The information will provide them with more information and context for decision making in the budget process. She supports the original ordinance, it doesn't hurt, and we generally end up having questions about what's happening up the road.

Mayor Pro Tem Aderhold asked City Manager Koester about the impact of reaching out to communities around us on an annual basis. City Manager Koester responded the HR Director generally keeps tabs on what other communities are doing to be able to answer questions during the budget process, so she doesn't anticipate it being a huge additional workload since its information they need to have internally.

VOTE (motion to substitute): YES: SMITH, STROOZAS, ERICKSON  
NO: ADERHOLD, LORD

Motion failed for lack of a majority, and Ordinance 18-35 was back on the floor for discussion.

Councilmember Smith cited 4.2.2 External Parity from the personnel regulations which says external parity will not be a basis for determining individual salaries or cost of living increases on a yearly basis and explained a cost of living allowance is something that has always been on the City Manager's radar, although she hasn't always recommended one. He recognizes that the Employee Committee wants an assurance that a COLA is considered and weighed on an annual basis, but the way this is written and presented is taking it out of the City Manager's

hands. He thinks it's the City Manager's responsibility to look at what other communities are doing and look at what our budget can do, and make the recommendation. Looking at the other community's information annually is contrary to the personnel regulations.

Councilmember Lord commented in this last budget cycle a COLA wasn't recommended by the City Manager, there was pushback from the Employee Committee on it, and the conversations had around the council table led to a lot of hard feelings around the community. She believes the City Manager does her job very well, but this is a proposed code change, not about the City Manager doing her job. Councilmember Lord added that the tenor of the past conversation wasn't appropriately taking into account COLA or otherwise, the fixed challenge we have with inflationary pressures across the board. It's the Council's job to have all the contextual knowledge we need to evaluate the City Manager's proposed budget, and pass a budget with administration input and also input from the citizens. She believes this change provides Council, into the future, with a broader context of what's happening around us to make good budgetary decisions.

VOTE (main motion): YES: ADERHOLD, LORD  
NO: STROOZAS, SMITH, ERICKSON

Motion failed.

- B. **Ordinance 18-37**, An Ordinance of the City Council of Homer, Alaska, Amending the 2018 Capital Budget by Appropriating up to \$48,590 from the Homer Accelerated Roads and Trails Program (HART) for Traffic Calming and Safety Improvements on Karen Hornaday Park Road. Stroozas. Recommended dates, Introduction August 13, 2018, Public Hearing and Second Reading August 27, 2018.

Mayor Pro Tem Aderhold asked for a motion for the introduction of Ordinance 18-37 by reading of title only.

ERICKSON/SMITH SO MOVED

Mayor Pro Tem Aderhold commented there was public testimony at the Committee of the Whole regarding this ordinance and she would like to have a copy of information from the Karen Hornaday Park Master Plan to compare with what is being proposed in the ordinance.

Councilmembers Smith and Stroozas acknowledged the design in the master plan is very costly and this proposal is an effort to address the safety concerns regarding the road and pedestrian traffic. This proposal is better than not doing anything.

Councilmember Lord noted that PARCAC meets before the Councils next meeting and it would be good to have some more feedback on this specific plan as they were part of the conversation to get to this point.

Councilmember Erickson asked for information about available HART funds and if the plan can be phased to address safety issues now and still be in line with the master plan.

City Manager Koester said she will have follow up information in the next packet.

VOTE (introduction): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

#### A. City Manager's Report

City Manager Koester noted her information on what to do with the old police station and the recommendation to hold a worksession on September 10<sup>th</sup> with the Public Works Director and Fire Chief to go over the pros and cons of the options provided. She encouraged Councilmembers email her questions they have so she can address them. Worksession sept 10 to go over pros & cons, in mean time send questions. She also touched on the Seafarer's Memorial Parking improvements, noting the City will be applying for a conditional use permit in hopes of being able to move dredged material to the area in the fall.

Councilmembers Stroozas, Smith, and Erickson commented regarding the price reduction for the old library lot and recommended taking the lot off the market at this time.

#### B. Bid Report

### **CITY ATTORNEY REPORT**

### **COMMITTEE REPORT**

#### A. Americans with Disabilities Act Compliance Committee

#### B. HERC Task Force

Deb Lowney, task force member, provided a brief update on the groups work. She noted that Crisi Matthews was elected as Chair and thanked Larry Slone for his service as Chair. Ms. Lowney explained there is a lot of information to work through and they working in small groups to decipher it and address the tasks assigned to bring back to the table at meeting time.

### **PENDING BUSINESS**

### **NEW BUSINESS**

## **RESOLUTIONS**

### **COMMENTS OF THE AUDIENCE**

Joel Cooper, non-resident, HoWL Board President thanked Council for passing Resolution 18-067.

Robert Archibald, city resident, commented regarding Woodard Creek and Karen Hornaday Park. He's been working on this with the person who wrote the master plan in 2009. In communication with him, his comment was "its unrealistic to think the entire road will ever be re-aligned as outlined in concept B-2, the one agreed on." A master plan is a guidance document, it's not written in stone. He pointed out a lot of discussion has gone on about this. Regarding the road, he thinks we've been lucky no one has been hurt. Another thing the writer of the master plan recommends is hiring a landscape architect to take a look at this. He noted kids like to play around rocks and thinks they need to a look at this. He wants it to be safe and functional.

Mike Storm, HoWL Executive Director, thanked Council for passing the resolution in support of the RPT Grant. It will be a great help for HoWL as an organization but also the Homer community.

Deb Lowney, city resident, thanked council for another opportunity for PARCAC to review their recommendation, and have a little more conversation with people who have invested energy and time into the park.

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

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

City Clerk Jacobsen commented that absentee in person voting is open for the State Primary Election, Election Day is August 21<sup>st</sup>, and candidacy filing for the City Election for Mayor and two City Councilmembers closed Wednesday at 4:30 p.m.

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

City Manager Koester had no comments.

### **COMMENTS OF THE MAYOR**

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

Councilmember Smith wished everyone a great evening.

Councilmember Lord said August 21<sup>st</sup> is the first day of school and encouraged everyone to be mindful of new traffic patterns around town with school busses and more traffic during school hours.

Councilmember Erickson commented that there will also be a cruise ship in town on August 21<sup>st</sup> so there will be even more busses and pedestrians out and about, she noted it's been encouraging that the visitors from the cruise ships have been spending money around town and it's been good to get that feedback from store owners. She also reminded everyone that the fair is this weekend in Ninilchik, and encouraged everyone to drive safe as fall approaches.

Councilmember Stroozas commented it's good to see Mayor Zak in the audience and encouraged him to continue being positive because it goes a long way in the healing process. The Homer Elks have finished most of their work at the Skate Board Park, there is a little more painting and resurfacing asphalt with sealer. When you see Elks in our community, say thank you because Elks care and Elks share.

Mayor Pro Tem Aderhold said she had a wonderful time biking across Iowa and confirmed that it is not flat. She got to know former Homer resident Steve Herbert, who has some drawings on the wall in the Council Chambers. It was good to hear his stories from the 90's and learn about Iowa from his perspective. She met most of the Mayors in the towns they stayed over in, it was interesting and eye opening.

### **ADJOURN**

There being no further business to come before the Council, Mayor Pro Tem Aderhold adjourned the meeting at 7:10 p.m. The next Regular Meeting is Monday, August 27, 2018 at 6:00 p.m., Worksession at 4:00 p.m. and Committee of the Whole at 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.

---

MELISSA JACOBSEN, MMC, CITY CLERK

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





## City of Homer

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

## Office of the Mayor

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

### Memorandum 18-094

TO: HOMER CITY COUNCIL  
FROM: DONNA ADERHOLD, MAYOR PRO TEMPORE  
DATE: AUGUST 22, 2018  
SUBJECT: APPOINTMENT OF GREGORY (SCOTT) SMITH TO THE ADVISORY PLANNING COMMISSION

---

Gregory (Scott) Smith is appointed to the Advisory Planning Commission to fill the seat vacated by Don Stead. The term will expire in 2021.

#### RECOMMENDATION:

Confirm the appointment of Gregory (Scott) Smith to the Advisory Planning Commission.

Fiscal Note: N/A







CITY OF HOMER  
 APPLICATION TO SERVE ON ADVISORY BODY  
 COMMISSION, BOARD, COMMITTEE, TASK FORCE

CITY CLERK'S OFFICE  
 CITY OF HOMER  
 491 E. PIONEER AVE  
 HOMER, AK 99603  
 PH. 907-235-3130  
 FAX 907-235-3143  
 clerk@cityofhomer-ak.gov

AUG 20 2018 AM 11:09 Rk

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

Name: GREGORY (SCOTT) SMITH Date: Aug 20, 2018  
 Physical Address: 5770 CLEARWATER DR HOMER AK 99603  
 Mailing Address: PO Box 959 HOMER AK 99603  
 Phone #: 907 235-1016 Cell #: 907 399-2409 Work #: 907 235-9339  
 Email Address: ssbjsmith@gmail.com

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

Please indicate the advisory body that you are interested in serving on by marking with an X.  
 You may select more than one.

<input checked="" type="checkbox"/> <b>ADVISORY PLANNING COMMISSION</b> 1ST & 3RD WEDNESDAY OF THE MONTH AT 6:30 PM WORKSESSION PRIOR TO EACH MEETING AT 5:30 PM	<input type="checkbox"/> <b>ECONOMIC DEVELOPMENT ADVISORY COMMISSION</b> 2ND TUESDAY OF THE MONTH AT 6:00 PM
<input type="checkbox"/> <b>PARKS ART RECREATION &amp; CULTURE ADVISORY COMMISSION</b> 3RD THURSDAY OF THE MONTH AT 5:30 PM	<input type="checkbox"/> <b>CANNABIS ADVISORY COMMISSION</b> 4TH THURSDAY OF THE MONTH AT 5:30 PM
<input type="checkbox"/> <b>PORT &amp; HARBOR ADVISORY COMMISSION</b> 3RD WEDNESDAY OF THE MONTH OCT-APRIL AT 5:00 PM MAY - SEPT AT 6:00 PM	<input type="checkbox"/> <b>LIBRARY ADVISORY BOARD</b> 1ST TUESDAY OF THE MONTH AT 5:30 PM
<input type="checkbox"/>	<input type="checkbox"/> <b>OTHER - PLEASE INDICATE</b> _____
<input type="checkbox"/> <b>CITY COUNCIL</b> 2ND & 4TH MONDAY OF THE MONTH SPECIAL MEETINGS & WORKSESSIONS AT 4:00 PM COMMITTEE OF THE WHOLE AT 5:00 PM REGULAR MEETING AT 6:00 PM	

I have been a resident of the city for 13 years. I have been a resident of the area for 13 years.

I am presently employed at Worthwith A Mission - Arctic Mercy

Please list any special training, education or background you may have which is related to your choice of advisory body.

- Res Contractor/Builder @ 30 yrs
- Arch Designer
- Public Relations & Personal Development

Have you ever served on a similar advisory body? If so please list when, where and how long:

No

Why are you interested in serving on the selected advisory body?

I enjoy this type of work & seems like good people to work with. I care about what's happening in Homer.

Please list any current memberships or organizations you belong to related to your selection(s):

N/A

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

Have you ever developed real property other than a personal residence, if so briefly explain:

Yes 3936 Suedlund - CUP obtained  
- Build houses in Denver, Anch, Homer

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

Do you use the Homer Port and/or Harbor on a regular basis?

Yes  No  What is your primary use? Commercial  Recreational

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

- I love Homer & want to help
- 55 years old - skill/experience w/ building & development
- I love solving & working on problems/challenges

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

**ORDINANCE REFERENCE SHEET**  
**2018 ORDINANCE**  
**ORDINANCE 18-39**

An Ordinance of the City Council of Homer, Alaska, Amending HCC 21.18.040 to Reduce the Setback Requiring a Conditional Use Permit from Twenty Feet to Ten Feet in the Central Business District.

Sponsor: Aderhold.

1. Council Regular Meeting August 27, 2018 Introduction and Refer to Planning Commission

Memorandum 18-095 from Councilmember as backup



**CITY OF HOMER  
HOMER, ALASKA**

Aderhold

**ORDINANCE 18-39**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,  
AMENDING HCC 21.18.040 TO REDUCE THE SETBACK PERMITTED  
FROM 20 FEET TO 10 FEET IN THE CENTRAL BUSINESS DISTRICT.

WHEREAS, It is in the City's best interest to permit uses outright that promote the goals of the Homer Comprehensive Plan, including permitting setback reductions in the Central Business District that would promote walkable business district locations located on local, non-arterial roads.

THE CITY OF HOMER HEREBY ORDAINS:

Section 1. Chapter 21.18.040 is amended to read as follows:

21.18.040 Dimensional requirements.

The following dimensional requirements shall apply to all structures and uses in the Central Business District:

a. Lot Size.

1. The minimum lot area shall be 6,000 square feet. Lawful nonconforming lots of smaller size may be newly developed and used if off-site parking is provided in accordance with the City parking code, Chapter 21.55 HCC;

2. Multiple-family dwelling containing three or more units shall meet the standards in HCC 21.14.040(a)(2);

3. Townhouses shall meet the standards in HCC 21.53.010.

b. Building Setbacks.

1. Buildings shall be set back ~~10~~ 20 feet from all dedicated rights-of-way, except as **required or** allowed by subsection (b)(4) of this section.

2. Nonresidential buildings shall be set back five feet from all other lot boundary lines except the minimum setback shall be two feet from all other boundary lines when firewalls are provided and access to the rear of

43 the building is otherwise provided (e.g., alleyways) as defined by the State Fire  
44 Code and enforced by the State Fire Marshal.

45  
46 3. Residential buildings shall be set back five feet from all other lot boundary  
47 lines.

48  
49 4. **Setbacks from a dedicated right-of-way from** ~~If approved by a~~  
50 ~~conditional use permit, the setback from a dedicated right of way, except from~~  
51 ~~the Sterling Highway or Lake Street~~ **arterial roads, shall be at least 20 feet. may**  
52 ~~be reduced.~~ **For purposes of this subsection, “arterial” roads means a**  
53 **street, road, boulevard or highway that emphasizes mobility and is**  
54 **designed to carry higher volumes at higher speeds, attributes that usually**  
55 **conflict with safe access. Sterling Highway is an example arterial street.**  
56

57 5. Alleys are not subject to a **10** ~~20~~-foot setback requirement. The setback  
58 requirements from any lot line abutting an alley will be determined by the  
59 dimensional requirements of subsections (e)(1) and (2) of this section.

60  
61 6. Any attached or detached accessory building shall maintain the  
62 same yards and setbacks as the main building.

63  
64 c. Building Height. The maximum building height shall be 35 feet.

65  
66 d. No lot shall contain more than 8,000 square feet of building  
67 area (all buildings combined), nor shall any lot contain building area in excess of 30  
68 percent of the lot area, without an approved conditional use permit.

69  
70 e. Building Area and Dimensions – Retail and Wholesale.

71  
72 1. The total floor area of retail and wholesale business uses within a  
73 single building shall not exceed 75,000 square feet.

74  
75 2. No conditional use permit, planned unit development, or variance may be  
76 granted that would allow a building to exceed the limits of subsection (e)(1) of  
77 this section and no nonconforming use or structure may be expanded in any  
78 manner that would increase its nonconformance with the limits of subsection  
79 (e)(1) of this section.

80  
81 Section 2. This ordinance shall take effect upon its adoption by the Homer City  
82 Council.  
83

84 Section 3. This ordinance is of a permanent and general character and shall be  
85 included in the City code.  
86

87 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this \_\_\_\_ day of \_\_\_\_\_, 2018.  
88

89 CITY OF HOMER  
90

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92 \_\_\_\_\_  
93 BRYAN ZAK, MAYOR  
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95 ATTEST:  
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98 \_\_\_\_\_  
99 MELISSA JACOBSEN, MMC, CITY CLERK  
100

101 YES:  
102 NO:  
103 ABSTAIN:  
104 ABSENT:  
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106 First Reading:  
107 Public Hearing:  
108 Second Reading:  
109 Effective Date:  
110

111 Reviewed and approved as to form:  
112

113  
114 \_\_\_\_\_  
115 Katie Koester, City Manager  
116

\_\_\_\_\_

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

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 18-095

TO: MAYOR ZAK AND HOMER CITY COUNCIL  
FROM: DONNA ADERHOLD, COUNCILMEMBER  
DATE: AUGUST 22, 2018  
SUBJECT: REDUCTION OF SETBACK IN THE CENTRAL BUSINESS DISTRICT (CBD)

---

The purpose of this memo is to introduce the concept for a draft ordinance to the City Council for review prior to recommending the Planning Commission work on an ordinance. This serves two purposes: 1. an opportunity for the public to be aware of the item and that the subject is proposed to be sent to the Planning Commission for review and, 2. for the City Council to express their support for the concept and to discuss any refinement which may lead to a better recommendation to the Planning Commission.

Over the past 10 years, 10 Conditional Use Permits in the CBD for reduction of a setback have all been approved. Allowing a reduced setback to be permitted in the Planning office supports the reduction of staff time preparing for these public hearings and reducing process and delays for applicants.

**Recommendation:** Please express your support for the ordinance and concepts.



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

3 Aderhold/Smith

4 **RESOLUTION 18-068**

5  
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA  
7 EXPRESSING SUPPORT FOR FEDERAL BILL S.2271 MUSEUM AND  
8 LIBRARY SERVICES ACT OF 2017 AND SUPPORTING BILLS H.R.  
9 6470 AND S.3158 THAT ALLOCATE FUNDING CRUCIAL TO  
10 ALASKA'S LIBRARIES AND MUSEUMS; AND URGING ALASKA'S  
11 CONGRESSIONAL REPRESENTATIVES TO CO-SPONSOR ALL  
12 THREE FEDERAL BILLS.  
13

14 WHEREAS, S.2271 is a federal bill that reauthorizes the Museum and Library Services Act  
15 that expired in 2016 but has continued to fund the Institute of Museum and Library Services  
16 (IMLS) program; and  
17

18 WHEREAS, H.R.6470 Departments of Labor, Health and Human Services, and Education,  
19 and Related Agencies Appropriations Act, 2019 and S.3158 Departments of Labor, Health and  
20 Human Services, and Education, and Related Agencies Appropriations Act are federal bills that  
21 support and correlate with S.2271; and  
22

23 WHEREAS, All three bills have been introduced on the Senate and House level, with the  
24 next step being a vote on the Senate and House floors; and  
25

26 WHEREAS, The votes must be done by October 1, 2018, otherwise a "temporary funding  
27 measure" will continue the funding at last year's level. It is likely that the votes will not happen  
28 by the deadline and will be delayed until after the November elections with the seating of the  
29 new congressional members; and  
30

31 WHEREAS, The IMLS awarded \$2,009,500 to Libraries and Museums in Alaska during  
32 2017, including \$954,00 in Library Services and Technology Act funds to the Alaska State  
33 Library, \$240,000 in Native American Basic Library Services grants to Alaska Native  
34 organizations; and \$635,550 for project grants to museums and libraries; and  
35

36 WHEREAS, The overall impact of funds provided through the IMLS is crucial for libraries  
37 in Alaska, including the Homer Public Library as these funds directly benefit the Homer Public  
38 Library staff, services, and programs; and  
39

40 WHEREAS, Libraries by definition are resource-sharing institutions and reductions to  
41 the amount available for the State Library to work with and distribute will impact all libraries  
42 in Alaska, including Homer Public Library; and

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WHEREAS, Senator Murkowski is a co-sponsor of S.2271, and it is imperative that all of our Alaska Congressional Delegation support these three federal bills that so significantly impact our State and local libraries.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska supports federal bill S.2271 Museum And Library Services Act of 2017 and supporting bills H.R.6470 and S.3158 that allocate funding crucial to Alaska’s libraries and museums.

BE IT FURTHER RESOLVED that the City Council of Homer, Alaska strongly urges Alaska’s congressional representatives to co-sponsor all three federal bills.

PASSED AND ADOPTED by the Homer City Council on this 27<sup>th</sup> day of August, 2018.

CITY OF HOMER

\_\_\_\_\_  
DONNA ADERHOLD, MAYOR PRO TEMPORE

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A

**From:** [Rachel Tussey](#)  
**To:** [Melissa Jacobsen](#)  
**Subject:** FW: IMLS/LSTA Funds  
**Date:** Monday, August 20, 2018 2:15:19 PM  
**Attachments:** [IMLS Loss Impact on Alaskans 2018.pdf](#)

---

**From:** Ann Dixon  
**Sent:** Friday, August 17, 2018 10:32 AM  
**To:** Rachel Tussey <[rtussey@ci.homer.ak.us](mailto:rtussey@ci.homer.ak.us)>  
**Subject:** IMLS/LSTA Funds

Rachel,

After communicating with Patience Frederiksen, the State Librarian, I received some clarification and details on how IMLS/LSTA funding is distributed to libraries in the state.

So far in 2018 we've received \$2,118 in continuing education grants that allowed 2 staff members to attend training in Anchorage and Outside. The DirLead conference I attend each October is funded by LSTA.

We are currently participating in an Interlibrary Cooperation grant of \$49,000 with 6 other public libraries called "Growing Alaska Through Small Business Startups," which is providing the funding for subscriptions to Lynda.com, an independent learning software product that includes many short courses on software, business, management, design, and other tools for entrepreneurs. The grant will also provide funding for materials to publicize the services we offer for small businesses.

A number of the databases we have access to through SLED are funded by LSTA money, including Brain Pop, Oxford Reference, Heritage Quest, TERC (Testing and Reference Education Center), Small Engine Repair, Home Improvement, Hobbies and Crafts, and Gale Student Resources.

LSTA also funds:

- The Alaska Talking Book Center, which last year supplied 51,000 audiobooks to people who are blind or experiencing other physical disabilities.
- Travel to meetings so librarians can organize the Battle of the Books program each year.
- The Ready to Read Resource Center, which ships board books to families and libraries around the state and trains parents on toddler brain development.
- The Alaska Mail Services program, which sends books to Alaskans who live in towns without public libraries.
- The collaborative Summer Reading Program, which assists public libraries across the state (including ours) with materials, ideas, and expertise.
- Interlibrary Cooperation Grants, such as the one we are currently participating in.
- Expansion of Alaska's Digital Archives, which makes photographs of Alaskan history and culture available online to all Alaskans.
- Purchasing ebooks and audiobooks for the Alaska Digital Library, an extremely popular service available through Homer Public Library and made possible through consortium purchasing at the State Library level.
- Continuing Education grants, including the annual DirLead conference attended

each year by directors of the 20 largest public libraries in the state, as well as other conferences and workshops attended by HPL staff every year to stay abreast of issues and changes in library services.

IMLS additionally funds 54 tribal libraries in Alaska and contributes to large museum and library projects, amounting to more than \$635,550 annually for Alaskans.

So while it's difficult to identify specifically how much money HPL receives from IMLA/LSTA funds each year, the overall impact is not just significant, but crucial, for libraries in Alaska, including ours. Libraries by definition are resource-sharing institutions, so reductions to the amount available for the State Library to work with and distribute will impact all libraries in Alaska, including HPL.

I'm attaching a flyer from the State Library that includes some information. Let me know if you need anything else.

Ann

Ann Dixon, Director | Homer Public Library  
500 Hazel Avenue | Homer, AK 99603  
907-435-3151 | [adixon@ci.homer.ak.us](mailto:adixon@ci.homer.ak.us)  
<http://www.cityofhomer-ak.gov/library>  
Facebook: Homer Public Library  
Twitter: homerlibraryak

*Notice: Emails to and from this address are subject to disclosure under the Alaska public records law*

# Alaskans Will Lose Valued Services If IMLS Is Cut

The Institute of Museum and Library Services (IMLS) awarded **\$2,009,550** to libraries and museums in Alaska during 2017, including: \$954,000 in Library Services and Technology Act (LSTA) funds to the Alaska State Library; \$420,000 in Native American Basic Library Services grants to Alaska Native organizations; and \$635,550 for project grants to museums and libraries.



850 Alaskans of all ages experiencing blindness or physical disabilities will no longer be able to check out 51,000 audiobooks each year because the **Alaska Talking Book Center** will no longer exist

5,000 Alaska students in 37 school districts will not have a chance to increase their reading comprehension and demonstrate their academic excellence in the statewide **Battle of the Books** contest because librarians will not receive grant funds for meetings to choose Battle books



Alaska tribal library patrons will lose their 54 tribal libraries when \$420,000 in **Native American Basic Library Services** funding disappears

950 Alaskan toddlers will not be able to read board books with their parents and 380 parents will not be trained on the importance of early literacy because the **Ready to Read Resource Center** will no longer exist to ship tubs of board books to families or to train parents on toddler brain development



700 Alaskans living in towns without public libraries will no longer receive 4,500 books by mail because the **Alaska Mail Services** program will no longer exist



**collaborative**  
summer library program™

Reading scores for 16,600 Alaskan students will drop because the annual **Summer Reading Program** will no longer exist to encourage students to read over the summer

Alaskans will no longer benefit from pilot project grants at their local libraries on topics such as STEM, local history, or media maker studios, because the State Library will no longer be able to award **Interlibrary Cooperation Grants** funded with federal money



Thousands of Alaska elementary students will have much less fun learning in many subjects because their 240,000 visits to **Brain Pop** online learning service will be cancelled

## Alaska Digital Library

Over 16,000 Alaskans served by the **Alaska Digital Library** will have to wait longer for popular ebooks & audiobooks, if LSTA funds are not available to purchase additional copies

19,000 Alaska students will no longer be able to research debate topics because the **Student Resources in Context** database will be cancelled

**Large federal museum and library project grants** adding up to more than \$635,550 annually will no longer be available to help museums preserve and make local history objects accessible or to help libraries develop new programs and services to meet the needs of their local patrons

## Alaska's Digital Archives

Expansion of **Alaska's Digital Archives** will slow significantly as 5,800 fewer photographs detailing Alaskan history and culture will be digitized each year and made accessible to all Alaskans

335 librarians will no longer receive training on myriad topics, such as customer service, internet search techniques, the basics of running a public library, and summer reading program, because Federal funds will no longer be available to support **Continuing Education grants and workshops**

**IMLS funding is crucial to Alaska's libraries and museums.**

**Fully fund IMLS.**

**Vote for S.2271 Museum & Library Services Act**

### **Alaska Library Association**

Bringing the Alaska library community together through learning, advocacy, and collaborative action.



**CITY OF HOMER  
HOMER, ALASKA**

Mayor

**RESOLUTION 18-069**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AUTHORIZING THE KACHEMAK HERITAGE LAND TRUST TO APPLY FOR A STATE OF ALASKA RECREATIONAL TRAIL PROJECT GRANT FOR THE CONSTRUCTION OF A TRAIL ACROSS CITY PROPERTY, ENTERING INTO A MEMORANDUM OF UNDERSTANDING REGARDING TRAIL CONSTRUCTION AND MAINTENANCE, PROVIDING A MATCH OF UP TO \$6,000 OR 10%, WHICHEVER IS LESS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike Avenue in Homer (KPB Parcel 17719231) which abuts City owned property (KPB Parcel 17719234); and

WHEREAS, The 2004 Homer Non-Motorized Transportation and Trail Plan describes the need to construct trails that are Americans with Disabilities Act (ADA) accessible; and

WHEREAS, The 2010 Homer Comprehensive Plan describes the need to improve access to parks, and encourages incentives to improve accessibility; and

WHEREAS, Since 2013 KHLT has worked with the National Park Service Rivers, Trails and Conservation Assistance Program, Architects, State Parks, the City, Independent Living Center and community members on a conceptual site plan for a community park on this property; and

WHEREAS, Resolution 17-075(A) resolved to continue to work towards becoming a city that is universally accessible to all; and

WHEREAS, Ordinance 18-29(A) authorized the expenditure of up to \$5,200 of HART Trail funds to pay for design and cost estimate work on a universally accessible trail through City and KHLT lands; and

WHEREAS, Estimated project costs are \$56,327 (*this number to change*), and the State of Alaska Recreation Trail Program requires a 10% match; and

WHEREAS, The HART Trails fund balance is in excess of \$500,000 and can provide the required match; and

WHEREAS, Use of HART Trails fund will leverage considerable funding for the trail; and

41  
42 WHEREAS, The construction of the trail will provide increased universal access within  
43 downtown Homer.

44  
45 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, authorizes  
46 the following:

- 47  
48 1. KHLT may to apply for an Recreational Trail Project grant to include trail  
49 construction on City lands  
50 2. The City agrees to retain the trail for a minimum of 5 years as required by the grant  
51 program.  
52 3. If the grant is awarded, the City shall enter into a Memorandum of Understanding  
53 with KHLT for project management and maintenance of the trail and that the City  
54 Manager is authorized to execute the appropriate documents.  
55 4. The City shall follow this resolution with a budget amendment ordinance to  
56 authorize the expenditure of up to \$6,000 or 10% of the project as required by the  
57 grant program.

58  
59 PASSED AND ADOPTED by the Homer City Council this 27<sup>th</sup> day of August, 2018.

60  
61  
62 CITY OF HOMER

63  
64  
65  
66 \_\_\_\_\_  
67 DONNA ADERHOLD, MAYOR PRO TEMPORE

68  
69 ATTEST:

70  
71 \_\_\_\_\_  
72 MELISSA JACOBSEN, MMC, CITY CLERK

73  
74 Fiscal note: N/A



## City of Homer

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

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

## Memorandum 18-096

TO: Mayor and Council  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: August 17, 2018  
SUBJECT: Support for trail construction grant application and matching funds

---

### Requested Action:

#### Background

Earlier this year, KHLT requested HART Trail funding from the city to pay for a trail design and cost estimate. The goal is to build a universally accessible trail between Pioneer Avenue, crossing City and KHLT properties, to the existing Poopdeck Trail. Ultimately the City Council approved up to \$5,200 to help pay for the design and cost estimate work. This month, KHLT received the proposed trail design and cost estimate. They are now preparing a grant application to the State of Alaska for a Recreational Trails Program Grant. The grant program pays up to \$75,000 for recreational trail projects, and requires a 10% match. KHLT is requesting this 10% match come from City HART Trail funds.

#### Budget

KHLT is still working on their project budget. The total project cost is estimated at \$56,327, resulting in a 10% match of \$5,632. Because this is a draft budget, staff has chosen to increase the funding request up to \$6,000, or 10% whichever is less.

**Requested Action:** Support the resolution, MOU and a budget amendment for the KHLT and City of Homer Poopdeck Platt Trail Project.








### Attachments

1. Ptarmigan Ptrails Trail Design and Recommendations
2. Draft MOU





315 Klondike Ave., Homer, AK 99603  
 (907) 235-5263, [www.KachemakLandTrust.org](http://www.KachemakLandTrust.org)

-  Trailhead
-  Boardwalk
-  Green Trail
-  Yellow Trail
-  Viewing Overlook
-  City of Homer Parcel
-  KHLT Poopdeck Parcel

# Poopdeck Trails

## Designed 7/21/2018

NAD 1983 Sate Plane Alaska 4 FIPS 5004 Feet,  
 Transverse Mercator, KPB 2016 aerial imagery.  
 Created 08/7/2018. The information depicted  
 on this map is a graphical representation of best available sources.  
 KHLT assumes no responsibility for any errors on this map.



**DRAFT**  
**Memorandum of Understanding**

between

City of Homer  
491 E. Pioneer Avenue  
Homer, AK 99603

and

Kachemak Heritage Land Trust  
315 Klondike Ave  
Homer, AK 99603

This Memorandum of Understanding between the City of Homer (hereinafter referred to as the “City”), acting through the City Manager or her designee, and the Kachemak Heritage Land Trust (hereinafter referred to as KHLT), acting through the Executive Director or her designee.

The purpose of this agreement is to allow KHLT to apply for a grant and construct a trail on KHLT and City lands. The trail will provide universal access to residents and visitors to enjoy the natural environment and travel between Pioneer Ave and Poopdeck Street. *(Include legal description HERE and map for project as attachment)*

WITNESSETH:

WHEREAS, the City is a local government entity which promotes cooperative economic development that preserves the essence of community while enhancing the quality of life.

WHEREAS, KHLT is a non-profit organization which preserves, for public benefit, land on Alaska's Kenai Peninsula with natural, recreational, or cultural values by working with willing landowners.

NOW THEREFORE. The parties agree as follows:

- I. **AUTHORIZATION:** The City and KHLT agree to partner to construct and maintain a trail between Pioneer Avenue and Poopdeck Street hereinafter described for a period of 5 years commencing on the day following the ratification of this agreement by the City.
- II. **CITY, and KHLT RESPONSIBILITIES:** the City will provide the 10% required matching funds for the trail construction. After trail construction, the City will provide two trash cans with seasonal daily maintenance, annual brushing of the trail, and every two years, heavy vegetation removal if needed. KHLT will

provide the necessary materials, services, funds and project management for the construction of the trail. Further, KHLT will work to coordinate volunteers to perform annual trail maintenance. Failing successful volunteer efforts, the City will provide staff to execute the required trail maintenance on city lands.

### III. SCOPE OF WORK:

#### A. Specifically, KHLT shall:

1. Plan, manage, and provide coordination of all entities and any vendors to design, review, and construct the trail.
2. Coordinate with a city representative and KHLT representative on any construction issues on city lands.
3. Ensure that all contractors and volunteers have insurance and sign waivers per city policies.
4. If possible, coordinate annual trail maintenance with volunteer groups.

#### B. Specifically, the City shall:

1. Provide funds for the matching requirements of the grant.
2. Coordinate with KHLT on any construction problems on city lands.
3. Provide annual maintenance on the trail if no volunteer labor is available.
4. Provide two trashcans, one each at the north and south ends of the trail.
5. Provide biennial heavy brush clearing.
6. Coordinate with KHLT on any extensive future maintenance or repairs.

### IV. PERIOD OF PERFORMANCE

The period of performance for this agreement shall be five years. This agreement will automatically renew for one additional *5-year period on October 1 of the last year*, unless reasonable notice of cancellation is given by either party before the date of renewal. If no changes have been made in the agreement during the life of the agreement, the agreement may be renewed by memorandum. While the City and KHLT reserve the right to terminate the agreement, or any part thereof, at any time upon reasonable notice without the necessity of any legal process, KHLT and the City agree to hold a meeting prior to termination discussing the reasons for termination.

### V. PROJECT OFFICERS

- A. For the City: Matt Steffy, C, 491 E Pioneer, Homer, AK 99603; 907-235-8121;  
[msteffy@ci.homer.ak.us](mailto:msteffy@ci.homer.ak.us)
- B. For KHLT: Joel Cooper, Stewardship Director, Kachemak Heritage Land Trust,  
315 Klondike Ave, Homer, AK 99603 907235-5263  
[Joel@KachemakLandTrust.org](mailto:Joel@KachemakLandTrust.org)



VI. SPECIAL PROVISIONS

- A. This MOU may be modified or amended as necessary upon written consent of all parties or may be terminated by either party with a 30 day written notice to all other parties. No change to this agreement shall be binding upon KHLT or City unless and until reduced to writing and signed by both/all parties.
  
- B. The parties to this agreement agree to be responsible for damages to their own property and injuries to their own employees/volunteers, except for damages/injuries resulting from the fault or negligence of the other party.
  
- C. The principle contacts for this MOU are:
  - 1. For KHLT: Marie McCarty, Executive Director, Kachemak Heritage Land Trust, 315 Klondike Ave, Homer, AK 99603 907235-5263  
Marie@KachemakLandTrust.org
  - 2. For the City: Katie Koester, C, 491 E Pioneer, Homer, AK 99603; 907-235-8121; [kkoester@ci.homer.ak.us](mailto:kkoester@ci.homer.ak.us)

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed as of the date of last signature below.

KACHEMAK HERITAGE LAND TRUST

CITY OF HOMER

\_\_\_\_\_  
Marie McCarty, Executive Director

\_\_\_\_\_  
Katie Koester, City Manager

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Date)



# VISITORS



ANNOUNCEMENTS  
PRESENTATIONS  
BOROUGH REPORT  
COMMISSION REPORTS



# PUBLIC HEARING(S)





**CITY OF HOMER  
PUBLIC HEARING NOTICE  
CITY COUNCIL MEETING**

**Ordinances 18-37 & 18-38**

A **public hearing** is scheduled for **Monday, August 27, 2018** during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**Ordinance 18-37**, An Ordinance of the City Council of Homer, Alaska, Amending the 2018 Capital Budget by Appropriating up to \$48,590 from the Homer Accelerated Roads and Trails Program (HART) for Traffic Calming and Safety Improvements on Karen Hornaday Park Road. Stroozas.

**Ordinance 18-38**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 2 to Repeal Homer City Code 2.32.020, and Enact Chapter 2.58 Entitled “Commissions and Boards” to Consolidate all General Provisions Regarding Boards and Commissions and to Provide for General Policies and Procedures for Boards and Commissions. City Clerk.

All interested persons are welcome to attend and give testimony. Written testimony received by the Clerk's Office prior to the meeting will be provided to Council.

\*\* Copies of proposed Ordinances in entirety, are available for review online at <https://www.cityofhomer-ak.gov/ordinances>, at the Homer City Clerk's Office, and the Homer Public Library. Contact the Clerk's Office at City Hall if you have any questions. 235-3130, Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

Melissa Jacobsen, MMC, City Clerk  
Publish: Homer News August 23, 2018

**CLERK'S AFFIDAVIT OF POSTING**

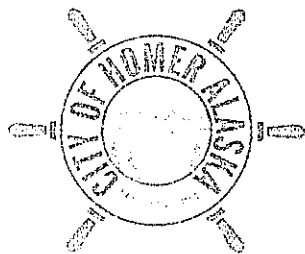
I, Rachel Tussey, Deputy City Clerk for the City of Homer, Alaska, do hereby certify that a copy of the Public Hearing Notice for:

**Ordinance 18-37**, An Ordinance of the City Council of Homer, Alaska, Amending the 2018 Capital Budget by Appropriating up to \$48,590 from the Homer Accelerated Roads and Trails Program (HART) for Traffic Calming and Safety Improvements on Karen Hornaday Park Road. Stroozas.

**Ordinance 18-38**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 2 to Repeal Homer City Code 2.32.020, and Enact Chapter 2.58 Entitled "Commissions and Boards" to Consolidate all General Provisions Regarding Boards and Commissions and to Provide for General Policies and Procedures for Boards and Commissions. City Clerk.

...was distributed to the City of Homer kiosks located at City Clerk's Office, and the Homer Public Library on Monday, August 20, 2018 and posted on the City website on Monday, August 20, 2018.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal of said City of Homer this 20<sup>th</sup> day of August 2018.



*Rachel Tussey*  
Rachel Tussey, Deputy City Clerk I

**ORDINANCE REFERENCE SHEET**  
**2018 ORDINANCE**  
**ORDINANCE 18-37**

An Ordinance of the City Council of Homer, Alaska, Amending the 2018 Capital Budget by Appropriating up to \$48,590 from the Homer Accelerated Roads and Trails Program (HART) for Traffic Calming and Safety Improvements on Karen Hornaday Park Road.

Sponsor: Stroozas.

1. Council Regular Meeting August 13, 2018 Introduction
  
2. Council Regular Meeting August 27, 2018 Public Hearing and Second Reading  
  
Memorandum 18-097 from City Manager as backup



**CITY OF HOMER  
HOMER, ALASKA**

Stroozas

**ORDINANCE 18-37**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE 2018 CAPITAL BUDGET BY APPROPRIATING UP TO \$48,590 FROM THE HOMER ACCELERATED ROADS/TRAILS PROGRAM (HART) FOR TRAFFIC CALMING AND SAFETY IMPROVEMENTS ON KAREN HORNADAY PARK ROAD.

WHEREAS, Karen Hornaday Park Improvements, Phase 2 is a project on the Capital Improvements Plan that focuses on safe access to the Park by relocating the access road; and

WHEREAS, In 2012 the cost of relocating the access road was estimated at \$726,000; and

WHEREAS, Safety improvements such as traffic calming, parking lot improvements and dedicated pedestrian corridors will greatly increase safety at a much lower cost without prohibiting a future project that moves the road when funding becomes available; and

WHEREAS, Memorandum 18-041 from the Homer City Council requests the Parks Art Recreation and Culture Advisory Commission (PARCAC) to generate recommendations for safety access improvements at Karen Hornaday Park; and

WHEREAS, Recommended safety improvements from PARCAC included shifting the road slightly east at the upper portion of the existing parking lot, defining the edges of the parking lots with boulders, installing speed bumps and organizing parking; and

WHEREAS, The project should install permanent concrete stops and landscaping shrubbery whenever possible to prolong the life span of the improvement and visual appeal; and

WHEREAS, PARCAC also recommended improving the trail on the west side of the access road to ADA standards which is not addressed in this ordinance.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The FY 2018 Capital Budget is hereby amended by appropriating up to \$48,590 from the Homer Accelerated Roads/Trails Fund (HART) for Karen Hornaday Park Traffic Calming and Safety Improvements.

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
620-0375 (HART)	KHP Traffic Calming and Safety Improvements	\$48,590





## 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 18-097

TO: Mayor Zak and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: August 17, 2018  
SUBJECT: Follow up on Ordinance 18-37

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Ordinance 18-37, traffic calming improvements to Karen Hornaday Park Road, was introduced at the August 13<sup>th</sup> City Council meeting. This ordinance was the result of recommendations requested from PARAC through memorandum 18-041.

Members expressed an interest in getting additional feedback from the Parks Art Recreation and Culture Advisory Commission (PARCAC) on how Ordinance 18-37 aligned with the Karen Hornaday Park Master Plan. However, the ordinance was not referred to PARCAC and because PARCAC met the same week as City Council, this topic was not a noticed item on their agenda they could discuss or take action on. If Council would like to refer Ordinance 18-37 to PARCAC, the next available date PARAC could take it up is Thursday, September 20<sup>th</sup> which would bring it back to City Council the first meeting in October (October 8<sup>th</sup>).

Funding for Ordinance 18-37 is proposed to come from the Homer Accelerated Roads and Trails (HART) fund and members asked what the balance of the fund is. Currently, the HART Roads unappropriated fund balance is \$5,942,339.72 and the HART Trails unappropriated fund balance is \$561,553.33.

Enc: Karen Hornaday Park Master Plan





# KAREN A. HORNADAY HILLSIDE PARK MASTER PLAN

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**June 2009**

Adopted by Homer City Council June 22, 2009, Resolution 09-59

# **KAREN A. HORNADAY HILLSIDE PARK MASTER PLAN**



## **Prepared by**

**Kachemak Bay Conservation Society  
Jack Wiles, Project Manager**

**City of Homer**

**Planning Department  
Rick Abboud, City Planner  
Julie Engebretsen, Planning Technician**

**Parks & Recreation Advisory Commission  
Lou Stewart, Chairman  
Bumppo Bremicker  
Ruth Dickerson  
Teena Garay  
Thaddaeus Gunther  
Mimi Tolva**

## **ACKNOWLEDGEMENTS**

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Karen Hornaday Hillside Park is more than a piece of property; it represents the values of the community. Parks are special places. It is through the efforts of concerned and involved citizens that enables this master plan to reflect the high ideals of the community for a quality park system.

Thanks to Lou Stewart and the Parks and Recreation Advisory Commission for their many hours of work in crafting this plan, listening to the public, seeking out information, and setting high standards of quality. The Commission serves the interests of the community well.

Thanks to the Little League for their continued support of Karen Hornaday Hillside Park in providing our youth with healthy and active activities, social responsibility and teamwork, community values, and an appreciation of the park environment.

Thanks to Beth Cumming and the Friends of Woodard Creek in Karen Hornaday Hillside Park and the Kachemak Bay Conservation Society for their contribution to this master plan. Their persistent recognition of the stewardship responsibility to a healthy watershed and treating Woodard Creek as a valuable resource is appreciated.

Thanks to the City of Homer Public Works Department for their many unsung acts of dedication to maintaining and operating the park with efficiency and innovation while faced with limited resources.

Thanks to Alaska State Parks and Outdoor Recreation Division, Chris Degernes, Deputy Director, for providing technical assistance towards a quality park design, landscape setting, and experience with volunteer Park Hosts. Special thanks to Bill Evans, Alaska State Park landscape architect, for his talented design skills.

Most importantly, Thanks to the citizens of Homer for their support of a park system that represents the quality of life embodied in Homer.

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## SUMMARY

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The Parks and Recreation Advisory Commission in developing this master plan took a critical look at existing conditions, not to find any fault, but to establish a vision for a standard of quality. Karen Hornaday Hillside Park reflects a majestic setting and the development of the park should compliment that setting. Park development sets the aesthetic character of the park. Done with quality, the combination of landscaping, trails, parking, traffic flow, pedestrian safety, signage, and stewardship of park resources all project an image of the park being a special place.

Implementation of this plan requires a commitment of resources - leadership, funding, community involvement, and partnerships. The plan can be implemented in phases with each phase building on the quality of the last phase. The plan seeks to achieve the following objectives to:

- ❖ Develop a traffic and parking plan that accommodates park usage while providing for a separation of day use and overnight traffic flow.
- ❖ Provide pedestrian safety and access to park features.
- ❖ Instill pride in the park – create a park character through landscaping of parking areas and entrance road, signage, management of drainage conditions, and replacement of worn out buildings; restroom and maintenance shed.
- ❖ Move the maintenance shed and maintenance yard from the main day use area to the area near the campground for a more secure, fenced location.
- ❖ Provide for a Park Host or Caretaker adjacent to the new maintenance yard to serve as a gateway to the campground.
- ❖ Capitalize on the outstanding views; develop a scenic overlook with a plaza, benches, and contemplative view. Relocate memorial monument to this more reflective setting and add interpretive signage.
- ❖ Embrace the stewardship of Woodard Creek; achieve restoration objectives of moving fill material away from the creek in the south portion and removal of fill material from the north to re-establish a natural floodway overflow basin.
- ❖ Develop a trail roughly paralleling Woodard Creek and build future trail connections into the park and the community.

## INTRODUCTION

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This Master Plan provides a long range view (7-10 yrs.) for uses and activities at Karen A. Hornaday Hillside Park. The Master Plan (1) takes into consideration the historical context of the site and the relationship of the surrounding residential and commercial areas, (2) carefully balances the current and future needs of the community, and (3) serves as a guide for future development and improvements to the park.

The park master plan is a roadmap for the City to protect and enhance the park's natural values, provide appropriate recreation facilities, and manage the land and facilities for the safety and enjoyment of the community.

The master plan will guide the City of Homer in:

1. Involving the community in an on-going discussion of important park issues, needs, and the future of the park and help identify potential solutions.
2. Compiling existing information about the landscape setting of the park to identify key resources (riparian buffers, wetlands, sensitive plant and animal species), geo-physical constraints (slope mapping, erosion prone areas, flooding, hydrology, sedimentation, off-site impacts to the park), and scenic resources.
3. Managing Woodard Creek as a key resource with watershed actions to protect, restore, and enhance the floodway and riparian resources.
4. Evaluating existing conditions of park facilities for condition assessment, deferred maintenance, life cycle (age of structures), maintenance demands, quality and design character, and whether facilities are meeting current needs.
5. Looking at existing recreational uses, recreational preferences, new approaches to providing recreation services, and develop site plans to implement development concepts.
6. Identifying partnerships and agreements within the City departments and within the community, to strategize on implementing desired outcomes of the community as expressed in this master plan.
7. Establishing quality design standards for park development. The park is a gift to the people of Homer and should be treated with respect.

## **MASTER PLAN SETTING**

---

### **Vision Statement**

Karen A. Hornaday Hillside Park will be managed to protect key natural resources, provide appropriate recreation opportunities as expressed by the community, and provide adequate park maintenance and security in a quality setting.

### **Purpose**

A master plan is an important tool for the assessment of community values associated with the community's park system. The master plan identifies the park's resource values and landscape suitability; and evaluates existing and proposed recreation opportunities against demands, trends, park capacity, park setting, and compatibility of development concepts.

### **Description and Location of Karen A. Hornaday Hillside Park**

Karen A. Hornaday Hillside Park is a 38.3 acre community park located north of Fairview Avenue and west of and including Woodard Creek, adjacent to the South Peninsula Hospital. Although primarily a community park, the park also serves as an attraction to campers visiting Homer.

The park is located within a residential area and medical offices/hospital zone. The park has been developed with a mix of day use and overnight use. There are three sport fields – Little League baseball diamonds, a 31 unit rustic campground, and a children's playground with play structures. There are no community trail connections, sidewalks, bike paths, or a trail connection to the hospital.

### **Master Plan Process**

The City of Homer Planning Department is responsible for developing the city's comprehensive plan and park plans. The city's draft Comprehensive Plan, Chapter 7: Parks, Recreation & Culture, is presently being revised and a recreation needs assessment for the city is contemplated as an element of the comp plan. One priority identified is a multi-use, multi-seasonal community recreation facility, offering programs for youth, adults, and seniors. Associated with the center could be a sports field complex. Another important recreation needs assessment of the plan is the need to implement the previously adopted (Chapter 5) Homer Non-Motorized Transportation and Trail Plan. A commitment to implementation of the city's Comprehensive Plan for recreation would have a strong influence on the role of Karen Hornaday Hillside Park in relation to city-wide inventory of park opportunities and new park development.

The master plan for Karen Hornaday Hillside Park looks 7-10 years into the future and must relate to future community park development.

The master planning process involved a series of public meetings, work sessions, field trips, and analysis by the city planning department working with the Park and Recreation Advisory Commission (Park Commission).

The following public process was followed:

1. Initiation of a park master planning process by the Park Commission with agenda items and public notices.
2. Park Commission Public Work Session – June 18, 2008. Field trip to Karen Hornaday Hillside Park with mayor, city manager, and a representative from the city council, public works, and the public attending.
3. Park Commission Public Work Session – July 2, 2008, city council chambers.
4. Park Commission Park Master Plan Special Meeting – July 29, 2008.
5. Park Commission Regular Meeting – August 21, 2008. Development of budget priorities for 2009 and adoption of Karen Hornaday Hillside Park master plan.
6. Karen Hornaday Hillside Park Master Plan submitted to City Council – August 29, 2008. City Council voted not to adopt the plan, requesting some revisions and to address some concerns by the Friends of Woodard Creek.
7. Revised Master Plan Draft – Draft Final Plan submitted to Park Commission at a January 2009 work session, open to the public.
8. Public Open House, Jan. 27, 2009, sponsored by Park Commission to review Final Draft of the master plan. Public and key stakeholders invited.
9. *Master Plan Adoption - regular public meeting of the Park Commission in \_\_\_\_\_ 2009. TBA*
10. *City Council adoption by Resolution \_\_\_\_\_*

### **Issue Scoping from Master Plan Process**

The master planning process is a valuable means of gathering community input and addressing ideas and concerns or questions. Not all issues can be addressed by the master plan and not all issues are compatible to each other. The master plan will help identify solutions based on information needed, working with user groups, and addressing key resource mapping for suitability analysis. The following issues were identified by the Parks and Recreation Advisory Commission (“Commission”), planning staff, public, Friends of Woodard Creek and Kachemak Bay Conservation Society.

#### **Parking Capacity**

- Much public and Commission discussion regarding the current capacity of parking, parking expansion, and condition of parking areas.
- How use of sport fields determines the need for parking and the ability to develop expanded parking.
- There was a count of 80 vehicles during peak use of the sport fields.

### **Issue Scoping (cont'd.)**



- Need to better define parking areas with designated wheel stops, barriers, gravel topping. Paving was considered but rejected by many – use recycled asphalt grindings as an alternative if available.
- Removal of fill material and redefining proposed parking areas along Woodard Creek. Need for a parking plan developed by a landscape architect to help identify pedestrian movement and safety.
- Removal of a frequently vandalized light pole which is a parking hazard.

#### Sport Field Expansion or Conversion

- Discussion regarding the need for a fourth youth baseball field with declining youth participation. The fourth field will not be needed and that space will be utilized for parking and lawn space.
- Discussion of need for T-ball field – presently unused, although it has only been complete for one season as of the writing of this plan. T-ball is currently played at Paul Banks Elementary School. Further improvements will be constructed by for an Eagle Scout project in 2009.
- Identified the need for a management agreement between the Little League and the City to define the condition, safety, maintenance, and scheduling of the sport fields and use of the snack shack.
- Possibility of multi-use sport fields for soccer or the demand for a youth soccer field at this park versus another location.
- Consideration of future youth soccer fields at the Homer Middle School, West Homer Elementary School, and Homer High School.

#### Playground

- Assess the age and safety of play structure equipment.
- Review playground safety standards, esp. fall protection ground cover.
- Wood structure needs to have regular maintenance to prevent wood splinters and worn areas. Replace sand box boards.
- The tile wall is an eyesore. Consider relocating.
- Engage the high school or community group to adopt the playground as a volunteer project. Opens up the discussion of the broader question of greater use of volunteers at the park.

#### Drainage and Vegetation

- Concern over the existing site conditions with standing water. Need a drainage plan with some consideration possibly for bio-swales to filter runoff water.
- French drain in day use area is collapsed and needs to be replaced.
- Some areas need grass seed to restore the sites.
- Removing or opening up vegetation for safety purposes, especially around the playground area.
- Consider managing vegetation in the campground for scenic views and aesthetics.

### Issue Scoping (cont'd.)

- Restoration planting along Woodard Creek using native plants and naturalized plants.

### Woodard Creek Restoration

- Need City commitment to restore the natural flood over-flow basin on the north end and re-establish the riparian vegetation along Woodward Creek.
- Site visit by mayor, city manager, public works manager – everyone agreed that dumping of waste asphalt, debris, ditch dirt, and other material should be stopped. As of September 2008 dumping was still occurring.
- City adopted Resolution 08-92 supporting the hiring of a landscape architect to investigate options and ideas for the filled area and supports the concepts of improved trail access, erosion control and stream rehabilitation in the fill area.
- Friends of Woodard Creek propose to remove extensive fill material and redefine the proposed parking areas associated with the fill material.
- Terrace the lower proposed parking lot and lower the height profile of the massive amount of fill.
- Remove fill material from the natural overflow channel of the upper proposed parking lot and restore the riparian corridor.
- Review watershed plan prepared by Cook InletKeeper organization.
- Need a landscape architect to develop some site plan alternatives.

### Campground

- Explore establishing a park caretaker, a year round resident or the recruitment of park Host volunteers – model program after several successful programs used by other park agencies.
- Review existing conditions of drainage, vegetation, level parking pads, site amenities such as fire ring, bench, table, tent pad.
- Selective vegetation management to augment views, open up some areas for better light to help dry out sites, better visual presence for security, and identify hazardous trees.
- Campsites are used by RV's – need to remodel to meet basic standards.
- Consider security measures – gate, police patrols, length of stay, how a site is used, maximum site occupancy, lighting, camp rules, eviction policy.
- Assess adequacy, condition, health and safety, and distribution of drinking water supply, trash containers or dumpster, restroom, fire.
- Address quality and adequacy of signage – regulatory, directional, information, interpretive, site numbering, and fee collection. Adopt a kiosk design for park information and community information.
- Consider future development for Yurts or Cabins cluster to accommodate family use.
- Review drainage pattern and develop drainage plan.

## Issue Scoping (cont'd.)

### Trails

- Develop a trail head with connections to a trail paralleling Woodard Creek.
- Develop a trail connection/bridge to the hospital and neighborhood.
- Develop a trail loop to the northern end of the park, around or through the campground.
- Create a pathway from Wright Street to the ball fields utilizing an existing overgrown pathway by clearing Alders.
- Connections to Homer Non-Motorized Transportation and Trails Plan, and draft Comprehensive Plan - Chapter 5.
- Future trail connection to Reber trail.
- Future connection to ten acres of city owned land in the northwest corner of the park.

### Aesthetics

- Concern was raised over the overall design look of the park and condition of buildings and parking.
- Vandalism is a problem.
- Entrance to the park with high wall of fill material gives a tunnel feel. Fill material needs to be removed and the area landscaped.
- Remove unsightly concrete 'Jersey' highway style barriers and replace with barrier posts and carefully placed boulders.

### Standards

- City must comply with the Americans with Disabilities Act (ADA) in the development and remodel of facilities and access to those facilities.
- Consider design standards for parking areas, sign standards, landscaping needs.
- Follow trail standards that follow ADA guidelines for establishing the degree of difficulty rating of a trail.
- Capitalize on the experience and policy manuals of other park agencies in the management of volunteers, especially campground Hosts.
- Review standards for campground design.
- Follow standards for playground safety.
- Conduct safety hazard assessment of facilities, e.g. exposed wire along top of ball field fence - cover protection, exposed wire at batting cage, field conditions, uneven surfaces in parking areas – trip hazards, etc.

### Related Park Uses

- Park is not well suited for disc golf.
- Should concert on the lawn continue at the park or is there a better location?
- What type of special events should be considered - park capacity to handle events and impact to the park?

## **SITE DEVELOPMENT ISSUES**

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In addition to the scoping issues raised in the various public workshops, meetings and public comments submitted there are several questions to be explored prior to any park development project.

- Examining existing condition and quality standards for the park. Does the visual, landscape, and design quality lead to a quality product?
- Examine existing park uses and adequacy of facilities. Are sport field conditions safe? Are buildings past their life expectancy and of poor quality with years of deferred maintenance or evidence of vandalism?
- Parking areas are mud holes - how can the condition be addressed in adequate funding and maintenance?
- When working on a development project, how does the design minimize conflicts, provide good access for vehicles and pedestrians, and avoid impacts to key resources, take advantage of scenic views, provide choices for passive and active recreation pursuits, and cluster development for efficient use of park land and efficiency of maintenance.
- Trends in park use – what are the need indicators? Does the campground meet current standards and is the campground needed? Road conditions, slopes, uneven parking pads, tight turning radius, difficulty of backing an RV into a site, clearances, and other site conditions need to be addressed. What are the alternatives to camping – group use camp, youth camp, Yurt cluster, re-design for RV's – pull thrus, does the Spit provide for camping needs, current occupancy rates, visitor survey, mixing day use with overnight use, security and safety, inappropriate behavior, degradation of park resources.
- Protection of Woodard Creek - the park is not a dumping ground for asphalt and debris or a City storage yard. Restoration of Woodard Creek should be a statement that the City is willing to do the right thing to protect important park and watershed resources.
- Provide access to persons with disabilities under the provisions of federal law – Americans with Disabilities Act.

## **MASTER PLAN IMPLEMENTATION**

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Implementation of the master plan is charged to the City departments, the Park and Recreation Advisory Commission, and the community. Each has an important stake in the desired outcomes, quality controls, values, and follow-up work needed to turn the vision into a reality as a showpiece for Homer.

It is the responsibility of the City Manager, Mayor and City Council to provide for the quality of life of Homer by adequately funding the park and to assign the task of creating quality standards for park design, construction and community recreation needs assessment. Note: PW oversees construction contracts and construction standards. The Public Works Department is responsible for following site plans and ensuring quality construction, maintenance and operations. The Police Department is critical to the safety and security of park users, assisting with youth programs, and providing guidance on park design for safety measures. Finally, the community must express its commitment to funding its park system and adopt the park by participating in volunteer actions.

The master plan will not address daily operations, including:

1. Park administration – leadership for the park system
2. Staffing – although needs are critical
3. Volunteer recruitment and management
4. Writing and enforcement of park rules
5. Fees and fee collection
6. Project costs
7. Funding sources

The schedule of park development is addressed in the master plan implementation section of this plan.

Setting priorities for implementing the master plan should be a function of each of the city departments in their respective roles. Priorities should be considered in a horizontal matrix instead of a vertical list since there are a variety of funding sources and partnership opportunities. Implementation happens when a commitment is made to find the resources.

## **EXISTING CONDITIONS**

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### **Site History**

Karen A. Hornaday Hillside Park was a former homestead sold in the 1940's by Mae Harrington to the Homer Fair Association. By the 1960's, the Association disbanded and the land was given to the City. A deed restriction requires the property be used in perpetuity for recreation purposes. In 1998 an approximate one-acre portion of the park was removed from the restrictive covenant and leased to South Peninsula Hospital. In 1971 an easement was granted for a road right-of-way through the park to access private land. The easement was modified in 1996 to clarify its location, maintenance responsibility of the lessee, and use of the easement (See Appendix A). The major road cut above the park is the result of granting the access easement. Presumably, the easement would have to be renegotiated if the landowner wanted to subdivide or develop their property beyond a single family residential use.

Ball fields were constructed between the 1970's and 1980's and the campground around 1973. Federal Land and Water Conservation Funds (LWCF) were used in the park development. A playground with play structures was built in 1997. In recent years, numerous truck loads of fill material for what was to be future parking lots was deposited along and within the Woodard Creek riparian zone. Much of the fill material came from the South Peninsula Hospital construction in 1999 and 2007.

In 1998, the City adopted a formal park plan in the form of a site plan of the park with site notes. This master plan is an update to that plan.

**Existing Conditions and Uses**

**Key Natural Resources**

The key resources of the park include Woodard Creek riparian area, vegetative buffer adjacent to the campground, neighborhood vegetative buffer, and scenic views. These key resources define site limitations and constraints, neighborhood influences, and site capacity.

Woodard Creek is the most impacted of the key resources of the park. The dumping of waste asphalt and debris within the riparian buffer of Woodward Creek should be proactively addressed and actions taken to restore the natural conditions of the riparian buffer.

**Recreation Facilities & Uses**

An inventory of recreation facilities, their condition assessment, and deferred maintenance needs are shown in Table 1.

Table 1: KAREN HORNADAY HILLSIDE PARK BUILDING CONDITION ASSESSMENT

Building	Age	Type / Condition	Recommendation
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Rest Room at Day-Use Area	35+	wood siding heavily vandalized poor cond. of plumbing and elec. not able to winterize	Replace & Relocate combine with concession bldg.
Concession Stand	?	mason block, new metal roof and replaced roof trusses poor drainage – standing water	combine with new rest room bldg.
Park Maintenance Storage Shed	60+	wood frame bldg. vandalized, broken into, theft poor drainage	Replace & Relocate to a secure area next to Park Host site
Little League bldgs. & structures	?	Connex box & truck cube box batting cage – unsafe condition with exposed sharp wire ball field fencing / dugouts – need annual repairs, upgrades	unsightly storage but functional - paint remove batting cage perform annual maint. to ball field fences to meet safety stds.
Campground Rest Rooms	new 5 yr	new wood frame single stall, unisex vault toilet Romtec handicap accessible	routine maint. and protection from vandalism
Playground Structure	12	wood and old tires – some exposed splinters as wood ages, inspect for rot and weak points improve fall protection surface	conduct routine playground inspection Relocate playground to east side
Picnic Shelter	?	dirt floor and metal post/beam in good cond. poor site drainage	perform routine maint. painting if vandalized need ADA pathway
Mural Wall	?	weathered and vandalized	need ‘Art in the Park’ event to refurbish or replace & relocate

The assessment of current conditions should lead to a determination of adequacy to meet current needs, adequacy of current standards, image and quality condition of the park, and prioritization of a capital investment program.

Whether a facility is removed, replaced, or rehabilitated is dependent on the development concepts proposed for the park. The examination of development concepts is based on the park setting, key resource values, the role of the park in relation to other parks, recreation trends, recreation standards, adequacy of maintenance and security/safety, and alternatives.

### **Campground**

The park campground is located on the hillside above the day use area with access through the day use parking area. The campground consists of 31 rustic sites with tent and RV camping. There is no electrical, water, or septic hookups at the sites. The campground is serviced by two vault toilets, a trash dumpster,

and one water spigot. There is currently no Camp Host or caretaker on-site. Fee collection is via a fee collection station with an 'Iron Ranger' self-service fee envelope with drop box deposit container. 2008 Fees are RV: \$15/day and \$189/14 days; Tent: \$8/day and \$100/14 days.

The campground sits on a steep hillside which creates a challenge to establish level parking pads. The majority of the parking pads are on a slope making it difficult to level an RV unit. There are no pull-through RV sites. Tenting is on rough bare ground with no level tent pads.

The campground is heavily vegetated with sites constricted by encroaching vegetation. Due to the slope, there are drainage seeps and wet site conditions.

Traffic circulation is on an unimproved gravel road with steep narrow turning radius. There is no developed internal trail network.

Signage consists of a fee station bulletin board and some directional signage for traffic flow. There is no directional signage from the city center to the park.

Campground usage averages 33 per cent occupancy with an average of 43 per cent weekend usage (See Table 2). The majority of use is tent camping (81%) with most RV camping occurring on the Spit.

**Table 2: Campground Usage**

KAREN HORNADAY PARK CAMPGROUND USAGE - 2007 Season						
	MAY	JUNE	JULY	AUG	SEPT	TOTAL
RV	16	65	106	44	17	248 19%
TENT	67	297	359	280	78	1081 81%
TOTAL	83	362	465	324	95	1329
% OCCUP.	34%	39%	48%	34%	10%	33%
Weekend % Occup.	52%	46%	63%	42%	12%	43%
Total Revenue	\$ 1,208	\$ 5,469	\$ 7,668	\$4,272.50	\$ 1,070	\$ 19,687.50
Note: Partial opening in May - 8 days / Weekend = Fri. & Sat. 2008 Season of use data not fully available but use was down about 20%						

**Park Access and Community Connections**

Access to the park is through a residential neighborhood. Consideration is needed for improved signage to the park, safety of neighborhood access by bicyclists and pedestrians to the park, and traffic control.

The park is currently not linked to the community trail system, bike pathways, or sidewalks. This linkage is an important consideration of the City's



implementation of its trail plan. There are no internal trails in the park. Developing an internal loop trail system within the park and to the community should be part of the trail plan. The connection should tie to a wellness trail associated with the South Peninsula Hospital.

Existing signage is minimal and parking is undefined. Traffic flow and parking within the park and signage should be addressed as part of the development concepts for the park. The park entrance has a quality sign but there is no landscaping or sign pedestal to provide a gateway look or park character.

There is no park host or caretaker site prominently located in the park as a means of surveying visitors to the park and providing information services, collecting fees, serving as emergency service contacts, and providing other customer service safety and security needs.

### **Parking and Day Use**

The day use area of the park consists of a picnic shelter, picnic tables, BBQ unit and a small grass play field leading to three fenced ball fields. The day use area has a serious drainage problem with standing water and wet conditions and parking in muddy conditions. A side slope seep discharge from the campground is partially contained by a drainage ditch with drainage basins and failed pipe that needs to be re-installed. The grassy area has a collapsed French drain with the result being a standing pool of water. The play ground is separated from the day use area by a side slope and the maintenance shed and maintenance yard is incorporated into the day use area.

Parking conditions are unstructured with no defined parking, simply an open dirt/gravel area. The open area on the west side has a perimeter barrier of metal post and rail and some concrete 'highway style' barriers have been installed. The concrete barriers are unsightly and not of a park character. The east side parking is overflow parking onto a rough surface of fill material that encroaches upon the riparian corridor of Woodard Creek.

The park entrance road splits the pedestrian and traffic flow with the result being unsafe conditions.

The effect on park character of no landscaping, unstructured parking, unsafe pedestrian movements, lack of signage, poor traffic flow, no separation of day use and campground traffic should be addressed in a parking plan.

### **Landscape Setting and Character**

Karen Hornaday Hillside Park landscape character has been modified from an area having a natural gradient from foothills slope to adjacent steep slope cliffs and ravines to an area of man-made terraces built against the contour with fill material. The resulting development established three sport fields and

associated parking and grass open space. The campground roads and campsites follow the land contour but are slope induced.

The modification of the landscape of the park has disrupted the natural drainage system. Drainage at the park is dependent on man-made influences such as drainage ditches or culverts.

The riparian corridor of Woodard Creek has been heavily modified with extensive fill material deposited along the creek. The fill is well above the natural floodway of the creek and has filled in the floodway overflow areas. Riparian vegetation is now restricted to a narrow ribbon of vegetation along the creek. The natural flow of the creek has been greatly modified with increased velocity, greater bank erosion, more sediment loads, and the character of the creek becoming one of a more incised creek bed.

Steep slope lands outside the park to the north form the watershed of the park and Woodward Creek. The land is in public and private ownership and future development could influence the drainage patterns, visual character, and stream character of the park.

The park visual quality setting is enhanced by the open space character with open views to Kachemak Bay and the mountain ranges. Views within the campground are restrictive due to heavy vegetation and sight angles. The visual quality along Woodward Creek is stark with limited riparian vegetation and extensive fill material elevated above the creek. The visual gateway entrance to the park is one of being enclosed by the steep wall of fill material along the park entrance road.

The landscape character of the park is important to the park experience. Designing for a visually pleasing entrance, landscaped parking, utilizing open space for trails/benches for viewpoints, enhancing campsites by filtered views, and restoring the beauty of the riparian/floodway character of Woodard Creek should be incorporated into design concepts for future developments and for improvements to existing conditions.

### **Woodard Creek Watershed**

In August 2000, Cook Inlet Keeper conducted a series of community meetings to initiate a discussion about the health of Homer's only urban stream. The result was a series of recommendations and actions outlined in the *Woodard Creek Watershed Project* report.

Alterations to the watershed of Woodard Creek (See Fig. 1 & 2) includes changes in stream hydrology (more frequent and severe flooding, higher flow velocities during storm events, loss of overflow energy discharge areas, erosion) changes in stream morphology (stream bank erosion, stream channel cutting) changes in stream water quality (sedimentation, trash and debris jams) and changes in stream ecology (degradation of wetlands, loss of riparian zone, reduced plant and animal diversity).

The increase in impervious surfaces from upslope road building, land development, adjacent hospital development, and placing of massive amounts of fill material within the riparian corridor has had a consequence of increased quantity and rate of runoff. The result is a loss of the natural overflow discharge capabilities of Woodard Creek to help dissipate stream energy. A major side slope road cut on private land adjacent to the park has eroding, non-vegetated side slopes, eroded road ditching, surface water and sheet water runoff going into the park, with increased sediment loads into Woodard Creek.

The economic impact of the altered watershed is the threat of flooding to roads, buildings, culverts, storm drains, and neighborhoods not to mention the legal liability of storm water management.

The stream profile of Woodard Creek within Karen Hornaday Hillside Park is heavily modified from a history of extensive fill material being deposited within the park (See Appendix B). The fill material has slopes of over 12 per cent along Woodard Creek. There has been no installation of jute mat or other slope protection material and no restoration of plant material to control erosion or sedimentation other than minor reseeding. The fill material slope has slowly re-vegetated naturally with grass and alders but sediment containment silt fencing at the toe of the slope has often failed or been breached with sediment being deposited into the stream.

There is no documentation of any wetland determination but wetland soils and vegetation are present. The stream corridor is no longer a wide, diverse biotic buffer but has now been constricted by the massive amount of fill material that has been deposited along the stream.

At the north end, a natural stream discharge area has been nearly filled in with the result impacting the floodway by not allowing the stream to discharge its energy into an overflow basin. Geoff Coble, hydrologist, conducted a field reconnaissance and found the fill of the discharge area accelerates stream flow, further incises the stream bed, and impacts downstream hydrology.

Fig. 1 Woodard Creek Watershed

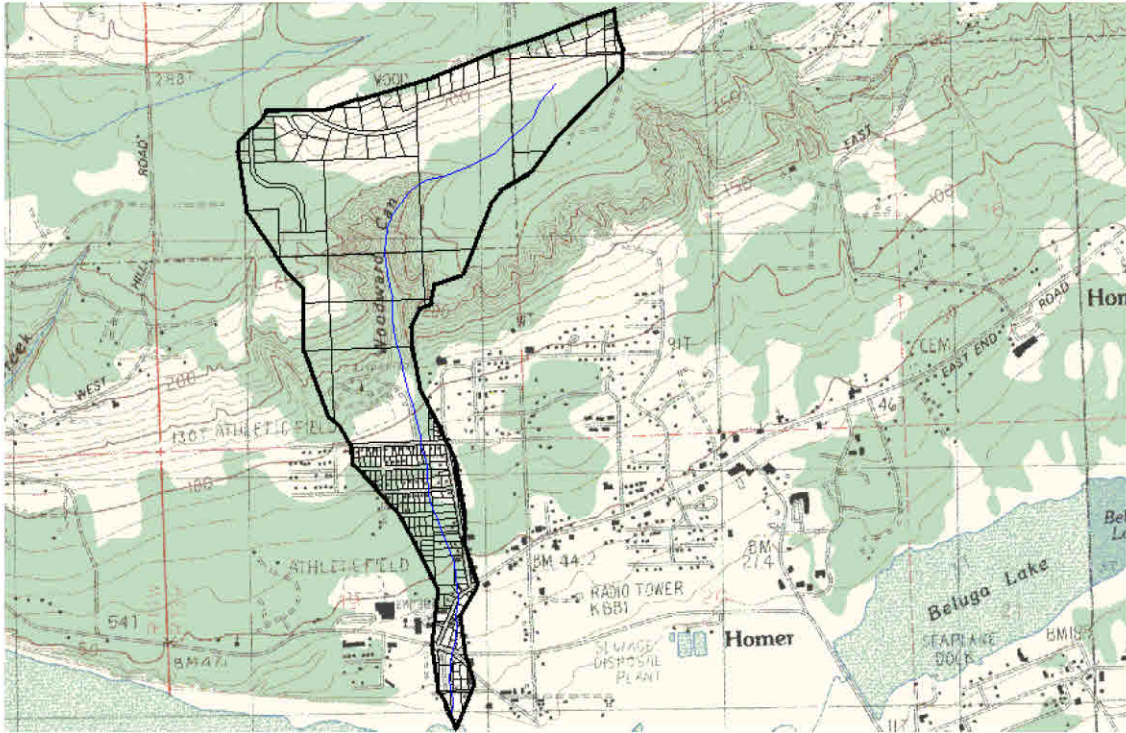


Fig. 2 Fill Material / Sedimentation  
within Woodard Creek Riparian Corridor at Karen Hornaday Hillside Park

**PARK AND RECREATION TRENDS AND NEEDS**

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### **Park and Recreation Trends**

- A. Recreation Participation and Preferences  
The city is revising its comprehensive plan, which proposes a recreation needs assessment and area wide parks master plan. The process should analyze recreation participation rates over time.
- Are the current uses of Karen Hornaday Hillside Park decreasing, stable, or increasing?
  - Are the current conditions adequate to meet standards?
  - What compatible recreation uses are not presently well represented – such as an internal park trail system and trail linkages.
  - What are the recreation preferences now and in the future and where in the community are they best served.
- B. Park development must meet the requirements of the Americans with Disabilities Act (ADA) by providing universal access to all persons. Design facilities to maximize access. Designing for access is not a constraint but an opportunity.
- C. Provide parks for the pursuit of recreational activities, natural area protection, scenic values, and as special places is part of the quality of life. Parks are a critical community resource in providing outlets for youth activities and youth programs leading to civic involvement, pride in community, special affinity for protecting resources, and a deterrence from depreciative behavior.
- D. Trends in camping influence the management and use of the campground. The trend is to Yurts/Cabin clusters, RV sites with hookups, level, well-drained tent pads at sites or walk-in tent sites, group tent areas, and camp site amenities such as water.
- E. Day use, close to home activities are becoming the trend. Places to bird watch, walk a nature trail, enjoy a view or picnic, utilize open space for structured and unstructured play activities, multi-use sport fields, and children's discovery areas or playgrounds are increasingly important recreation needs.
- F. A network of local and regional trails is voiced as a high priority by Homer area residents. Trail planning for dedicated trails, easements, rights of way, bicycle pathways, and neighborhood connections is an important part of community development codes and ordinances.

## **LAND USE SUITABILITY**

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Land use suitability for the park is mapped based on key natural resources, geophysical constraints (slope, drainage, soils, erosion), existing conditions, and type of development. Land use suitability mapping includes the following designations, (1) protection and restoration, (2) low intensity use, (3) high use/site modification with protective measures.

### **Protection and Restoration**

**Riparian and Wetland Areas:** Includes key resource values of re-establishing the riparian corridor along Woodard Creek by removal of fill material and planting of native vegetation.

**Slope Influenced Areas:** Includes the lands north and above the campground.

**Drainages:** Protection of natural drainages or creation of bio-swales to create natural conditions.

**Buffers:** Vegetative buffers along neighborhood boundaries or to establish habitat refuges.

### **Low Intensity Use**

**Transition Areas or Trail Corridors:** May allow for low-impact trail usage, vegetative management, some site modifications to improve site conditions.

**Open Space:** neighborhood buffers, open space areas, bird/wildlife habitat, management for aesthetics and views, and landscaping.

### **High Use / Site Modification**

Existing disturbed areas, not part of a restoration area.

Areas scheduled for improvements for recreation facility development, parking with protective measures to control runoff, drainage improvements, vegetation enhancements, site protection such as barriers, and road access.

## **RECOMMENDATIONS**

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## **Goals**

The goals for the Karen A. Hornaday Hillside Park are:

- A. Provide recreation opportunities and experiences appropriate for the park's resources and landscape conditions.
- B. Establish resource management guidelines to guide park development.
- C. Provide adequate maintenance, rehabilitation, removal, or replacement of park facilities.
- D. Provide improved access and parking.
- E. Involve the community, form partnerships and agreements, involvement of volunteers, and bring city departments together for plan implementation.

## **Goal Implementation and Management Recommendations**

### **A. Provide recreation opportunities and experiences that are appropriate for the Park's resources and landscape conditions**

- Define parking in relation to park capacity and resource values.
- Determine capacity of the park to accommodate use without degrading resources or creating conflicts between users or the neighborhood.
- Determine adequacy of the design standards for campground usage, need for the campground in the regional setting, and security of users.
- Determine if RV camping standards are being met.
- Explore the trend to provide Yurts or Cabins for family camping.
- Identify trail linkages connecting the park to the community. Explore a loop trail within the park for contemplative trail walkers, wellness programs, and enjoyment of the park's natural and scenic setting.
- Set quality standards for the design and development of the park – hire a landscape architect to guide the process.

### **B. Establish resource management guidelines to guide park development**

- Restore Woodard Creek with removal of fill material at the north end to re-establish the natural floodway overflow basin. Establish riparian buffer zone and terrace south end fill to lower the entrance road profile and slope along Woodard Creek.
- The park is a 'Birding Hot Spot' – plant a diversity of native plants along Woodard Creek to manage for bird species.
- Identify and delineate any wet shrub/forest wetlands for protection.
- Develop best management practices to minimize erosion, sedimentation, and drainage problems in any park development project.
- Maintain a healthy forest with management for diversity, forest health, hazard tree identification, thinning, meadow, or view shed conditions, leave key snags/trees for habitat. Control invasive species.

- Identify scenic resources – key viewpoints and vegetation management.
- C. Provide adequate maintenance, rehabilitation, removal, or replacement of park facilities**
- Manage recreation facilities for the safety, enjoyment, and security of local citizens and visitors.
  - Provide adequate security through partnerships with the police department, the community, campground host or caretaker, and by physical means such as gates.
  - Address deferred maintenance needs and quality of existing facilities.
- D. Provide improved access and parking**
- Provide design standards to improve the visual appearance of the park. Hire a landscape architect to help guide the community involvement in the design of traffic flow, parking to match park capacity and resource protection, landscape beautification, design standards, drainage controls, and other site factors and design constraints.
  - Develop a directional and welcoming sign plan with quality sign standards.
  - Consider a gateway design for the park entrance.
- E. Involve the community, form partnerships and agreements, bring city departments together for plan implementation**
- Consult with community groups, non-profits, local business and private consulting firms, local experts on natural resources (geology, hydrology, vegetation, fish and wildlife), work with the local school and university for youth involvement, and explore links to music and arts, environmental education, special events, and tourism communities.
  - Work with the Little League and other interest groups on management agreements for use of the park.
  - Enhance the use of volunteers.

## **DEVELOPMENT CONCEPTS**

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## **Recommended Improvements and Implementation**

The following improvements have been identified and are recommended for Karen A. Hornaday Hillside Park:

### **1. Establish Development Concepts**

Development concepts in the form of site plans developed by a landscape architect and placed into engineering construction plans are needed to adequately address the improvements recommended in this master plan.

Development concepts include:

- The park is on a slope and future development must address drainage controls. Future development should improve drainage within the park, and also keep flooding impacts downstream from getting worse.
- The park has been a community asset since the 1940's. Planning and park development should be designed for the long term.
- New construction or reconstruction projects should start when there is sufficient funding to do a reasonably complete job. This park is too important and too highly used to gradually complete necessary improvements.
- Consider recruiting a seasonal campground host, to discourage vandalism and improper behavior.
- Approximately 80-100 parking spaces are needed to meet the needs of the three ball fields. The playground has a separate small parking area adjacent to the play equipment.
- The city should retain the 10-acre parcel to the northwest of the park for watershed protection, natural area values, and trail use.
- Preserve green space as much as possible, as part of the community goal of having interconnected green spaces and trails.
- In keeping with Homer's beautification efforts, maintain native shrubbery, greenery and facilities in a visually appealing manner. Preserve and enhance Homer's considerable visual resources in the park.
- Implement the climate action plan.
- Hire a landscape architect to develop design standards, drainage plans; identify site constraints; identify recreation uses and adequacy of existing facilities; and examine the role of the campground and options for its re-design or alternative uses. Site plans would be drawn up for proposed developments identified as part of a community involvement process.

A landscape architect should be hired to guide the community in the design standards for the park – signage, entrance gateway look, traffic flow, parking design, drainage control, beautification, landscape management, scenic resources, and techniques to defer vandalism, reduce maintenance costs, cluster developments, provide efficient use of space, and sustainable use of resources.

A landscape architect can illustrate conceptual designs; describe appropriate locations, layouts, sizes, types and materials for recreation facilities and site conditions.

## 2. Parking Plan Concepts

Three concept site plans are presented in this plan to address parking, traffic and pedestrian flow, landscaping, separation of maintenance and day use functions, identification of a Park Host site, placement of a new restroom building and movement of fill material away from Woodard Creek. The concept plans need to be further developed with more detailed site measurements, topo survey, drainage plan, and engineering drawings for construction including quantities and materials.

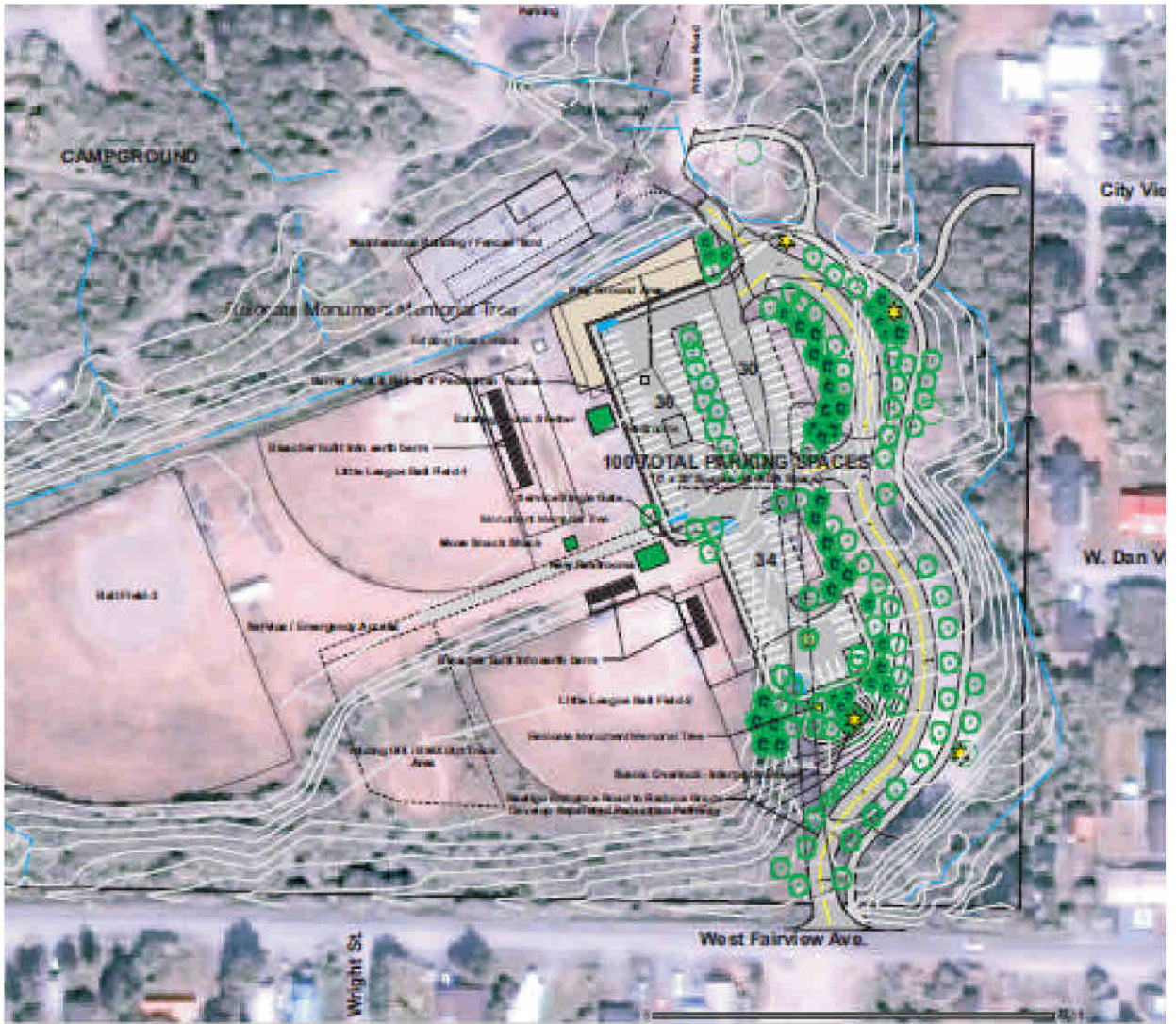
### Existing Conditions





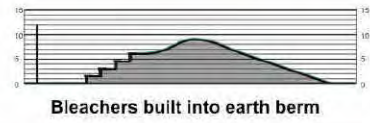
**CONCEPT - A**





## CONCEPT - B





## Master Development Plan CONCEPT - B2

Revised 03/12/09 BE



### **3. Restoration of Woodard Creek**

Restoration of Woodard Creek involves the removal of fill material, realigning the entrance road, and new riparian plantings. Remove waste asphalt from the northern end, to re-establish the natural floodway basin, and terrace the southern end to reduce the height profile. Establish a riparian vegetative corridor by realigning the entrance road and moving fill material to create parking where the entrance road was located.

#### **A. South End Fill Material Restoration**

Analyze three restoration options for the southern end:

1) Remove approximately 3,100 cubic yards of fill to create a 3:1 slope back from Woodard Creek and stabilize the fill bank. An engineer's estimate dated June 22, 2008 lists tasks and approximate expenses of \$43,000.

2) Terrace the south part below the bottleneck and re-vegetate to create an open space area for picnicking, viewpoint, play area, sledding hill. The north end of the south fill area would be leveled and used for parking.

3) Relocate the park entrance road and grade the south end (below the bottleneck). Use existing fill material to fill in the old entrance road and create parking adjacent to the lower ball field. Establish a viewpoint area with plaza, bench, interpretive signage, play mound, sledding hill.

*Preferred Option: Option 2 or 3, (B or B2).*

The concept plan could be implemented in phases with the first phase the establishment of parking on the west side adjacent to the ball fields, picnic shelter and restroom.

The second phase would entail realignment of the park entrance road to a more scenic and gentle grade. The advantage of option 2 and 3 is the improvement in pedestrian safety, better control of drainage, reduces the fill material along Woodard Creek, and separates day use traffic from campground traffic.

#### **B. North End Fill Material Restoration**

The north end still has the potential to act as a natural floodway overflow basin. The basin would serve to help dissipate stream velocity and energy.

Prior to removal of fill material a topo survey should be done to establish the floodway contours to guide the removal of waste asphalt, debris, and dirt to re-establish the natural floodway. The riparian vegetation would then be restored.

### **4. Woodard Creek Trail Concept**

The design for the removal of fill material from the northern and southern areas would accommodate the construction of a trail roughly paralleling Woodard Creek. The trail could lead to a picnic area / viewpoint at the south end. A small

trailhead parking area could be established to serve as the beginning point of the trail along Woodard Creek and on into the park.

The Woodard Creek trail would follow city design standards with 4-6 foot width and wood chip trail tread. The trail would be rated under the rating criteria for ADA.

The concept for a bridge to be constructed across Woodard Creek from the trailhead to access the South Peninsula Hospital and adjacent neighborhoods needs to be based on further hydrological investigation regarding stream bank stability, location of footings and span. One concept to explore is placing the bridge on pilings.

The Woodard Creek trail would serve to also connect to a future loop trail within the park, to adjacent city land, and to a future bike path or pedestrian path along Fairview Avenue.

#### **5. Improve Day Use Area and Sport Fields**

1. Maintain existing T-Ball field for sport field use. If not used for that purpose consider using fill material and convert the area to a BMX bike track and sledding hill. The BMX track and sledding hill could utilize fill material taken from fill adjacent to Woodard Creek.

2. Improve sport field and day use area drainage.

Action Item: Complete drainage improvements along the north side of the ball fields as part of the parking plan development. Utilize bio-swales if possible.

Action Item: As part of parking development and replacement of restroom manage drainage in the day use area. Install new French drain and bioswales.

3. Little League use of sport fields.

Action Item: Enter into a Memorandum of Agreement (MOU) with Little League to clearly state responsibilities for ball field operations, maintenance, safety, scheduling, and improvements.

4. Convert proposed fourth ball field, not the T-ball field, in 1998 master plan to parking and lawn. Landscape with native plants – trees and shrubs and seed to grass, to create an open space activity area.

5. Relocate memorial plaque and tile wall to a scenic viewpoint plaza at the south end parking area to provide a more contemplative site.

Action Item: Follow parking site plan, level the site, landscape, and improve drainage.

## **6. Remove, Replace, or Rehabilitate Existing Buildings**

**Maintenance Shed:** Replace the city equipment shed; reducing waste or reusing materials from this or other projects, if possible. Any relocation of the maintenance building needs to allow for the building to be seen for vandalism protection/security. Examine replacing maintenance building to the playground area or an open space area adjacent to the campground. Establish a fenced maintenance yard, secure building, and place a volunteer Park Host RV pad with utilities at the site or establish a park caretaker residence or park staff residence.

**Restroom and Concession Stand:** Replace existing restroom and concession stand. For efficiency of scale, ease of placing utilities, greater security, and shared functions, examine the cost of combining the two buildings.

Consider the alternative to constructing a new concession stand by utilizing a mobile concession stand. The mobile stand could then be removed for security and could also be used at other venues.

The new restroom building should be designed for unisex units, energy efficiency, ease of winterization, security and vandal proof materials, and for its design quality.

### **Action Items:**

Prioritize and prepare a capital project budget and seek funding for the construction of the new maintenance shed, restroom, and dumpster site. Pursue grant funding to construct a new building for restrooms and the snack shack. The City and Little League are more likely to be successful in completing this project by working together on a joint facility.

## **7. Develop Trail Plan with Linkages to the Community**

**Fairview Avenue:** Upgrades to Fairview Avenue should consider a safe bicycle lane and pedestrian access to the park.

As the lower T-ball field is developed then improve the trail connecting to Fairview Ave; install a culvert crossing the ditch, trim back the alders, and bring in gravel or wood chips for the trail surface as needed.

**Action Item:** Implementation of the City trail plan.

Install bike racks at each ball field; locally manufactured, if possible.

## **8. Campground Design and Management**

**Campground Standards:** Conduct an analysis of how well the campground meets the needs of its current and potential users.

**Action Item:** Determine whether the campground meets current standards. Analysis will address:

- Current site conditions: road conditions, slopes, uneven parking pads, tight turning radius, difficulty of backing an RV into a site, clearances, and other site conditions.



- Current need (occupancy rates, mixing day use with overnight use, security and safety, inappropriate behavior).
- Alternatives to existing camping facilities (e.g., group use camp, youth camp, Yurt/Cabin cluster, re-design for RV's – pull thrus).

Campground Volunteer Host or Caretaker: There are many successful models of park systems utilizing volunteer campground Hosts. The park systems have well-established volunteer management policies, forms, recruitment processes, liability protection, and management procedures and can share that information.

A Park Host can be a valuable asset to supplement park operations by providing customer services, information on local attractions and businesses, conducting light maintenance, addressing park visitor questions, being the eyes and ears for security through community policing techniques, perform gate closures and openings, and are enthusiastic ambassadors for the City.

The alternative to a Park Host would be a long-term caretaker or park staff residence. The advantage of a caretaker or staff residence would be reliability of year-round coverage. The advantage of a Park Host is the flexibility to move people into and out of the position.

Action Item: Explore other successful park agency volunteer management policies for use of Campground Host and other volunteers. Establish Park Host site with utilities.

## **9. Safety**

Keep playground equipment, facilities and fields regularly maintained for safety. Provide for visitor security and safety.

Action Items:

Conduct regular playground safety inspections following playground safety standards. Give attention to meeting playground safety standards for fall protection ground cover.

Work with police on community policing program, Park Watch program, training of park host or caretaker, and volunteers. Review security measures and designs such as motion sensitive lights, gates, bollards, signage, vegetation maintenance for visibility, types of building materials used, and other measures.

## **10. Park Expansion**

Address future needs of the park and watershed by considering incorporating adjacent City land into park protection status.

Resolve encroachment of park campground onto private land.

Explore feasibility of a willing seller approach to acquiring adjacent private land to restore the cut bank roadway affecting the watershed. Approach

Cook Inletkeeper and Kachemak Bay Heritage Land Trust about watershed protection priorities.

Review 40 acres of State land to the north as part of Woodard Creek watershed protection. The land is presently classified 'Public Recreation' and compliments the watershed protection goals of Woodard Creek and the park.

Action Items:

City resolution to incorporate adjacent city land into the park.

Obtain easement or land rights to resolve campground trespass.

Identify funding sources for private land acquisition.

Monitor state land status.

## MASTER PLAN IMPLEMENTATION SCHEDULE

The schedule is dependent on funding source. Priorities should be thought of in a horizontal (Table 3) rather than vertical scale, e.g. funding for parking from a capital fund, funding for trails from a trail grant, funding for creek restoration from a watershed grant. The important action is one of commitment to find ways to implement improvements.

**Table 3: Master Plan Implementation Schedule**

CATEGORY / ACTION	Short-term 1-5 yrs	Mid-term 5-7 yrs	Long-term 7-10 yrs
<b>Natural Resources - Restoration of Woodard Creek</b>			
North Area	develop topo contour map of floodway – determine am't. of fill to be removed	Remove fill to estb. floodway overflow, stabilize bank, revegetate	monitor restoration. apply adaptive mgmt. actions
South Area	develop parking plan & topo survey grade level		
Re-route park entrance road	grade & terrace south portion to reduce height profile, plant to grass	Re-route park entrance road and move fill to west side for ball field parking.	
	plant/landscape slopes along W. Crk and park entr. rd.		
Watershed	revegetate stream corridor w/in KH Park	monitor watershed condition of W.Crk	estb. watershed mgmt. actions above and below KH Park
<b>Natural Resources – Drainage</b>			
Day-Use Area Drainage	estb. drainage plan, review surface water runoff	construct drainage along emergency access route to ball fields	
	fix drainage pipe construct bioswale between the campground and ball fields /parking area	review water runoff from campgrd road to determine how to manage the water	avoid direct culvert water dumping into Woodard Creek w/o bioswale retention
	vegetate bioswales	design park entr. rd ditch to reduce velocity of water	
<b>Parking</b>			
West Side Parking	design parking plan with landscaping and signage	install signage / bike rack if needed	
	drainage plan, grade, sub base/ geotextile and cap with gravel	install hard surface treatment such as permeable recycled asphalt grindings	resurface and level every five years
	replace concrete barriers with post and stone barriers	estb. low maint. (no annual flowers) bark chip, tree/shrub planting beds	maintain plants replace posts as damaged

	remove utility pole and relocate utilities		
	define pathways	construct accessible pathway from parking to picnic shelter and ball fields	
		relocate storage shed and playground	
East Side Parking	phase 1: grade and level upper end based on a parking plan	revegetate disturbed areas and slope of Woodard Creek	
	estb. drainage plan, install parking sub base with geotextile cap with gravel	install hard surface such as permeable recycled asphalt grindings	resurface and level every five years
	phase 2: realign park entrance road and move lower fill material to old entrance rd. location	extensive landscaping & riparian corridor restoration; install signage and info. kiosk	
<b>Trail</b>			
Woodard Creek Trail	construct trail paralleling W. Crk. to City of Homer trail plan level one stds.	connect W. Crk trail to interior of park with a park loop trail	examine hydrology N. end area for bridge connection to hospital and neighborhood
Trail Connections	safe shoulder trail along park entrance road	connections to Fairview Ave. and Reber trail	if feasible, place bridge on pilings
<b>Day Use - West Side</b>			
Playground		relocate to west side day use area as part of parking plan	examine life expectancy of play equip. and replace with new creative natural forms and ADA compliant structures
Restroom	replace / relocate 'green bldg.' design		
Concession bldg.	refurbish or consider combining with rest - room bldg.		
Picnic / Lawn Area	water & elec. to picnic shelter as part of utilities to restroom	gazebo/stage for park events	
T-ball field	Consider move to Paul Banks park	Consider constructing BMX bike track with sledding hill and a 'play mound' for children to climb and explore	
Mural & Memorial	replace mural & relocate along with memorial to viewpoint plaza on east side parking area		

<b>Little League</b>			
Ball Fields	maintain fencing for safety stds.	improve infield drainage, sand fill	Consider relocate T-ball field to Paul Banks park
	inspect fields for holes and uneven conditions	examine potential for multi-use, share with youth soccer	
Batting Cage	remove and if still needed then replace due to safety hazards – sharp wire	share a batting cage with high school or middle school	
Dugouts	paint, recondition		
Bleachers	inspect for safety, paint, recondition	replace sections as needed	
Emergency Access	improve for drainage		
Storage	paint	relocate to secure area with park storage bldg. at Park Host site	

<b>Campground</b>			
Park Host Site or Park Residence	install RV pad with water/elec/septic for Park Host site at location of playground	install a park residence for a year-round caretaker	Add a Park Host site if yurts or cabins are built
Signage	install directional signage w/in park	park directional signage from Pioneer Ave. to park; install info. kiosk / bulletin board	install interpretive signs as part of park loop trail & Woodard Creek trail
Fee Collection Station		estb. attractive and secure fee collection station near Park Host site	
Camp Units	estb. level gravel parking pads and level well-drained tent pads	develop 3-4 pull-through RV sites	consider demand for a cluster of 4-6 Yurts or cabins for family camping needs
	create a site layout with fire ring/table/bench/	examine need for water faucets w/in the camp loop	campground expansion with walk-in camp sites
	remove hazard trees veg. mgmt. for daylight & views, maintain screening veg.	replant screening veg. lost	
Trash	install a bear proof dumpster and recycle containers	provide info. at kiosk on 'living with bears'	
Road	drainage plan and containment of surface runoff	improve road radius turns for RV traffic and safety	road shoulder for ped. safety

Trail	trail connection to park loop trail	trail connection to adjacent city land	
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<b>Park Operations Support</b>			
Storage Bldg.		remove and relocate to Park Host site or Park Residence	plant screening vegetation
		fence storage yard and building install motion sensor yard light	
Waste Disposal	estb. area for brush and tree disposal for chipping - no dirt fill, ditch cleaning, waste asphalt to be placed in the park		
Gates & Barriers	replace unsightly jersey barriers with post and rock	control off-road veh. use of steep slope along park entr. rd.	
<b>Aesthetics</b>			
Park Entrance Gateway	landscape plan for park entrance sign with attractive sign pedestal	landscape for visual appeal along park entrance road	uniform park-wide logo for use in directional signage
Quality Design	design for quality of visual appearance, functionality, vandal resistance, ease of maintenance	design theme that matches the majestic setting	explore landscape elements such as rocks, tree clusters, fall color, diversity wildflowers, etc.
Green Building Design Sustainable, Reuse, Efficiencies	Building design with wood elements, stone, split face masonry block, timber frame look, natural sky lights, motion sensor light switches, water and energy effic.	consider natural elements in designing a new playground	consider solar panel lighting conversion for storage/shop bldg. and residence
Landscaping	critical element to the character of the park – low maint. trees and shrubs, bark chip planting beds	design parking for compact cars	

Planning / Administrative			
Acquisition	resolve campground encroachment	consider 10 ac. of adjacent city land into park status	acquire upper Woodard Crk watershed – Gordon property & DNR
Little League	Enter into Ops Agreement	examine city-wide sport field needs	
Park Staffing	add one ½ time person – paid from fee revenues		create Parks & Rec Dept. – combine w community schools
Park Budget	examine creation of an enterprise fund from park revenue	estb. a park enterprise fund from fee revenues	review regional park special use district
Volunteer Program	adopt volunteer policy guidelines	city-wide volunteer coordinator	
	estb. Park Host program	work with Police on community policing	
City Comp Plan	conduct city recreation needs assessment	review need for a Parks & Rec Dept.	examine revenue and funding sources
Universal Access ADA Compliance	estb. transition plan with park access policies	ensure access stds. are being met	replace non compliant facilities
Watershed Protection	estb. watershed protection code	implement restoration actions	include steep slope protection
Trail Connections	implement City trail plan	estb. dedicated roads and trails fund	
Sign Plan	park logo and uniform signage	examine vandal resistant materials	
Drainage	adopt bio-engineering best mgmt. practices		
Landscaping	hire landscape architect for design guidelines	utilize city greenhouse for landscaping	
	keep City greenhouse		
Fill Material & Snow Dump	move out of parks onto land acquired for that purpose		
Climate Change and Sustainability	implement task force recommendations		

## **SUSTAINABILITY ACTIONS**

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The Park and Recreation Advisory Commission will work closely with the City, utilizing the Climate Action Plan, to establish actions that can be implemented at Karen Hornaday Hillside Park and other city parks to achieve sustainability goals in energy and water conservation, reducing the carbon foot print, efficiency of park maintenance, use of local products and services, and an evaluation of types of materials used.

Some actions that can help achieve sustainability goals are:

### Waste Reduction

- establish recycling stations - facilitate recycling at the park – day use and campground areas
- use post consumer waste paper products, chlorine free
- use biodegradable garbage bags and other biodegradable products
- provide biodegradable dog waste collection bags or recycled plastic newspaper or plastic bags
- use mowers with mulch cutters or compost grass clippings
- follow 'deconstruction' principles – carefully tear down buildings in order to recycle/reuse materials
- use salvaged/recycled/sustainable harvested material
- design park facilities for dimensional lumber to reduce waste
- use recycled asphalt grindings for parking and road surfacing

### Energy & Water Conservation

- use low flow water fixtures, waterless urinals, Hdp and PC pipe.
- collect building roof rainwater and gray water for gravity feed irrigation
- design for natural light, use light tubes or sky lights, install motion sensor activated lights, use compact fluorescent or LED lighting
- fully insulate – water supply system, building foundations, walls and attics

### Carbon Emission Reduction

- convert all two-cycle engines to four-stroke or less polluting implements with greater fuel efficiency and less green house gases
- plant trees and shrubs - enhance landscaping and park character
- encourage or facilitate car pooling or public transit to park events
- connect park to the community via bicycle and pedestrian pathways
- use electric cart or bicycles by park staff within the park
- convert to alternative fuel vehicles for park maintenance
- encourage or require contractors to use fuel efficient equipment



#### Eliminate Hazardous Materials

- use low or no VOC paint
- follow Integrated Pest Management (IPM) principles to reduce or eliminate herbicides
- use 'green' cleaning supplies, most containing citric acid based formulas
- follow 'read the label' and choose non-hazardous rated chemicals if an effective alternative to a chemical use cannot be found
- use non-toxic wood preservatives
- filter out heavy metals, antifreeze, fuel and oil wastes from parking lots and roads by direction surface runoff water into bio-swales

#### Stewardship of Park Resources

- plant native or naturalized trees and shrubs to restore Homer's only urban stream – Woodard Creek, establish a minimum 100 foot vegetative buffer
- protect riparian and upland wetlands
- provide for slope protection – natural jute mat covering and silt fencing, when re-contouring the slopes and fill material along Woodard Creek.
- plant sterile annual grass to establish a quick erosion control measure until other native plantings can take hold
- re-establish the natural floodway overflow capacity for Woodard Creek in the northern end of the park
- establish bio-swales as a part of the drainage plan for the park
- review city ordinances for steep slope development and watershed protection, restore the upper watershed, cut bank roadway of Woodard Creek
- control invasive species that threaten the biodiversity of the park, follow the principle of 'early detection, early removal'

#### Visitor Services and Involvement

- encourage a 'pack it In pack it out' option and facilitate waste reduction, recycling, efficiency of water and energy usage
- direct visitors to sustainable businesses via informational material / bulletin boards, and Park Host ambassadors
- design interpretive exhibits/signs to foster a sustainable ethic and showcase park actions, e.g. why some areas are left natural for habitat, riparian buffers, bio-swales, native plants
- design for vandal resistant materials and building features, take immediate action to repair vandalism
- provide means for security and behavior control – gates, barriers, motion lights, security fencing of maintenance yard, well designed building doors and windows, community policing, use of Park Host, and an evaluation of the types and methods of vandalism to develop strategies to address this problem
- involve visitors and the community in the planning, design, maintenance, and use of parks to generate creative ideas, solutions, and involvement

## **APPENDIX A: Road Easement**

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## LETTER OF CLARIFICATION

Page 1 of 4

This Letter of Clarification is for the easement entitled **RIGHT OF WAY EASEMENT** and filed with the Homer Recorders Office, Third Judicial District under File No. 71-426 and recorded in **Book 59, Pages 245 through 246.**

It is understood between the City of Homer (Grantor) and Lorene Bowers and Robert Clark (Grantees) that the Right of Way Easement referred to in this document is a strip of land forty feet (40') in width **west of the top of the west bank** of a small stream which flows in a southerly direction through the North one-half (N1/2) of the Southwest one-quarter (SW1/4) of the Southeast one-quarter (SE1/4), Section 18, Township Six South (T6S), Range Thirteen West (R13W), S.M. approximately 485 feet due west of the center of the Southeast one-quarter (SE1/4) of the same section.

The Grantees will use the easement for a driveway access to their properties identified as Kenai Peninsula Borough Numbers 175-04-07 & 175-04-06. Grantees agree to the following conditions:

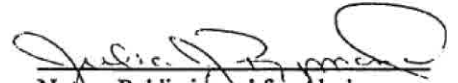
1. The intended use of the driveway is for private residence access. It is not intended to serve parcels of land beyond the Grantee's properties named in this document.
2. Grantees will access the easement from the Campground Road at a point below and East of the Campground gate. This point of access is approximately 795' feet north of Fairview Avenue on the Campground Road as shown on Exhibit 'A'.
3. The access driveway cross section shall consist of a minimum 12 inch layer of gravel atop geotextile fabric.
4. Existing drainage patterns shall not be altered or disturbed; minimum 18 inch cmp culverts as required.
5. Minimum driveway width shall be 14 feet shoulder to shoulder.
6. A driveway permit shall be obtained from the Planning Department at City Hall prior to construction. The permit fee shall be \$65 and is broken down as follows:  
Permit=\$15, Review & Inspection \$25, Recording Fees \$25
7. Grantees assume all risk of liability or loss for or resulting from damages of any kind whatsoever caused by or arising out of use of the driveway within the easement. The City of Homer shall have no liability for any such loss or damages whether sustained by Grantee or any member of the public.
8. All improvements made by the Grantee within the easement may be destroyed or removed, without compensation to the Grantee, if and when a public street is constructed in said easement.



STATE OF ALASKA )  
 )  
THIRD JUDICIAL DISTRICT - ) SS  
 )

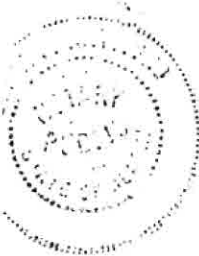
Before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn as such, this day personally appeared Val Kurbatkin to me known and known to me to be the person(s) described in and who executed the above instrument and they acknowledged to me that they signed the above instrument and they acknowledged to me that they signed the same freely and voluntarily for the means and purposed therein mentioned.

WITNESS my hand and notarial seal this 1<sup>st</sup> day of March, 1997

  
Notary Public in and for Alaska  
My Commission Expires: 3.30.98

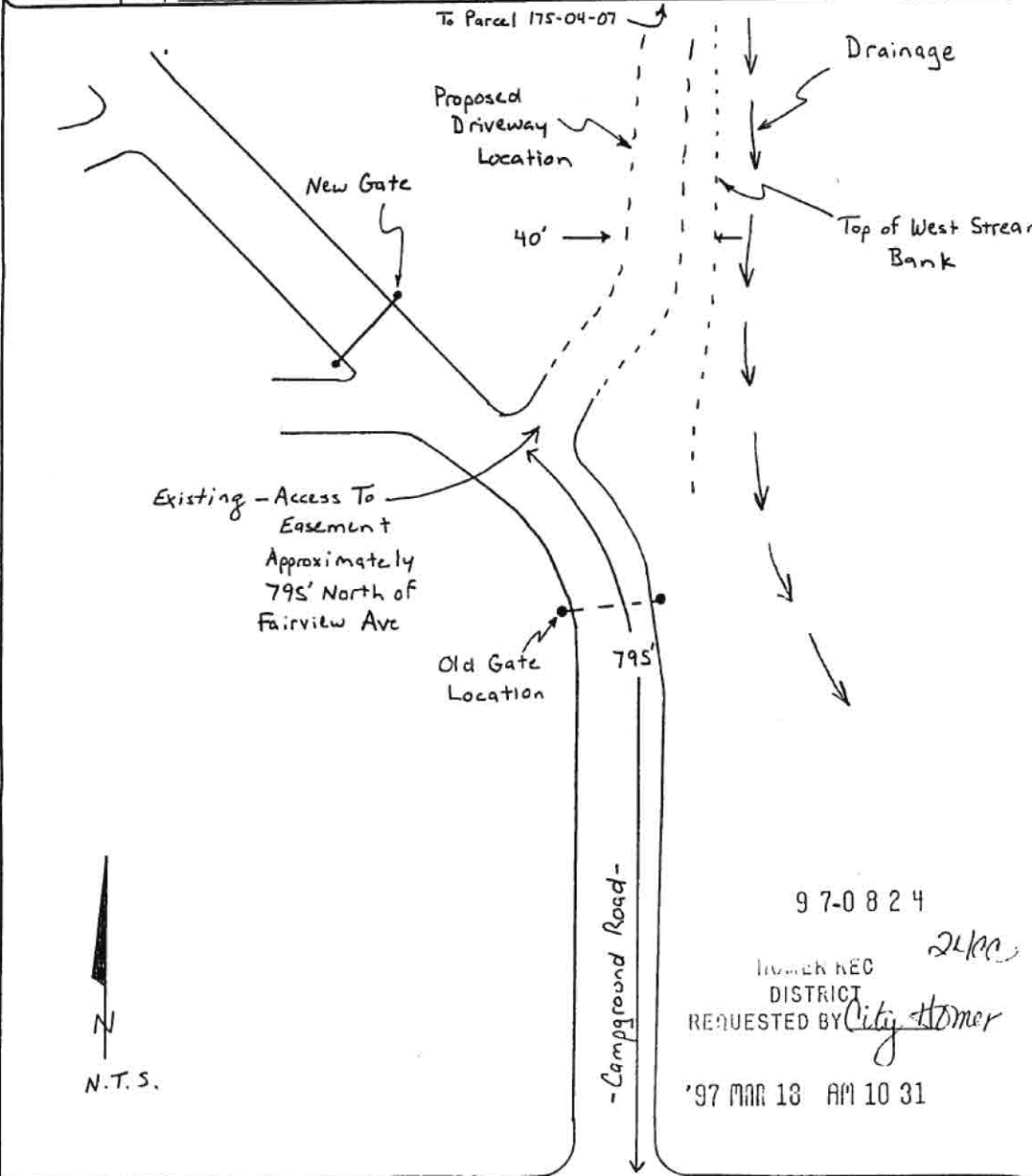
Return original to:  
City Clerk  
City of Homer  
491 E. Pioneer Avenue  
Homer, Alaska 99603

c: City of Homer Department of Public Works



Address: Attachment to Letter of Clarification BUCK 0262 PAGE 326

<b>PUBLIC WORKS DEPT.</b>	Title: _____	Project/Permit# _____
	Lot _____ Blk _____ Subd. _____	Contractor _____
	KPB No. _____ Date Insp. _____	Owner _____
	Insp. _____ Date Complete _____	



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71-426

BOOK 59 PAGE 244  
Homer Recording District

RIGHT OF WAY EASEMENT

THIS AGREEMENT, made and entered into this 17th day of May, 1971, by and between the CITY OF HOMER, a Municipal Corporation, Grantor, and ROBERT H. BREAKFIELD, of Homer, Alaska, as Grantee;

W I T N E S S E T H:

WHEREAS the Grantor owns and has title to that certain real estate and real property located in the Homer Recording District, Third Judicial District, more particularly described as follows:

The North one-half (N1/2) of the Southwest one-quarter (SW1/4) of the Southeast one-quarter (SE1/4), Section 18, Township Six South (T6S), Range Thirteen West (R13W), S.M.

WHEREAS the Grantee desires an easement for road right of way purposes across the above-described real property.

NOW, THEREFORE, it is hereby agreed as follows:

For and in consideration of the sum of Ten Dollars (\$10.00) and other valuable consideration paid to the Grantor by the Grantee, receipt of which is hereby acknowledged, Grantor does hereby grant, assign, and set over to the Grantee the following described easement:

A strip of land forty (40) feet in width along the west bank of a small stream which flows in a southerly direction through the North one-half (N1/2) of the Southwest one-quarter (SW1/4) of the Southeast one-quarter (SE1/4), Section 18, Township Six South (T6S), Range Thirteen West (R13W), S.M. approximately 485 feet due west of the center of the Southeast one-quarter (SE1/4) of the same section,

with the right to build, maintain, repair, grade and drain a roadway within the above strip of land.

The Grantee hereby agrees to hold and save the Grantor harmless from any and all damage arising from his use of the

LAW OFFICES OF  
HORN, HAVILL & FARRELL

1 right, easement and right of way herein granted and agrees to  
2 pay any damage or damages of any kind which may arise to the  
3 property, premises or rights of Grantor arising from the Grantee's  
4 use, occupation, and possession of the rights herein granted.  
5 The Grantee further agrees to indemnify and hold harmless the  
6 Grantor from any claims for personal injury or other damages of  
7 any kind or sort which may arise from the usage of any person of  
8 the easement granted herein.

9 The Grantor expressly reserves unto itself, its assigns,  
10 and successors in interest, the uninterrupted use of the above-  
11 described right of way and easement.

12 This shall be an easement of perpetuity and shall run  
13 with the land and may be transferred in favor of any successor in  
14 interest of the Grantee, including but not limited to the benefit  
15 of the heirs, administrators, executors and assigns of the parties  
16 hereto.

17 IN WITNESS WHEREOF the parties have hereunto set their  
18 hands the day and year first above written.

19 GRANTOR: CITY OF HOMER

20 By Hazel Heath  
21 Hazel Heath, Mayor

22 GRANTEE: Robert H. Breakfield  
23 ROBERT H. BREAKFIELD

24 STATE OF ALASKA )  
25 ) ss.  
26 THIRD JUDICIAL DISTRICT )

27 THIS IS TO CERTIFY that on this 26th day of May  
28 1971, before me, the undersigned, a Notary Public in and for the  
29 State of Alaska, duly commissioned and sworn as such, personally  
30 appeared Hazel Heath known to me to be the



71-426

BOOK 59 PAGE 246  
Homer Recording District

1 for the CITY OF HOMER, ALASKA, and who  
2 acknowledged to me the execution of the foregoing instrument to  
3 be the free act and deed for and on behalf of said City.  
4 IN WITNESS WHEREOF, I have hereunto set my hand and  
5 affixed my notarial seal the day and year in this certificate  
6 first above written.



*David Rye*  
Notary Public in and for  
Alaska  
My commission expires: 2/1/2008

11 STATE OF ALASKA )  
12 THIRD JUDICIAL DISTRICT ) ss.

13 THIS IS TO CERTIFY that on this 20th day of May  
14 1971, before me, the undersigned, a Notary Public in and for the  
15 State of Alaska, duly commissioned and sworn as such, personally  
16 appeared ROBERT H. BREAKFIELD, known to me to be the individual  
17 described in and who executed the foregoing instrument, and he  
18 acknowledged to me that he signed the same for the uses and  
19 purposes therein mentioned.

20 IN WITNESS WHEREOF, I have hereunto set my hand and  
21 affixed my notarial seal the day and year in this certificate  
22 first above written.



*David Rye*  
Notary Public in and for  
Alaska  
My commission expires: 2/1/2008

RECORDED  
*Homer* REC. DIST.  
DATE 5/21 1971  
TIME 1:15 PM  
Requested by *[Signature]*  
Address *[Address]*

LAW OFFICES OF  
HARRIS, JEWELL & FARRELL  
842 WEST SECOND AVENUE  
ANCHORAGE, ALASKA  
273-1544

## **APPENDIX B: CHRONOLOGY OF FILL MATERIAL PLACED ALONG WOODARD CREEK WITHIN KAREN HORNADAY HILLSIDE PARK**

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**Compiled by Beth Cumming - August 18, 2008**

1950's. Entry to the Fair Grounds was from Bartlett Street (then called CT Road) with culvert and fill to allow crossing Woodard Creek east of the red shed. Creek bed was much shallower at that time.

1976 and previous to that. According to Paul Hodgdon, who lived in the park from 1975 until 1980, Woodard Creek had a gentle slope all the way back to the park road and the creek bed was much shallower. The creek ran through the areas designated as "parking" on existing (approved in 1998) Master Plan. (The low spot, which was creek bed, can be seen on topo map that was used for Park Master Plan adopted in 1998.)

Starting about 1975 Al Poindexter liked to take his track team running in park along creek. They had to quit: "Someone started filling in creek and made a mess of things." Afterthought: the flooding of 1975 may have caused some of the "mess".

Pre 1976 Fill was being put in west of creek bed.

Over the years: Paul Hodgdon commented that putting in fill over the years has forced creek to move eastward.

1970's and continuing. Jim Preston, former State Range Conservationist for what was then called, "Soil & Water Conservation Service", says, "Woodard Creek in what is now Karen Hornaday Hillside Park naturally was broader and shallower than what you see today. Its flow was in a slower, more relaxed, more non-erosive natural character. Woodard Creek was manipulated and changed over the years. This resulted in a narrowing and restrictive effect, causing the creek to become faster and more erosive, (digging itself deeper/ undercutting banks, etc.) When that 25-50 year flood comes along this narrowing and restriction becomes chaotic and disastrous and very damaging."

1976 Heavy rains caused flooding, playing havoc with the then existing creek bed. Soundview was wiped out at creek and much damage farther down the creek.

1980's Fill added at lower end of planned parking lot.

1999 Borough leased some of land for 99 years for hospital addition. Huge amounts more fill from hospital excavation added to main parking area, much being pushed over edge of bank east of wood chip pile and south of that.

Between 1999 & 2002 In area of wood chips, large amounts of fill have gone over edge of bank; erosion is occurring; all alders and further south, trees, are killed, their roots suffocated by fill on them. Addition of fill over banks which killed vegetation made side of bank more erosion prone.

About 2002 and continuing Creek, in vicinity of wood chip pile is getting squeezed between narrow walls. Some sections of Creek appear to be moving eastward, probably affected by fill.

2002 Another period of heavy rainfall and flooding. Flooding causes creek to run faster and creek's bed in area around wood chip pile to cut deeper. It appears to be undercutting east bank in one spot as of 2008. Fairview was wiped out at culvert and culvert was replaced by much more spacious arrangement. Much damage along Pioneer and one person was fearful that her studio would be taken out. (Sandbags saved it).

Winter, 2007. Hundreds more loads of fill added to the main parking lot, still under construction, taking it from its previous (though apparently not documented) intention of being terraced to a more horizontal arrangement and making lower parking area impossible to be accessed directly from the road. The apparent reason for this change

was that it is very costly to get rid of fill and the location was close to Spruceview Avenue construction and to South Peninsula Hospital east wing excavation.

2008 A former city employee comments, referring to area at very top of parking). "It's only a matter of time before the creek comes through here again."

2008 A former resident of the east side of Creek talks about observing Creek becoming more restricted and not having as much "flood plain" to accommodate overflowing during periods of heavy rainfall. She lived there from 1988 until 1998, not one of the periods of extreme flooding, which occurred in the 1950's, 1976, and 2002, at approximately 25 year intervals. That same person commented to me (Beth Cumming), about ten years ago that after a recent period of heavy rainfall, she had noticed how the creek bed had deepened.

2008 If you stand by the wood chip pile and look northward you don't see much but alders. Those alders hide a large bank of dirt that was pushed up there, they hide the creek bed as it existed in 1976, plus they hide a swampy area, perhaps accumulated drainage; if you look eastward around the culvert, alders hide huge amounts of fill pushed over the bank to make more parking. Those alders hide much of the history of how the fill has impacted the creek.

2008 Four road contractors at various times during spring of 2008 went to take a look at fill. Commonalities of thinking were: 1999 fill in some places too close to edge. Most addressed instability and restructuring east side of parking lot. Three said that lower area where fill was added in 2007 was a mistake.

Note: the above comments are based on what individuals have told me, Beth Cumming. I have not gone to one or more additional individuals to attempt to confirm what one person said.

## **APPENDIX C: HYDROLOGICAL FIELD RECONNAISSANCE REPORT – WOODARD CREEK, OCT. 2008**

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### WOODARD CREEK HYDROLOGICAL FIELD RECONNAISSANCE REPORT

PREPARED FOR: Friends of Woodard Creek

PREPARED BY: Geoff Coble, M.S. PG - Coble Geophysical Services  
Homer Professional Building  
910 East End Road, Suite #1  
Homer, Alaska 99603  
Phone: (907) 235-1066

This report summarizes the substance and conclusions of our field visit to Karen Hornaday Hillside Park on October 26, 2008. The purpose of the field reconnaissance visit was to examine the current condition and hydrological functioning of Woodard Creek and the feasibility/desirability to remove fill material to re-establish some natural overflow conditions and riparian corridor. There is also a desire to construct a footpath trail along the down slope of existing fill material.

The effect of placing fill material along Woodard Creek has caused encroachment on the Woodard Creek drainage and stream movement/overflow. It is clear from housing, hospital fill, paving projects and culverts that Woodard Creek has been defined already with increased stream velocity and incising of the stream bed. Further encroachment of this floodplain will cause erosion of the fill material. On the north this means exposure of construction debris in an area that still retains some natural overflow function.

Encroachment has caused faster moving channel water, which is the last thing the Woodard Creek watershed needs. These types of problems get passed along downstream, with increased liability for flooding, culvert blockages, stream bank erosion and increased stream sedimentation and velocity; for example to the culvert behind Homer Council on the Arts, which is now approximately a nine-foot drop.

It would appear feasible and desirable to remove the fill material from the north end and examine the hydrologic function to establish a stream overflow basin or bioswale to help dissipate some of the stream energy, capture sediments, and allow a healthier watershed function.

On the south end, the fill placed over the years along the western edge of Woodard Creek is much more significant with the stream becoming greatly incised from being forced into a restricted stream bed. To reduce future erosion, such as cut-bank erosion of this steep fill slope, would benefit from fill removal. It would be very desirable to reduce the steep slope of fill material along Woodard Creek in an effort to establish a vegetated stream corridor. If parking is desirable, then terracing the area would be preferred with fill material moved away from the stream.

The group also asked me to evaluate an engineering report for the group by Anna Bosin. Instead of the 3:1 slope proposed by Anna, a terraced slope could be used with approximately the same fill removed to create a more level floodplain, and provide a bench or two for the trail. This approach would require matting with earth staples or a similar method to protect against erosion while restoration vegetation gets established.

Finally, a proposed bridge connecting the hospital to Karen Hornaday Hillside Park is a wonderful idea, and consistent with trail connectivity in the community. However, it is important to keep structures outside of the floodplain and wetland areas which are clearly important from a hydrologic standpoint. My recommendation would be that the City and Friends work together to find a bridge design (perhaps pilings) that addresses these concerns.

In conclusion, the City should be constructing more floodplain area to mitigate long-ago mistakes in floodplain encroachment that have led to these types of problems. Creating more parking at Karen Hornaday Hillside Park should be done in a way that stays away from, and does not contribute to, construction within the floodplain. The northern section of Woodard Creek within Karen Hornaday Hillside Park is practically the only place left off the bench for some space with higher Reynolds numbers. This approach will also provide the aesthetic desired by trail proponents.

This field reconnaissance was a visual inspection of Woodard Creek and further hydrological investigation is needed to determine stream flow dynamics, topo mapping to determine best design for a stream overflow basin, and how the basin would be constructed.



**ORDINANCE REFERENCE SHEET**  
**2018 ORDINANCE**  
**ORDINANCE 18-38**

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 2 to Repeal Homer City Code 2.32.020, and Enact Chapter 2.58 Entitled “Commissions and Boards” to Consolidate all General Provisions Regarding Boards and Commissions and to Provide for General Policies and Procedures for Boards and Commissions.

Sponsor: City Clerk.

1. Council Regular Meeting August 13, 2018 Introduction  
Memorandum 18-091 from City Clerk as backup
2. Council Regular Meeting August 27, 2018 Public Hearing and Second Reading  
Memorandum 18-091 from City Clerk as backup





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

City Clerk

3  
4 **ORDINANCE 18-38**

5  
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA  
7 AMENDING HOMER CITY CODE TITLE 2 TO REPEAL HOMER CITY  
8 CODE 2.32.020, AND ENACT CHAPTER 2.58 ENTITLED  
9 “COMMISSIONS AND BOARDS” TO CONSOLIDATE ALL GENERAL  
10 PROVISIONS REGARDING BOARDS AND COMMISSIONS AND TO  
11 PROVIDE FOR GENERAL POLICIES AND PROCEDURES FOR  
12 BOARDS AND COMMISSIONS  
13

14 WHEREAS, It is in the City of Homer’s best interest to provide guidance regarding the  
15 existence, purpose, and uniform procedures for boards and commissions created by Homer  
16 City Council and the members appointed to serve upon them; and  
17

18 WHEREAS, Currently, the Code has chapters procedures for the Parks, Art, Recreation,  
19 and Culture Advisory Commission, the Port and Harbor Advisory Commission, Economic  
20 Development Advisory Commission, and the Advisory Planning Commission, and the Library  
21 Advisory Board is found in a separate section under 2.48 Public Library.  
22

23 NOW, THEREFORE, The City of Homer Ordains:  
24

25 Section 1. HCC 2.23 is amended to repeal HCC Section 2.32.020 as follows:  
26

27 Chapter.2.32  
28

29 DEPARTMENTS AND ~~DIRECTORS~~ ~~BOARDS~~  
30

31 Sections:  
32

33 2.32.010 Departments-Directors  
34 ~~2.32.020~~ ~~Boards and commissions.~~  
35 2.32.030 Designation and function of departments.  
36 2.32.040 Departmental administrative fee schedule.  
37

38 Section 2. Homer City Code is amended to enact Chapter 2.58 entitled “Commissions  
39 and Boards” to read as follows:  
40

41 Chapter.2.58  
42 **BOARDS AND COMMISSIONS**

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Sections:

- 2.58.010 Boards and commissions.
- 2.58.020 Creation of City boards and commissions.
- 2.58.030 Applicability.
- 2.58.035 Commission and board member terms.
- 2.58.040 Commission and board bylaws.
- 2.58.050 Required procedures.

2.58.010 Boards and commissions.

City Council may create or abolish boards and commissions. Council shall create or abolish boards and commissions via ordinance. Council shall establish the number of members of each board or commission, their terms of office, and the purpose for which the board or commission is created via ordinance.

2.58.020 Creation of City boards and commissions.

The following commissions and boards have been created by City Council and are subject to this chapter unless otherwise provided in this title:

1. Library Advisory Board
2. Parks, Art, Recreation, and Culture Advisory Commission
3. Port and Harbor Advisory Commission
4. Advisory Planning Commission
5. Economic Development Advisory Commission

2.58.030 Applicability.

Except as otherwise provided within this Title, this chapter applies to all boards and commissions created by City Council which exercise powers vested in the City of Homer or which serve as an advisory body of the City. This chapter does not apply to standing committees, special committees, work groups or task forces which are created jointly with other governing bodies, City staff or which do not exercise powers vested in the City.

2.58.035 Commission and board member terms.

Appointment and removal of the members of boards and commissions shall be by recommendation of the Mayor and confirmation of such action by the Council,

84 except as may otherwise be specifically provided for in the statutes of the State of  
85 Alaska and/or under other provisions of the Code. In addition to the voting members of  
86 the board or commission the Mayor may appoint honorary members of the board or  
87 commission, subject to confirmation by the Council. The honorary members' terms are  
88 to be determined at the time of appointment. Honorary members of the board or  
89 commission may participate in the deliberations of the board or commission, but may  
90 not vote, nor shall they be counted in determining whether a quorum is present.

91  
92 2.58.040 Commission and board bylaws.

93  
94 (a) Except as otherwise provided in this Title, all boards and commissions  
95 created by City Council shall draft and approve proposed bylaws governing  
96 the operations of their respective areas of authority, subject to city attorney  
97 review. Once approved by the board or commission, the proposed bylaws  
98 shall be submitted to the Council for approval via resolution.

99  
100 (b) Except as otherwise provided in this Title, the City Clerk shall file the bylaws  
101 and the resolution approving them. The City Clerk shall make the bylaws  
102 available to the public upon request.

103  
104 (c) Except as otherwise provided in this Title, a commission or board may  
105 amend its bylaws or City Council may amend a board's or commission's  
106 bylaws as follows:

107  
108 1. A commission or board may amend its bylaws with approval a majority  
109 of voting members so long as notice of said proposed amendment is  
110 given to each member in writing.

111  
112 2. The proposed amendment shall be introduced at one meeting and  
113 action shall be taken at the next Commission meeting.

114  
115 3. The amendment shall be presented in the form of a Resolution by the  
116 City Council and shall be forwarded to the City Council through the City  
117 Clerk at the earliest possible date.

118  
119 2.58.050 Required procedures.

120  
121 Except as otherwise provided in this Title, bylaws for boards and commissions shall  
122 contain:

- 124 (a) *Presiding officer.* The presiding officer of the board or commission shall be the  
125 chairperson. In the chairperson's absence, the vice-chairperson shall be the  
126 presiding officer. In all other circumstances, the most senior member shall preside.  
127 The presiding officer shall preserve order and decorum at all meetings of the board  
128 or commission, while promoting discussion by all members in deliberations.  
129
- 130 (b) *Staff liaison.* The City Manager shall designate an employee to serve as a staff liaison  
131 to each board or commission. The staff liaison shall assist the chairperson in setting  
132 meetings, preparing agendas, and other documentary material, and coordinating  
133 the acquisition of needed materials and training.  
134
- 135 (c) *Recording clerk.* The city clerk shall designate a recording clerk to take minutes for  
136 each board and commission and that designee shall serve as the board's or  
137 commission's parliamentary advisory pursuant to AS 29.20.380(10) and assist the  
138 chairperson with compliance with the commission's or board's bylaws.  
139
- 140 (d) *Quorum.* Four commission or board members shall constitute a quorum of seven  
141 members; and five commission or board members shall constitute a quorum of  
142 eight members.  
143
- 144 (e) *Voting.* Each member, including the chairperson, shall vote, and shall not abstain  
145 from voting, unless such member claims a conflict of interest, in which event the  
146 member shall be excused from voting. The member shall then state for the record  
147 the basis for the abstention and complete a statement of potential conflict of  
148 interest form.  
149
- 150 1. Four affirmative vote of seven members and five affirmative votes of  
151 eight members, are required to pass a motion.  
152
  - 153 2. Voting will be by a roll call vote, the order to be rotated; or by unanimous  
154 consent if no objection is expressed.  
155
  - 156 3. Voting by proxy or absentee is prohibited.  
157
- 158 (f) *Staff reports and recommendations.* The staff liaison shall submit reports and  
159 recommendations for those agenda items requiring decisions or recommendations  
160 by the board, commission or committee. Other staff having experience, education  
161 and professional training in the subject matter may provide input into the reports  
162 and recommendations, or may provide supplemental ones. The material submitted  
163 may be oral, written or graphic, or some combination of all. The reports and  
164 recommendations shall be accepted as evidence of record to the same extent as

165 oral testimony and exhibits accepted from applicants, opponents, persons who are  
166 subjects of an inquiry, expert and lay witnesses, and members of the public who  
167 provide information for the record of the proceedings.  
168

169 (g) *Attendance.* Any commission or board member who misses three consecutive  
170 regular meetings without being excused, or 30 percent of all meetings within a  
171 calendar year, shall be removed from the board or commission. Any member, who  
172 is unable to attend a meeting, whether regular or special, shall contact the City  
173 Clerk, staff liaison, or chairperson as soon as possible for excusal.  
174

175 (h) *Vacancies.* A commission or board member's appointment is vacated under the  
176 following conditions:  
177

- 178 1. A member fails to qualify to take office within 30 days after their appointment;
- 179
- 180 2. A member resigns;
- 181
- 182 3. A member is physically or mentally unable to perform the duties of the office;
- 183
- 184 4. A member is convicted of a felony or of an offence involving a violation of their  
185 oath of office;
- 186
- 187 5. A member misses three consecutive regular meetings without being excused, or  
188 30 percent of all meetings within a calendar year.  
189

190 (i) *Rules of order.* Boards and Commissions shall abide by the current edition of  
191 Robert's Rules of Order. If Robert's Rules of Order conflict with the board or  
192 commission bylaws or other provisions of this Code, the bylaws and/or Code  
193 provisions shall apply.  
194

195 (j) *Training and model procedures.*  
196

197 (1) Training sessions developed or arranged by the City Clerk and approved by the  
198 City Manager shall be mandatory unless a member's absence is excused by the  
199 chairperson.  
200

201 (2) The City Manager and/or City Clerk, in their discretion and in consultation with  
202 the City Attorney as needed, may develop model procedures to be used as a  
203 guide for boards and commissions.  
204

205 Section 3. This ordinance shall take effect upon its adoption by the Homer City Council.

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Section 4. This ordinance is of a permanent and general character and shall be included in the Homer City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this \_\_ day of \_\_\_\_\_, 2018.

CITY OF HOMER

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

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

Introduction:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

\_\_\_\_\_  
Katie Koester, City Manager

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

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

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



# City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum 18-091

TO: MAYOR ZAK AND HOMER CITY COUNCIL

THROUGH: KATIE KOESTER, CITY MANAGER

FROM: MELISSA JACOBSEN, MMC, CITY CLERK

DATE: AUGUST 7, 2018

SUBJECT: ORDINANCE 18-38 UNIFORM PROCEDURES FOR BOARDS AND COMMISSIONS

---

In May I was fortunate to be able to attend the International Institute of Municipal Clerks Annual Conference and participate in a session on Boards and Commissions. It sparked some interest in reviewing current processes related to the City's advisory bodies, addressing challenges related to recruiting new members, training, and consistency with the overall process for the groups.

Currently the boards and commissions have some rules established, but they aren't consistent among the groups, for example the attendance requirements differ, and there isn't clear instruction on the role of the staff member assigned to the groups.

This new code language outlines a basic uniform process for boards and commissions, it outlines the roles and responsibilities of staff members assigned to the groups, and addresses annual board and commission training.

Each Board and Commission will continue to have their own bylaws specific to their roles and responsibilities. Each group's bylaws will have to be amended and approved by resolution after the adoption of this ordinance.

### **Next Steps**

While working with the City Manager and City Attorney on Ordinance 18-38 we discussed:

- Changing term expirations for boards and commissions to fall on the same date (still maintaining the staggered three year term where two to three terms expire each year). The goal of this change is to allow an opportunity to open and better advertise a filing period for board and commission seats in an effort to reduce the number of vacancies, and increase the opportunity for more people to become involved.
- Moving board and commission sections and chapters so they are included under one heading.

Due to the complexity in making these particular changes, that will come forward in a future ordinance unless Council chooses to postpone Ordinance 18-38 to a date certain to bring back a substitute ordinance to incorporate all the changes at one time.





## 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 17, 2018  
SUBJECT: August 27 City Manager Report

---

### Green Infrastructure Training

Kachemak Bay National Estuarine Research Reserve is hosting a free all day training on September 11<sup>th</sup> on the benefits green infrastructure and how to balance environmental and economic goals in community planning efforts. The training is open to the public, however registration is required. See the attached flyer for more details.

### Senior Population Trends

At the Budget Priorities Conversation during the August 13<sup>th</sup> Committee of the Whole Councilmember Erickson requested information on the impact of the trend of increasing senior population on property tax revenue for the City of Homer. The attached chart uses current data and projected population trends from the Department of Labor to predict a 36% increase in exempted property tax dollars due to the senior property tax exemption over 10 years. Another way to put it is if all other variables are equal, the City of Homer will have \$154,418 less in property tax revenue in 2025 when compared with 2015 due to senior property tax exemptions.

### Letter to Senator Murkowski

As you know, the City has been working with the Army Corps of Engineers on a Planning Assistance to States grant to look at the Large Vessel Port Expansion project. The Federal Delegation has been very supportive in our efforts and whenever we get the chance to update Senators, Congressman Young, or their staff, on the project we do. Alaska's senior Senator, Murkowski has been particularly helpful. The attached letter from Mayor Zak both updates her on the project and requests an official letter of support and staff assistance as we begin to navigate the complicated federal landscape.

Enc:

Letter to Senator Murkowski

Green Infrastructure Training Flyer

Senior Population Trends





## City of Homer

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

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121

(f) 907-235-3140

Senator Lisa Murkowski  
510 L St # 600  
Anchorage, AK 99501

August 27, 2018

Dear Senator Murkowski,

I am writing to update you on the City of Homer's large vessel port expansion project and solicit your continued support as we move forward with the US Army Corps of Engineers to complete a Planning Assistance for States (PAS) study. Specifically, I believe that a letter of support from you to the Alaska district leadership and having one of your staff participate in the kick off meeting for the PAS study with the Army Corps of Engineers would go a long way towards putting a focus on the economic benefits for Alaska and the possibility for future Arctic support our port expansion provides.

As you recall, in 2004 the City of Homer, State of Alaska and the Corps began a Navigational Improvement Feasibility Study on expanding Homer's Port and Harbor by constructing a new large vessel port to the north of our existing small boat harbor. In 2009 the parties decided to postpone any more work on the study due to poor cost to benefit findings at that time.

But times have changed to make the cost benefit ratio much more favorable.

- ✓ The demand for large vessel moorings in Homer has increased over time. Homer's Port & Harbor has evolved into a regional asset serving a fleet of large fishing vessels participating in nearly every fishery in the State of Alaska, multiple Coast Guard assets, and tugs/barges/landing craft whose delivery of supplies to a variety of industries and non-road connected communities in Southcentral, Southwest, Western (and even up into Arctic). Homer's Port and Harbor is foundational to Alaskan Maritime commerce at all levels.

One supply boat company located in Cook Inlet stated that, because they could not find moorage for their vessels in Alaska, they had to send two of their large vessels to Seattle last winter. This firm estimates that they spent about a half million dollars in fuel, crews wages, and moorage out of state. There are many examples of vessels traveling to Seattle to overwinter due to limited moorage in Alaska.

- ✓ Demand is expected to keep increasing. Many of Alaska's harbors were created or improved upon right around the time of Statehood to build infrastructure that communities could grow an economy around. With the State's economy in desperate need of diversification, and with expanding Arctic traffic and new resource exploration presenting emerging opportunities for the marine industrial support sector, now is the time to capture economic opportunities currently being lost while simultaneously advancing Alaska's

competitive position relative to other regions. Alaska needs ports that support the larger working vessels to keep their business in Alaska.

The Homer port expansion project is a clean slate option that provides the opportunity to build exactly what the state need for the future. Homer would be an excellent choice as a home port for vessels that are working seasonally in the Arctic. Built with the proper planning and foresight, Homer could host facilities suitable for one of the new Coast Guard icebreakers cutters.

- ✓ Homer is the ideal location for a large vessel port. Homer offers a deep water, ice-free location in close proximity to fisheries and resource development, is accessible by land, sea and air and are centrally located in the Gulf of Alaska. The topography of the Homer Spit makes it one of the few harbors where building a port expansion of this scale is possible. The City's professional Port and Harbor staff have honed their operations into one of the most efficient customer service based municipal owned and managed ports on the West Coast. The community has a comprehensive, nationally recognized marine trades support industry providing high quality services.

The changes listed above prompted the City and the Corps to initiate the six-month PAS study to reinitiate the general investigation study shelved in 2009. The City has committed the required \$50,000 in local 50-50 matching funds to complete the study. The PAS will quantify these economic benefits as well as account for new cost advantages of local sources of armor rock and an in-water option for disposal of dredge materials during construction.

Homer's port expansion project is an opportunity to build Alaska's economy with infrastructure that will support our maritime industry's current and future needs. The City greatly values your continued support and requests a letter of support to the Alaska Army Corps District Leadership and that a representative from your office join us in person for the first planning meeting of the PAS study sometime in September. By working collaboratively with the delegation from the onset, the large vessel port expansion project in Homer will ensure that Alaska's future economic needs and Arctic exploration are supported, as well as provide valuable insight on how to best navigate federal funding opportunities.

I recognize this project will be a lot of work for everyone involved. Nevertheless, a thriving large vessel port in Homer will positively benefit the lives and livelihoods of countless Alaskans into the future. Thank you again for your support and taking the City of Homer's request into consideration.

Sincerely,

Bryan Zak, Mayor

City of Homer

Enc: Signed Section 22 Agreement for Providing Technical Assistance



# INTRODUCING GREEN INFRASTRUCTURE FOR COASTAL RESILIENCE

## SAVE THE DATE!

### FREE TRAINING

SEPTEMBER 11, 2018 9:00 AM- 4:30 PM  
ALASKA ISLANDS AND OCEAN VISITOR CENTER  
95 STERLING HWY, HOMER, AK



#### Target Audiences:

- Local officials
- Land use planners
- Public works staff
- Floodplain managers
- Hazard mitigation planners
- Tribal governments and staff
- Civic associations
- Conservation Organizations
- Environmental organizations

Register by August 20<sup>th</sup>  
[alaskaseagrant.org/events](http://alaskaseagrant.org/events)

#### For more information, please contact:

(907)235-4791

Kachemak Bay National Estuarine  
Research Reserve  
[isbentz@alaska.edu](mailto:isbentz@alaska.edu)

NOAA Office for Coastal  
Management  
[lauren.long@noaa.gov](mailto:lauren.long@noaa.gov)

**There is no cost to attend  
this training**

**Lunch will be provided**

#### Would you like to:

- Understand the economic, ecological and societal benefits of green infrastructure?
- Explore ways to protect your community with green infrastructure concepts that contribute to resilience?
- Learn about the wide variety of contexts and scales of green infrastructure approaches?
- Identify existing planning processes suitable for integrating green infrastructure and experts with additional information?

**If you answered “yes” to any of these questions, then keep reading!**

“Green Infrastructure” incorporates the natural environment and constructed systems that mimic natural processes in an integrated network that benefits nature and people. A green infrastructure approach to community planning helps diverse community members come together to balance environmental and economic goals.

This interactive one-day training course will introduce participants to the fundamental green infrastructure concepts and practices that can play a critical role in making coastal communities more resilient to natural hazards. Through presentations featuring green infrastructure projects from Alaska, group discussions, and activities, participants will learn what they can do to support green infrastructure implementation in their coastal communities.

Course modules are taught by NOAA’s Office for Coastal Management training staff and local partners. Six hours of certification maintenance credits for this course have been approved by the American Institute of Certified Planners. Five core continuing education credits have been approved for certified floodplain managers.

See attached agenda for session modules and topics, and register at the Alaska Sea Grant Events Page: [alaskaseagrant.org/events/](http://alaskaseagrant.org/events/)

**Space is limited and registration is required**

## COURSE AGENDA

### Morning

**8:30 a.m.**      **Participant Check-In**

9:00              Welcome and Workshop Goals and Objectives  
9:20              Section 1: Green Infrastructure Concepts and Principles  
9:55              Section 2: The Practice of Green Infrastructure

**10:25**           **Break**

10:35             Local Landscape Conservation  
11:05             Local Community/Site Scale Green Infrastructure  
11:35             Section 2: The Practice of Green Infrastructure – continued (activity)

**12:00**           **Networking Lunch**

*\*Provided onsite*

### Afternoon

12:45             Section 2: The Practice of Green Infrastructure – continued (activity debrief)  
1:00              Local Shoreline Protection  
1:30              Section 3: Implementing Green Infrastructure

**2:05**           **Break**

2:15              Local Plans, Regulations, or Policies Supporting Green Infrastructure  
2:45              Group Discussion on Challenges and Solutions

**4:00**           **Wrap-up**

**Sign up for the FREE half day green infrastructure site visit field trip to the Kenai Peninsula Borough River Center in Soldotna Wednesday, September 12th!**

### TRAINING PARTNERS



Senior property tax exempt projections

	2015 certified rolls	2017 certified rolls	2020 estimate*	2025 estimate^
No. of exempt parcels	432	501	606	667
taxable value of exempt parcels	\$61,208,700	\$71,750,500	\$86,817,759	\$95,523,738
property tax value	\$275,439	\$322,877	\$390,680	\$429,857

\*estimate based on DOL projections that senior population in KPB will increase by 21% between 2015 and 2020 and taxable value per property 2017 average, \$143,214

^2020-2025 estimate of 10% increase

Assumptions (assumptions result in an underreporting of dollar value):

KPB projected senior population increase is the same as Homer

Senior population is counted as over 60, however property tax exemption begins at 65. Data does not reflect projected decrease in 60-65 and commensurate increase in 65 plus population

Data assumes average property tax exemption in 2017 of \$143,214 per parcel, in reality this number will increase over time





# City of Homer

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

Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum

TO: MAYOR ZAK AND CITY COUNCIL  
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK  
DATE: AUGUST 22, 2018  
SUBJECT: BID REPORT

---

### **CITY OF HOMER REQUEST FOR PROPOSALS INCORPORATION OF ART INTO THE NEWLY RENOVATED AND EXPANDED CITY OF HOMER FIRE STATION A 1% FOR ART PROJECT**

Proposals to provide art or to incorporate art into the newly renovated Homer Fire will be received at the Office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until **4:30 P.M., Thursday, September 13, 2018**. The intent of this proposal effort is to provide an opportunity for artists and other interested persons to present ideas on how and what art can be incorporated into/onto the building (interior and exterior), and/or the small park area at the southwestern corner of the property. The proposals will be evaluated by the Art Selection Committee utilizing the City's 1% for Art Funding designated for the project. All ideas and concepts will be considered. Expect that more than one art piece or idea will be funded with the available dollars.

A non-mandatory project site visit for the project will be held on **Thursday, August 23, 2018 at 10:00 a.m.** to physically view the location. Proposers interested in attending are directed to meet at the Fire Station located at Pioneer Avenue.

The time of receipt for submittals will be determined by the City Clerk's time stamp. Submittals received after the time fixed for the receipt of proposals shall not be considered. Respondents not on the plan holder's list shall be deemed unresponsive and shall not be considered. The City shall not accept faxed proposals. The Request for Proposals package and Plan Holder registration form is posted on the City website: <http://www.cityofhomer-ak.gov/rfps>. Paper copies of the Proposal Documents may be purchased at the Office of the City Clerk upon payment of \$10 per set (\$15 for overnight delivery). All fees are non-refundable.



# CITY ATTORNEY REPORT





# COMMITTEE REPORTS



PENDING BUSINESS



# 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

