

NOTICE OF MEETING
REGULAR MEETING AGENDA

- 1. CALL TO ORDER, 6:00 P.M.**
- 2. AGENDA APPROVAL**
- 3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA** *(3 Minute Time Limit)*
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
 - A. Regular Meeting Minutes for April 10, 2018 Page 3
- 6. VISITORS/PRESENTATIONS** *(10 Minute Time Limit)*
 - A. Update on Pioneer Avenue Beautification Projects – Matt Steffy,
City of Homer Parks Maintenance
- 7. REPORTS** *(5 Minute Time Limit)*
 - A. Marine Trades Association Report
 - B. Chamber Director Report
 - C. Pioneer Avenue Task Force Report
 - D. Staff Report – Jennifer Carroll, Special Projects & Communications
Coordinator Page 11
 1. Area Sector Analysis Process Survey Page 13
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Wayfinding and Streetscape Plan Proposal Page 25
 1. Letter of Support from Homer Chamber of Commerce Page 29
 2. Email from Library Director re: Wayfinding and Streetscape Page 31
 3. Letter of Support from Pratt Museum Page 33
 4. Wayfinding Project Examples Page 35
- 10. NEW BUSINESS**
 - A. Election of Vice Chair Page 57
 - B. EDC Meeting Schedule for Remainder of 2018 Page 59
 - C. 2019-2024 CIP Review and Selection of Legislative Priority Project
Recommendations Page 61
 1. DRAFT 2019-2024 CIP Page 63
- 11. INFORMATIONAL MATERIALS**
 - A. Commissioner Sansom Message to EDC Re: Seat Non-Renewal Page 129
 - B. City Manager’s Report for July 23 & August 13, 2018 Page 131
 - C. Commissioner Attendance at City Council Meetings Page 179
- 12. COMMENTS OF THE AUDIENCE** *(3 Minute Time Limit)*
- 13. COMMENTS OF THE CITY STAFF**
- 14. COMMENTS OF THE COUNCIL MEMBER**
- 15. COMMENTS OF THE CHAIR**
- 16. COMMENTS OF THE COMMISSION**

17. **ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR TUESDAY, SEPTEMBER 14, 2018 at 6:00 p.m.** in the City Hall Cowles Council Chambers located at City Hall, 491 E. Pioneer Avenue, Homer, Alaska

Session 18-03 a Regular Meeting of the Economic Development Advisory Commission was called to order by Chair Karin Marks at 6:05 p.m. on April 10, 2018 at the Cowles Council Chambers, City Hall located at 491 E. Pioneer Avenue, Homer, Alaska and opened with the Pledge of Allegiance.

PRESENT: COMMISSIONERS GUSTAFSON, MARKS, BROWN, AREVALO
COUNCILMEMBER SMITH
STUDENT REPRESENTATIVE GROVES

ABSENT: COMMISSIONERS RICHARDSON, SANSOM & EVANS (EXCUSED)

STAFF: SPECIAL PROJECTS AND COMMUNICATION COORDINATOR CARROLL
DEPUTY CITY PLANNER ENGBRETSSEN
DEPUTY CITY CLERK KRAUSE

AGENDA APPROVAL

MARKS/GUSTAFSON MOVED TO AMEND THE AGENDA TO ADD CLARIFYING CITY REGULATORY BARRIERS UNDER PENDING BUSINESS ITEM A.

Commissioner Marks and Ms. Carroll explained that this was requested to be on the agenda at the March meeting and was inadvertently omitted. It is part of the Action Items that the commission was addressing from the results of the BR&E Survey.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Marks requested a motion to approve the agenda as amended.

GUSTAFSON/BROWN - SO MOVED.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Dr. Marley, city resident, commented on the value to the community of a community/conference center and placement of such a facility at the entrance to Homer. He provided comparison of Sitka and their facility that provides a venue for a wide variety of events within the community and it would be beneficial for Homer to have something similar.

Chair Marks recommended Dr. Marley keep abreast of the discussion that will be upcoming on the HERC facility and advised him of the potential Task Force that will be created by Council. She was sure that the Task Force would find his suggestions informative.

There was a brief discussion on a community/conference center being on the city Capital Improvement Plan for a number of years.

Chair Marks thanked Dr. Marley for coming and speaking to the commission.

Council member Smith departed the meeting at 6:20 p.m.

RECONSIDERATION

APPROVAL OF MINUTES

A. Special Meeting Minutes for March 22, 2018

Chair Marks wanted to amend the minutes to define that the Corps of Engineers did a feasibility study on the Port and Harbor and correct the spelling of the word "core" to "Corps".

The Commission agreed by consensus to the amendment to the minutes.

Chair Marks requested a motion to approve the minutes as amended.

GUSTAFSON/BROWN – SO MOVED.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

REPORTS

- A. Marine Trades Association Report
- B. Chamber Director Report

Commissioner Gustafson attended the Chamber of Commerce meeting and reported that results from the Winter King Derby were discussed. He reported the following:

- 33% of the participants have never been in the tournament
- a total of 1200 participated
- 75% of the participants were from other areas and 25% of those participants registered were from Homer.
- Most of the participants spent two –three nights in town.
- The payout total in cash and prizes was over \$170,000.

- He noted that it was “slow” fishing as only 100 or so fish that were caught compared to previous years where as many as 500 were caught.

C. Pioneer Avenue Task Force Report

Chair Marks reported on behalf of the Pioneer Avenue Task Force and provided a letter from the Task Force as a comment and recommendation of support for the creation of a master plan for a more vibrant, connected central commercial district and encouraged the Commission to implement Wayfinding Signage, benches, trash receptacles, continued development of new gardens, murals and possible gathering points.

Chair Marks further stated that the Task Force is in agreement that developing a plan will provide the framework necessary to address “connectedness” of Homer as well as a Streetscape, which are defined as public places where people engage in various activities including shopping, dining, working, strolling and living. Streetscape includes natural as well as built aspects often of small components that create a visual impact. Having the City invest in such an armature would allow reaching out for possible grants and involvement to accomplish an integrated Homer that brings the city together but still provides for the individuality of spaces and sections of the city that makes Homer so unique.

The Pioneer Avenue Task Force supports the Economic Development Advisory Commission submitting a recommendation to the City Council for funding the development of a streetscape plan.

D. Staff Report

Jenny Carroll, Special Projects and Communication Coordinator noted that there was no additional items to report for this meeting.

PUBLIC HEARINGS

PENDING BUSINESS

- A. Moving Forward with BR&E Action Items
 - Public-Private partnership to create a master plan for a more vibrant, connected central commercial district.
 - i. Wayfinding - Streetscape Project Proposal

Chair Marks reviewed the proposed idea of developing a wayfinding and streetscape plan for Homer and the historical process to get to this point. She used as an example with the improvements over the last several years on the Homer Spit and in Old Town with installation of the boardwalk, banners, etc.

Commissioner Gustafson commented on the differences of Homer developing compared to other communities in Alaska.

Deputy City Planner Engebretsen stated that Homer is auto-centric, while Seward was developed over 100 years ago so was established in a more compact design. She mentioned Sitka, Palmer, and Soldotna using cohesive signage for vehicles and pedestrians so everyone knows where they are and can get from point A to point B and that is some of Homer’s problem being so spread out as it is. Stating that in urban planning you normally do not see a main route over a mile. In most communities they

have signage that states “You are Here,” and identifies the important points, Ms. Engebretsen providing the example of someone at Ulmer’s wanting to go to the Museum. That is a bit of a hike especially if you have someone in your party that may have a disability of some kind.

Student Commissioner Groves provided his experiences when moving to Homer explaining how inconvenient it is getting around town when you are a new resident or just visiting. Signage would have been nice to show how to get around town. The map that is distributed in the spring in the paper doesn’t provide the distances between things. It is very misleading.

Chair Marks stated that this is just an example and requested input from the commission and commented on the need of replacement of the current banners the city has and planting the flowers and actually grew the annuals that were planted each year until recently. It was her understanding that would probably be changing and hence including a plant list in the plan.

Chair Marks noted the items that the Pioneer Avenue Task Force recommended be included in the plan.

Ms. Engebretsen clarified what the Wayfinding and Streetscape plan would cover such as little rest stops, colors to use and where a Trolley Stop may be; she also noted that Homer has never had Welcome to Homer signage; she commented on the signage that Soldotna had such as neighborhood designation signage or street signage; and explained pedestrian signage versus vehicle signage.

Chair Marks commented that she is more interested in signage focused on pedestrian connection.

Commissioner Gustafson requested clarification on parking/signage for recreational vehicles.

Ms. Carroll responded regarding the regulatory signage and parking locations for the recreational vehicles during the season. It was noted that this signage is still valid and standing.

Commissioner Brown brought focus on the statement included in the staff memorandum providing background information on the Homer Wayfinding and Streetscape Project. She objected to the sentence in the memorandum that the most mentioned idea was to improve the business climate and quality of life by having a pedestrian accessible town with trail connected business districts.

A lengthy discussion ensued covering a variety of points including but not solely focused on the following:

- The cost to develop a plan \$25,000 - \$40,000
- Negative complaints
- Non-profit versus for-profit businesses
- What are they going to get with this plan
- The information was pulled from the survey results on quality of life and improve business
- Cost of plans range for example
 - o Soldotna 2 yrs ago \$45,000 – Downtown Improvement Plan
 - o Palmer \$35,000
 - o Juneau \$75,000
- Project includes more than banners, signage, benches, etc.
- Continue to work on items piece by piece
- Streetscaping and Wayfinding is a basic structure that most tourism based communities have

- Funding possibilities to develop and enact the plan recommendations
- Requires the expertise that is not available locally
- Cost is based on a few variables such as what will the plan address, number of public meetings, consultant trips to Homer
- There is no State involvement or requirements
- It is the commission's decision on if a plan would assist in economic development for the city, determine what the commission wants to include in the project
- Use the local creativity for the design – contests will require advertising, judging, etc.
- The memorandum is directed to the Commission from Staff
- The City of Homer has no standards regarding benches, trash cans, banners – there are requirements such as legibility, ADA compliance, the expertise is not available locally or in house, i.e. employees.
- Availability of grants or outside funding

Chair Marks and Commissioner Arevalo will review and draft specifics of the plan for the commission to review at the May meeting with Deputy City Planner Engebretsen. Commissioner Brown requested information regarding funding options such as grants.

Chair Marks requested commissioners to review the draft plan included in the packet and submit recommendations or questions by or for the next meeting in May. She expected the same questions from City Council.

Ms. Carroll requested the commissioners to come back with three specific aspects of a streetscape wayfinding plan that they feel brings about economic development. She further noted that the intent of the plan is not to get grants but to assist in that endeavor. The plan is for economic development via wayfinding, beautifying, and creating a more vibrant economic district for Homer and hopefully connecting it to the other economic districts in Homer. That is the purpose of the plan. She requested the commissioners to each bring something back for staff to work on.

Commissioner Gustafson commented on having the Town Center Plan and what is the scope of this plan and how do they limit a plan like this as he believed that the city needed to tie the different districts together while still dealing with the issues with the actual streets. He further noted that he would be curious how they would do this since Homer does not have that and in fact some areas are requiring more help than others. Having the plan from Soldotna really helps but having some mockups or examples of what Homer may have would be great.

Commissioner Brown believed it was the “scope” and she is not clear on that issue on what do they need. She noted that there is a signage welcoming people to Homer referring to the Baycrest sign and the sign at Pioneer Avenue.

Chair Marks reiterated what Ms. Carroll requested and what she has added to the discussion previously. She stated that is what the commissioners individually want or would like to see in the plan.

Commissioner Gustafson agreed with Chair Marks.

Deputy City Planner Engebretsen reiterated the connectedness desired for pedestrian traffic and that they do not have a way to let someone know that if they are here on one trail how would they get to another part of town. If the Commission wants to include vehicles then that is another aspect and a whole lot more money.

Commissioner Gustafson wanted to have the information on for example does the state remove their signage or do they add additional signs.

Discussion ensued on the attempt to bring more traffic to Pioneer Avenue and it has not worked. A question to ask is, "What type or signage does the City of Homer require?" Ms. Engebretsen provided the example using cruise ship visitors and the Trolley, while a private business, in other cities in the Lower 48 they have a map and schedule and a "You are here."

Further points made would be to look at vehicle signage since many visitors to Homer include visitors from other parts of Alaska. While gearing towards pedestrians, there should be some signage for vehicles.

There was no further discussion.

B. Clarifying the Regulatory Barriers to Business

Chair Marks inquired if anyone listened to the Council meeting and noted that Councilmembers Smith and Erickson were working on revamping the Lease Policy. At the last meeting Commissioner Brown had an interest to look into this issue.

Commissioner Brown reported that she visited informally business owners in town and on the Spit the anti-business feeling and a lot of the comments mirrored what was shown in the survey but none of those business owners filled out the survey.

Commissioner Brown spoke to between 10-12 businesses. She advocated for the commission to visit businesses and that they would get an earful.

Further discussion included the following points:

- Approaching business owners to get input as a commissioner
- Varied perspectives leads to a disconnect and discontent
- Ombudsman
- Cannot fix it all or pick up all the pieces especially if there is no participation or providing vague answers
- Perception on some requirements and anger or discontent is leveled at the easy target this being the city
- Not unique to Homer
- Non-profit versus for profit
 - o Competition
 - o Funding or revenue streams
 - o Provide services that private industry does not provide
 - o Bring lots of economic activity
- Government role
- Developing outreach to create understanding throughout the community

Developing actions items to address these concerns is a daunting task but it is hoped to see some patterns that will bring about some tangible processes that could be developed to remedy some of these issues or ideologies. It is great to reach out but they did receive some great input from the BR & E and need to continue with that.

NEW BUSINESS

INFORMATIONAL ITEMS

- A. City Manager's Report March 27th Meeting
- B. Commissioner Attendance at City Council Meetings

Chair Marks noted that she attended the April 9th meeting and did not believe there was anything to report to Council for the April 23rd meeting from this meeting and that they will be meeting before the May 14th Council meeting and someone could volunteer at that time.

COMMENTS OF THE AUDIENCE

COMMENTS OF CITY STAFF

Ms. Carroll had no further comments.

Deputy City Clerk Krause commented that it was an interesting meeting and very informative as she is a business owner, a public employee for 11 years and on the board of a non-profit so it was very interesting to hear the information provided on non-profit versus for profit businesses.

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Marks had not further comments.

COMMENTS OF THE COMMISSION

Student Representative Groves confirmed that his last meeting will be May 8, 2018 but had no further comments.

Commissioner Gustafson and Brown had no additional comments.

Commissioner Arevalo commented this meeting has given her a lot to think on, she has written down her homework and hopefully she can bring a lot more bright ideas to the next meeting.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 8:22 p.m. The NEXT REGULAR MEETING IS SCHEDULED FOR TUESDAY, MAY 8, 2018 at 6:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Economic Development Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
DATE: August 8, 2018
SUBJECT: Staff Report

Vacancies on the EDC – Election of Vice Chair

Anna Rodriguez-Samson chose not to renew her appointment to the EDC. That makes two vacancies on the Commission.

As Anna was the Commission's Vice Chair, you will need to elect a new Vice Chair at the August 14th meeting.

Soldotna Rotary Community Forum on Strategic Planning for Sustainable Economic Development

On Monday, July 23, Karin and I attended a Soldotna Rotary Community Forum which presented information about a grassroots effort to complete an Area Sector Analysis Process (ASAP) for the Kenai Peninsula. ASAP is a rural community development assessment that helps communities identify targeted, sustainable economic development.

Don Albrecht, a Professor at Utah State University who works in the Western Regional Development Center and who helped develop ASAP was at the meeting to present the proposal. ASAP is a strategic planning process that takes three major inputs:

1. The preferences and goals of community residents obtained by a survey of local residents. (I have included a copy of the survey for you to see what it is like.)
2. The quality and quantity of local assets obtained from an assessment of the presence or absence of critical assets.
3. The needs and requirements of industries and businesses obtained by surveys of a wide range of industries and businesses from throughout the nation.

Utilizing these three sets of inputs, the ASAP model (run at the University of Nevada-Reno) produces a report that identifies industries that are both desirable to community residents (as determined by the goals survey) and compatible with industry needs (as measured by the relationship between community assets and industry needs).

ASAP is reported to aid communities in both short-term and long-term planning. For the short-term, by identifying industries that are both desirable and compatible, the ASAP model provides a list of industries where development efforts can begin immediately. Long-term planning is reportedly helped by providing a type of "gap analysis," making it apparent which missing assets are responsible for the community's

incompatibility with certain otherwise desirable industries. This information can then guide officials in planning, targeted capital investments, and infrastructure development.

According to ASAP materials, it helps communities understand which industries will not work and why. This knowledge can save considerable time and resources by helping the community avoid pursuit of industries that don't fit in their community or that bring only limited benefits.

The ASAP model has been used or is currently underway in a number of communities throughout the Western United States. You can read more about it at <https://www.westernplanner.org/economic-development-blog/2017/3/13/achieving-targeted-sustainable-economic-development-through-the-area-sector-analysis-process-asap>.

An ASAP Report for West Central Mountains can be viewed at <https://wcmec.org/area-sector-analysis-process-asap/>

The local project coordinator is Soldotna Rotary; Don Albrecht is volunteering his services to manage the project and complete the reports. Professor Albrecht is in the process of designing various individualized postcards to advertise the survey. He will also finalize the survey, the data from which will be "crunched" and analyzed at a variety of western state universities, anonymously of course.

Soldotna Rotary is soliciting teams or partners from various Kenai Peninsula communities to assist in getting word out about the project and to distribute surveys to residents. Debbie Speakman, ED of the Chamber of Commerce attended part of the conference and indicated the Chamber would help get word out about the surveys. I imagine Soldotna Rotary will reach out to the Homer Rotary Clubs to do the same.

Do EDC members, on an individual basis, wish to get postcards to distribute? If so, let me know and how many postcards you each would like. I believe the process will officially kick off in October 2018.



Helping communities identify targeted, sustainable economic development.

Community Goal Survey: Priorities for Quality of Life

Community Name: _____

Date: _____



University of Nevada
Cooperative Extension



University
of Idaho

OVERVIEW

The purpose of this survey is to gain understanding about the goals and priorities for economic development that are specific to each community. This survey is being conducted as part of the Area Sector Analysis Process (ASAP). ASAP is an outreach and research tool focused on examining factors unique to each community that will contribute to sustainable economic development. ASAP is a collaborative effort of research and outreach professionals at University of Idaho, University of Nevada, Reno, University of Utah, and community representatives.

Your unique perspective and feedback will ensure that a broad range of community outlooks and opinions are represented. Obtaining feedback from a wide variety of community members is key to the success of this survey specifically and ASAP in general.

Survey participation is voluntary and all responses are strictly confidential. University research adheres to strict federal privacy standards that require your answers to be both anonymous and confidential.

This survey will take approximately 20 minutes to complete – your time is greatly appreciated.

This survey contains four sections: Section 1: economic outlook perceptions; Section 2: compare and rate the importance of priorities specific to each goal category; Section 3: compare and rate the importance of the general goal categories; Section 4: demographics.

Section 1: This section asks for your outlook regarding your personal economic goals and the economic goals of your community.

Section 2: This section investigates three community goal categories – economic, environmental, and social. One goal category is presented per page and asks you to compare several pairs of priorities related to the specific goal category. For each pair, consider which priority is more important to your community and how much more important it is in comparison to the other priority within the pair.

Section 3: Similar to Section 2, this section asks you to consider which goal category is more important to your community and how much more important it is in comparison to the other goal categories.

Section 4: This section presents a set of general demographic questions.

The next page provides an example of questions presented in Section 2 and Section 3.

EXAMPLE

For each pair, if the priority on the *left* is more important than the priority on the right, circle a value from 2 to 9 on the *left* side of the scale, where 2 is moderately more important and 9 is extremely more important. Likewise, if the priority on the *right* is more important than the priority on left, circle a value from 2 to 9 on the *right* side of the scale where 2 is moderately more important and 9 is extremely more important.

For priority pairs that you feel are equally important, circle a value of 1. Reporting the importance of one priority in comparison to another may be challenging – when ranking goals as exactly equal give extra consideration to make sure it is not just the ‘easier’ choice.

It is very important to make a choice for each pair of priorities!

For each pair, what is the relative importance of each ECONOMIC priority to your community?

Extremely	Very Strongly	Strongly	Moderately	Equally	Moderate	Strongly	Very Strongly	Extremely
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Every new job generates additional jobs in the community. 9 8 **7** 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses return profits to the community.

Every new job generates additional jobs in the community. 9 8 7 6 5 4 3 2 1 2 **3** 4 5 6 7 8 9 New businesses hire locally.

Every new job generates additional jobs in the community. 9 8 7 6 5 4 3 2 **1** 2 3 4 5 6 7 8 9 New businesses buy locally.

In the first pair presented in the example above, the number 7 on the left hand side of the scale is circled to indicate that the “Every new job...” priority on the left is ranked as *very strongly* more important in comparison to the “New businesses...” statement on the right.

In the second pair presented in the example above, the number 3 on the right hand side of the scale is circled to indicate that the “New businesses...” priority on the right is ranked as *moderately* more important in comparison to the “Every new job...” statement on the left.

In the third pair presented in the example above, the number 1 in the center of the scale is circled to indicate that the “New businesses...” priority on the right is ranked as *equally* important in comparison to the “Every new job...” statement on the left.

Section 1: ECONOMIC OUTLOOK

Please tell us how you perceive the current and future economic outlook first for your personal economic standing (Q1-Q6), then for the economic standing of your community (Q7 – Q13).

Personal Goals

1. How secure do you feel about your *personal* financial situation as it is today?

Extremely Secure Secure Somewhat Secure Barely Secure Not at all Secure

2. What are your expectations about your *personal* financial situation 5 years from now?

Much Improved Slightly Improved About the same Slightly Worse Much Worse

3. Over the past year, have you made any specific goals to improve your *personal* economic condition?

No → → If **NO**, go to Q6 below.
Yes → → If **YES**, what was/is your goal(s)?

4. If you stated a *personal* financial goal in Q3, how much better-off do you think you will be if you achieve this goal(s) this year?

Much Better-off Moderately Better-off A Little Better-off Barely Better-off The Same

5. If you stated a *personal* financial goal in Q3, what do you estimate is the probability of achieving your goal(s) this year?

Very Low (0% - 5%)
Low (6% - 20%)
Moderately Low (21% - 40%)
Moderate (41% - 60%)
Moderately High (61% - 80%)
High (81% - 95%)
Very High (96% - 100%)
I have already achieved the goal(s)

6. How much influence do you feel you have on your *personal* future economic well-being?

I have little influence, my *personal* future is mostly dictated by outside forces.
My *personal* future is equally dictated by myself and outside forces.
I have a lot of influence on my *personal* future, outside forces play only a small role.

Community Goals

7. How secure do you feel about the financial situation of your *community* as it is today?

- Extremely Secure Secure Somewhat Secure Barely Secure Not at all Secure

8. What are your expectations about your *community's* financial situation 5 years from now?

- Much Improved Slightly Improved About the same Slightly Worse Much Worse

9. Over the past year, have you made any specific goals to improve your *community's* economic condition?

- No → → If NO, go to Q12 below.
Yes → → If YES, what was/is the goal(s)?
-

10. If you stated a *community* financial goal in Q9, how much better-off do you think you will be if the goal(s) is achieved this year?

- Much Better-off Moderately Better-off A Little Better-off Barely Better-off The Same

11. If you stated a *community* financial goal in Q9, what do you estimate is the probability of achieving the goal(s) this year?

- Very Low (0% - 5%)
Low (6% - 20%)
Moderately Low (21% - 40%)
Moderate (41% - 60%)
Moderately High (61% - 80%)
High (81% - 95%)
Very High (96% - 100%)
We have already achieved the goal(s)

12. How much influence do you feel you have on your *community's* future economic well-being?

- I have little influence, the *community's* future is mostly dictated by outside forces.
The *community's* future is equally dictated by me and outside forces.
I have a lot of influence on my *community's* future, outside forces play only a small role.

13. Please rate the quality for each of the following characteristics of your community. [[1 = Lowest) and (10 = Highest)]											
	1	2	3	4	5	6	7	8	9	10	N/A
Air and water quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Natural ecosystem	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor recreation opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social and cultural opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retail shopping opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Education systems (K – 12)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local college or university	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health care services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public safety services (e.g. police, fire)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Section 2.1: ECONOMIC GOALS

For each pair, what is the relative importance of each ECONOMIC priority to your community?

	Extremely	Very Strongly	Strongly	Moderately	Equally	Moderate	Strongly	Very Strongly	Extremely
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Every new job generates additional jobs in the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses return profits to the community.

Every new job generates additional jobs in the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses hire locally.

Every new job generates additional jobs in the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses buy locally.

Every new job generates additional jobs in the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses increase the average local wage.

New businesses return profits to the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses hire locally.

New businesses return profits to the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses buy locally.

New businesses return profits to the community. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses increase the average local wage.

New businesses hire locally. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses buy locally.

New businesses hire locally. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses increase the average local wage.

New businesses buy locally. 9 8 7 6 5 4 3 2 1 2 3 4 5 6 7 8 9 New businesses increase the average local wage.

Section 2.2: ENVIRONMENTAL GOALS

For each pair, what is the relative importance of each ENVIRONMENTAL priority to your community?

	Extremely	Very Strongly	Strongly	Moderately	Equally	Moderate	Strongly	Very Strongly	Extremely									
New businesses do not pollute the water.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not release toxic chemicals in the air.
New businesses do not pollute the water.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses stay in compliance with hazardous waste management.
New businesses do not pollute the water.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not emit greenhouse gas.
New businesses do not release toxic chemicals in the air.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not develop undeveloped land.
New businesses do not release toxic chemicals in the air.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses stay in compliance with hazardous waste management.
New businesses do not release toxic chemicals in the air.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not emit greenhouse gas.
New businesses stay in compliance with hazardous waste management.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not develop undeveloped land.
New businesses stay in compliance with hazardous waste management.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not emit greenhouse gas.
New businesses do not emit greenhouse gas.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not develop undeveloped land.
New businesses do not pollute the water.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses do not develop undeveloped land.

Section 2.3: SOCIAL GOALS

For each pair, what is the relative importance of each SOCIAL priority to your community?

	Extremely	Very Strongly	Strongly	Moderately	Equally	Moderate	Strongly	Very Strongly	Extremely									
New businesses increase the local tax base.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New jobs are full-time.
New businesses increase the local tax base.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New jobs offer benefits (health and/or retirement).
New businesses increase the local tax base.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New jobs provide training programs.
New businesses increase the local tax base.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses support community activities.
New jobs are full-time.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New jobs offer benefits (health and/or retirement).
New jobs are full-time.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New jobs provide training programs.
New jobs are full-time.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses support community activities.
New jobs offer benefits (health and/or retirement).	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New jobs provide training programs.
New jobs offer benefits (health and/or retirement).	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses support community activities.
New jobs provide training programs.	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	New businesses support community activities.

Section 3: GENERAL GOAL CATEGORIES

Now that you have given some thought and consideration to the importance of priorities to achieve each of the three community goal categories, please consider the importance of the community goals relative to each other.

For each pair, what is the relative importance of each goal CATEGORY to your community?																		
	Extremely	Very Strongly	Strongly	Moderately	Equally	Moderate	Strongly	Very Strongly	Extremely									
Economic Quality	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	Environmental Quality
Economic Quality	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	Social Quality
Environmental Quality	9	8	7	6	5	4	3	2	1	2	3	4	5	6	7	8	9	Social Quality

Section 4: DEMOGRAPHICS

Please provide demographic information requested. UNR research adheres to *strict* federal privacy standards that require all your answers to be confidential. They will be combined with the responses of others to produce a data set representative of your community. No individual personal information will be disclosed in any way under any circumstances. Demographic information is gathered only for use in analysis of group preferences.

1. What is your gender? Male Female

2. What is your age? _____ years

3. What is the *highest* level of education that you have completed?

- | | | |
|------------------------------------|--|---|
| <input type="radio"/> Eighth Grade | <input type="radio"/> 2-Year College | <input type="radio"/> 4-Year College |
| <input type="radio"/> High School | <input type="radio"/> Other Post-High School | <input type="radio"/> Graduate School Education |

4. How long have you lived in the community? _____ years

5. What is your occupation? _____

6. In which economic sector are you employed? _____

7. Please indicate your estimated total household *income* from all sources for the 2014 tax year.
Please report *income* before taxes.

- | | | |
|---|---|---|
| <input type="radio"/> Under \$15,000 | <input type="radio"/> \$35,000-\$49,999 | <input type="radio"/> \$100,000-\$149,999 |
| <input type="radio"/> \$15,000-\$24,999 | <input type="radio"/> \$50,000-\$74,999 | <input type="radio"/> \$150,000-\$199,999 |
| <input type="radio"/> \$25,000-\$34,999 | <input type="radio"/> \$75,000-\$99,999 | <input type="radio"/> \$200,000 or more |



Memorandum

TO: Economic Development Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
DATE: August 8, 2018
SUBJECT: Wayfinding-Streetscape Plan Proposal

VIABILITY OF THE IDEA

Discussion at the last EDC meeting (April 10, 2018) indicated that the Commission may not be supportive of a Wayfinding-Streetscape Plan proposal. In order to move forward with this agenda item, it is important to understand the EDC's interest in either furthering or shelving the Wayfinding-Streetscape Plan proposal.

➤ **The Chair will be making a motion to:**

Authorize the EDC to move forward with developing a Wayfinding-Streetscape Plan proposal to present to City Council for funding consideration. The long-term goals of the plan are:

- 1) A vibrant downtown corridor that can better support commercial, cultural and creative activities;**
- 2) Strategic City utilization of landmarks, City signage, pathways and streetscape elements to help visitors and residents more easily navigate and more fully experience Homer.**

SCOPE

If the EDC decides to move ahead with the plan proposal, it's important for the Commission to provide City staff with parameters so they can effectively help the EDC prepare the proposal.

Initially, the plan was proposed to include a design theme for wayfinding signage, streetscape improvements, and a plant list for landscaping. These would be used by the City in making public improvements, and could be used by private land owners only if they want.

Commission discussion at the April 10th meeting indicated that EDC members wanted to more clearly define the scope for the wayfinding-streetscape plan.

➤ **The Chair will entertain motions to specify the scope of the proposed plan.**

The plan can include a focus on ***any, all or a combination of the following:***

Plan emphasis on:

- 1) Pedestrians
- 2) Vehicles
- 3) Minimizing visual clutter and sign redundancy while communicating clear, friendly integrated messaging

Wayfinding:

- 1) Navigating along Pioneer Avenue and to points of interest within the Central Business District;
- 2) Orientation wayfinding at Homer's gateways (Pioneer Dock; Baycrest wayside; airport, etc);
- 3) Making connections between City destination districts (Homer Spit, Old Town, etc.)
- 4) City-wide wayfinding plan
- 5) Signage inventory and recommendations to improve it, including strategies to work with DOT to reduce signage discrepancies and any sign overload.

Streetscape elements:

- 1) Accessibility
- 2) Banners
- 3) Bicycle amenities
- 4) Landscaping elements (plant lists, use of gardens, vegetation)
- 5) Pedestrian rest stops – street furniture: bench locations, covered, not/ for rest, for view?
- 6) Pedestrian crossings – safety and aesthetics, decorative hardscapes
- 7) Trash cans

Cost to produce the plan will vary depending upon the scope of the project. The range could be anywhere from \$25,000 to \$40,000 as discussed at the last EDC Commission meeting.

Background information

OTHER CITY OF HOMER PLANS

At the last EDC meeting, Commissioners asked if other plans already developed for Homer might contain elements for or inform the proposed Wayfinding-Streetscape plan. Two plans that *may* be relevant are:

Town Center Development Plan. The Town Center Development Plan deals developing a very specific area of land and can be found at:

<https://www.cityofhomer-ak.gov/planning/town-center-development-plan-2006;>

Non-Motorized Trail Plan. The Non-Motorized Trail Plan addresses connectivity and pedestrian safety throughout Homer and can be found at:

<https://www.cityofhomer-ak.gov/planning/homer-area-transportation-plan-2005>

EXAMPLES OF OTHER STREETScape-WAYFINDING PLANS

At the last EDC meeting, Commissioners asked for more examples of Wayfinding-Streetscape Plans. Two plans that *may* be relevant are:

Excerpts from a Placemaking Plan in Sitka and the City of Palmer's Wayfinding Project that Deputy Planner Julie Engbretsen provided in the June EDC packet are included again in this packet.

A wide variety of types of Wayfinding-Streetscape plans can be found on the web.

POTENTIAL FUNDING FOR THE PLAN OR EXECUTING THE PLAN

At the last EDC meeting, Commissioner Brown asked about funding possibilities to develop and enact the plan. I spent some time researching **potential** funding sources. While I did not do an exhaustive search, major funding sources are few. Two main potentials for funding are listed. Grants are competitive and not for sure.

The Federal Highway Administration has traditionally set funds aside for States to fund Transportation Alternatives. A 20% local match of the Federal funds is required, which could be provided through local funding sources or HART fund. Eligible projects include the Recreational Trails Program, Safe Routes to School Program, and Transportation Alternatives Program (TAP) for:

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- D. Construction of turnouts, overlooks, and viewing areas.
- E. Community improvement activities, *which include but are not limited to*:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project.
- F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - ii. (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).

The City helped fund Soundview Avenue Sidewalk Improvements with a State of AK TAP grant. When researching the State DOT website, it does not look like they have had an active TAP grant program since 2016, and at that time they were only funding shovel ready projects, not planning projects. I put a call in to the Small Federal Programs manager at DOT, but did not hear back from her by packet time.

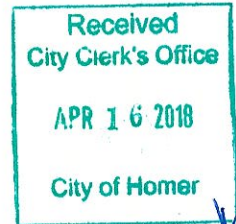
The Environmental Protection Agency (EPA) sometimes offers Smart Growth and other grants to support activities that improve the quality of development and protect human health and the environment. Their topics range widely from disaster resilience to access to health food to economic development. Their grants are competitive and include technical assistance grants. Currently I do not see any grants specific to this topic, but their website offers some great resource materials on smart growth if you are interested:

Smart Growth and Transportation

<https://www.epa.gov/smartgrowth/smart-growth-and-transportation>

Smart Growth in Small Towns and Rural Communities

<https://www.epa.gov/smartgrowth/smart-growth-small-towns-and-rural-communities>



Our Mission: To support our membership through cooperative economic development and community service.

April 11, 2018

City of Homer
Economic Development Commission
491 E Pioneer Ave

Dear Commissioners;

The Homer Chamber of Commerce & Visitor Center's mission is: To support our membership through cooperative economic development and community service. Our 498 active members rely on the Chamber to support enhancement of the economic sector and bettering the business viability in our community. We appreciate the time and effort the Commission took to create the Business Retention and Expansion Survey and after careful review of the completed survey we acknowledge the connectivity of Homer is an area of needed improvement.

As a Chamber we continue to build our information infrastructure with careful review and analytics of how our information is delivered to consumers. We see value in increasing our own informational technologies and we are embarking on a subcommittee to explore enhancements to our current technology.

As with technology it is important to continue to make improvements to our visibility, accessibility and signage. Currently we provide signage and volunteer hosts during days cruise ships at port. Even with our guest hosts at bus stops we find that visitors do get lost or disoriented. Independent and RV travelers find it difficult to navigate Homer due to lack of signage. Continuing to improve on the walkability of Homer and access to all it offers would be a logical area of discussion within the EDC.

All our visitors would benefit from wayfaring signage and benches at some of the city-designated trolley spots if funding were made available.

Thank you,


Debbie Speakman
Executive Director

From: [Jennifer Carroll](#)
To: [Renee Krause](#)
Subject: FW: Homer Library Input for the EDC Wayfinding Project
Date: Wednesday, May 16, 2018 1:05:48 PM

From: Jennifer Carroll
Sent: Wednesday, May 16, 2018 1:04 PM
To: Ann Dixon <adixon@ci.homer.ak.us>
Subject: RE: Homer Library Input for the EDC Wayfinding Project

Thank you Ann.

I will forward this to the clerks for inclusion in our next meeting's packet.

Jenny

Jenny Carroll
Special Projects and Communications Coordinator
City of Homer
491 East Pioneer Avenue
Homer, AK 99603
907-235-8121 ext 2246

From: Ann Dixon
Sent: Wednesday, May 16, 2018 1:02 PM
To: Jennifer Carroll <JCarroll@ci.homer.ak.us>
Subject: Homer Library Input for the EDC Wayfinding Project

Jenny,

I was interested to hear about the Economic Development Commission's Wayfinding project and would like to make some comments from the Library's perspective.

Visitors to Homer frequently ask us for directions, especially during the summer and especially on cruise ship days. Many visitors are on foot so it's always a dilemma whether to give them the street directions, which are usually the simplest to explain but not necessarily the most pleasant for walking, or trail directions, which are more enjoyable for walking but harder to find. We have maps but without directional signage on the ground, those can be confusing.

We've discussed having signage on library property to orient people toward their destinations, such as Pioneer Avenue, Islands and Ocean, Pratt Museum, the Spit, Bishop's Beach/Old Town, etc. We'd love to be part of a city-wide project to plan and implement wayfinding aids, rather than the Library making up its own. It would be great if the Library could be included in signage from other parts of town, as well, to assist

visitors in finding us and enjoying the trails on library property.

I hope we can be part of the Wayfinding project as you move forward. I'm happy to provide information, letters of support, or whatever else may be helpful to develop this effort.

Ann

Ann Dixon, Director | Homer Public Library
500 Hazel Avenue | Homer, AK 99603
907-435-3151 | 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



PRATT
m u s e u m

homer society of
natural history, inc.

May 2, 2018

Economic Development Advisory Commission
City of Homer
ATTN: Karin Marks, Chair

Dear Homer Economic Advisory Commission (EDC):

The Homer Society of Natural History, Inc. DBA Pratt Museum supports the Economic Development Advisory Commission's efforts to request City approval for an integrated "Streetscape" or wayfinding plan. Similar plans in other Alaskan communities have served to make visitor centers and shopping opportunities more visually accessible to out-of-town visitors, which benefits our local businesses and organizations. A wayfinding plan would, from the perspective of these visitors, unify the "centers" of Pioneer Avenue, Old Town, and the Spit. Once the initial design framework has been created, participating businesses and organizations would be able to seek grant funding to participate in creating and placing benches, site signs, and public gathering spots.

One local network championing this project is the Pioneer Avenue Revitalization Taskforce (PART). PART has been working for several years as a group of volunteers representing a broad spectrum of the Homer community. This team of volunteers is comprised not just of businesses and nonprofits located along Pioneer; they are businesses, nonprofits, and associations from throughout the community who recognize that Pioneer Avenue is both an historical part of Homer and one of Homer's vibrant commercial/retail centers.

The Pratt Museum operates within the Pioneer Avenue corridor and participates in the Pioneer Avenue Revitalization efforts. While the Museum is well-marked on local maps and tourist flyers, the museum gets very little drive-by business. Visitors need to be guided to the Pioneer business center in order to find us. Those who do visit the Museum not only learn about the history, ecology, and cultural components of the area, they are encouraged to visit other local businesses for shopping, dining, and adventure travel. If the City of Homer invests in a wayfinding design framework, the Pratt Museum anticipates utilizing the framework when installing new signage on the Museum grounds.

Sincerely,

Laurie K. Stuart
Executive Director
907-435-3333
director@prattmuseum.org



Placemaking

This is the process of creating attractive streetscapes, gateways, squares, precincts, parks, public art, and trails that will attract people because they are pleasurable, enticing or interesting. The brand planning process revealed several areas in which the attractiveness of Sitka can be improved for both residents and visitors. These include:

- Support the introduction of more public art in Sitka, particularly where it supports the themes of the brand.
- Encourage the development of a compact pedestrian precinct that can function as a gathering place. This should feature restaurants with outdoor seating, coffee shops, specialty retail and entertainment that will be a gathering place for residents and generate a sense of night activity.

Pedestrian Signage and Wayfinding: Signage systems serve vital roles. They inform, guide, and motivate travelers. They are also important in shaping the identity of a place through their style, design, colors, lettering, content and placement. Good signage can contribute significantly toward the satisfaction of visitors. The current wayfinding program will contribute significantly to the presentation of Sitka. Signs play an important role in encouraging people to spend money by effectively guiding them to desired locations.

Interpretation: This practice is aimed at explaining to visitors the significance of an object, a culture or a place – thereby possibly creating an attraction. Three objectives of interpretation are to enhance visitor experiences, to improve visitor knowledge or understanding, and to assist in the protection or conservation of places or cultural resources. It is most commonly used to refer to activities such as guided tours or walks and educational presentations, and to signs, mobile apps, guidebooks and brochures. Interpretation is very common in historic sites, museums, galleries, zoos, and natural areas of significance, as well as in telling the stories of communities. At its best it involves talented storytelling and content that visitors will find memorable, stimulating and worth telling to others.

Encourage thematic interpretation throughout the region, especially for sites of significant natural flora and fauna, settlement and fishing heritage. The signage and information systems used should be uniform throughout the region.

**City of Palmer
Action Memorandum No. 18-009**

Subject: Accepting the Wayfinding Report and Committee Input

Agenda of: January 23, 2018

Council Action: **Approved** **Amended:** _____
 Defeated


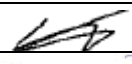

Originator Information:

Originator: City Manager

Department Review:

Route to:	Department Director:	Signature:	Date:
_____	Community Development	_____	_____
<u>X</u>	Finance	<u></u>	<u>1/4/18</u>
_____	Fire	_____	_____
_____	Police	_____	_____
<u>√</u>	Public Works	<u></u>	<u>12/26/17</u>

Approved for Presentation By:

	Signature:	Remarks:
City Manager	<u></u>	_____
City Attorney	<u></u>	_____
City Clerk	<u></u>	_____

Certification of Funds:


Total amount of funds listed in this legislation: \$ 0.00

This legislation (√):

- Creates revenue in the amount of: \$ _____
- Creates expenditure in the amount of: \$ _____
- Creates a saving in the amount of: \$ _____
- Has no fiscal impact

Funds are (√):

- Budgeted Line item(s): _____
- Not budgeted

Director of Finance Signature: 

Attachment(s):

- PRCRAB Resolution No. 17-004
- SDG Wayfinding Project Report
- Sign Families Options A & B
- Recommended Signage

Summary Statement/Background:

This action seeks to adopt the Wayfinding Committee's recommended design for wayfinding signs for the City of Palmer.

After taking community input and suggestions, and in working closely with Sustainable Design Group (SDG), the City Council Appointed Wayfinding Committee and the PRCRAB, over several meetings and design reviews, seeks the Council's approval of their recommended wayfinding sign design.

The contractor provided 2 design recommendations and the committee recommended a third option that combined elements of the 2 recommendations.

The PRCRAB confirmed the 3rd recommended wayfinding sign design, as presented to them on Oct 5, 2017 and supports the Wayfinding Committees recommendation to the City Council.

If approved, public works will proceed with initial sign procurement for city owned assets (parks and buildings), additional signs will be prioritized for future funding. The Alaska Department of Transportation will also use the approved wayfinding design for signs as part of the Glenn Highway Expansion project.

Administration's Recommendation:

To approve Action Memorandum No. 18-009 accepting the Wayfinding report and Committee input and directing the City Manager to utilize the report and provide a fourth design from staff for consideration.

CITY OF PALMER
PARKS, RECREATION & CULTURAL RESOURCES ADVISORY BOARD
Resolution No. 17-004

**A Resolution of the Parks, Recreation & Cultural Resources Advisory Board
Supporting the Recommendations of the Wayfinding Committee**

WHEREAS, the way people orient themselves in physical space and navigate from place to place is improved by wayfinding signs; and

WHEREAS, on September 27, 2016, the City Council authorized the City Manager to enter into a contract with Sustainable Design Group (SDG) to produce the Palmer Wayfinding Signage guide; and

WHEREAS, the City and SDG held a community Open House on January 25, 2017 to gather input from members of the community on their concept of the value of good signage, sign priorities, transit preferences, areas where signs currently function well, areas where signs need improvement, and to identify favorite and frequently visited locations; and

WHEREAS, on February 2, 2017, the City Council appointed five members of the community to serve on the Wayfinding Committee; and

WHEREAS, the Wayfinding Committee met with representatives of SDG on April 5, 2017 to review an analysis of comments made by the community at the January Open House and the preliminary work done by the consultants on potential sign locations; and

WHEREAS, the Wayfinding Committee ranked design Option B higher than design Option A and recommended that a revised Option B be forwarded to the city Council, and

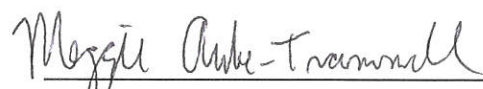
WHEREAS, the Board reviewed the revised Option B being recommended by the Wayfinding Committee on October 5, 2017,

NOW THEREFORE, BE IT RESOLVED that the Parks, Recreation & Cultural Resources Advisory Board supports the recommendation of the Wayfinding Committee.

Passed and approved by the Parks, Recreation & Cultural Resources Advisory Board of Palmer, Alaska, this 5th day of October 2017.



Chris Nall, Director of Public Works



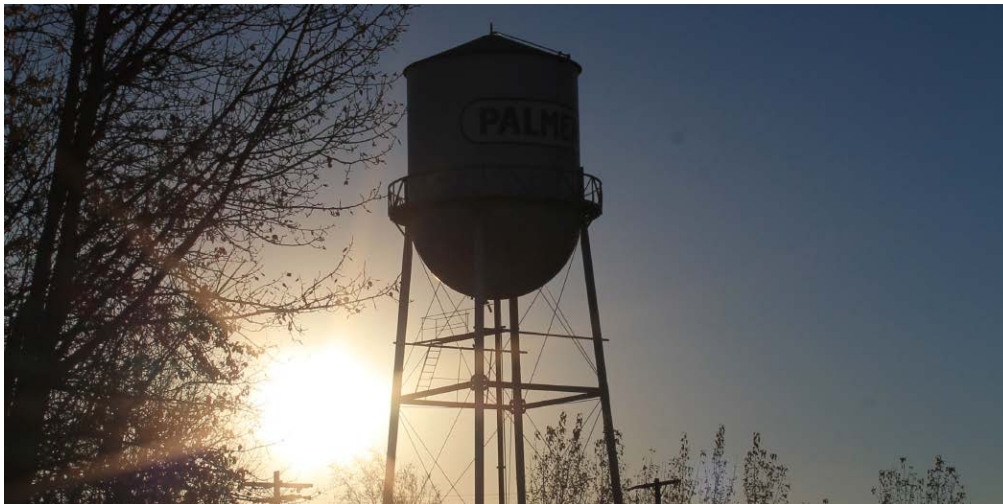
Meggie Aube-Trammell, Chair



City of Palmer Wayfinding Project



SDG is honored to have been involved in the Palmer Wayfinding Project. We appreciate the positive community impact and opportunities this project provides. Our research and findings, as well as project recommendations, are included in this report.



Project Introduction

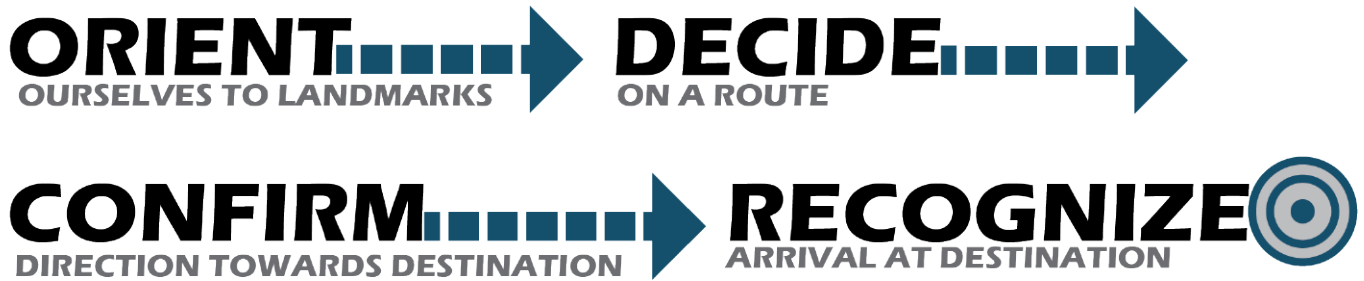
The City of Palmer recognized the need for an update to their current wayfinding system. Palmer needed a more dynamic set of signs to give directional aid throughout Palmer, responding to the local economy, activities, history, and culture. Responding to the City's Request for Proposal (RFP) that outlined the need for wayfinding, SDG proposed a program to assist reaching those goals.

Often wayfinding is misunderstood as a simple addition of signs, but wayfinding is much more than helping people determine where they are going. Wayfinding should respond to the needs of the City, residents and visitors. Identifying these needs is a critical component of wayfinding.

Municipalities are turning to a community-led effort to ensure the resulting project aligns with local needs and values. Using this model throughout the project, SDG was able to avoid inaccurate assumptions. Public input and a local steering committee provided significant insights that identified and justified specific community needs.



Wayfinding is defined as the way people orient themselves in physical space and navigate from place to place. Four key actions (route orientation, route decision, route confirmation and destination recognition) focused public comments and steering group activities towards achieving the project goals.



These actions were the framework SDG used to define the wayfinding needs for Palmer.

SCOPE OF WORK ANALYSIS

Information Gathering & Data Collection

Initially, SDG compiled available information about the City of Palmer and its current signage. This included past wayfinding activities the City of Palmer had undertaken several years ago. We supplemented our research with personal knowledge, interviews, previous work and experiences from living and working in Palmer on a daily basis.



Inventory & Assessments

Preliminary discussions and physical assessments of Palmer’s downtown informed what issues could be solved through wayfinding. In addition to defining the community signage needs, comparative research identified communities similar to Palmer that have addressed their wayfinding concerns in creative ways. Applications of these options were evaluated for suitability. Those with merit were noted and shared with the public and the steering committee.

In order to develop strategies that aid people’s movement and navigation, SDG worked diligently to gain resident and stakeholder insights. The team met with members of the public to gather first-hand experiences with navigational problems and to isolate perceptions. Destinations were targeted, routes were mapped, conflicts and issues were inventoried. Most importantly, the community participants characterized the sense of place that defines Palmer.



In addition, SDG identified community and user groups with specific signage needs. For example, a long-time Palmer resident would not need a sign to find the post office; nor would a tourist visiting Palmer for the day likely need to identify the local print shop. However, a family who has just moved to town may need to know where a variety of services are located. Likewise, visitors may need to know more about their chosen destination than resident services.

Other destinations are important to multiple groups. One community member commented that having “clear direction to the Borough building from all approaches is important since it is the seat of Borough government and will have visitors from all over the Matanuska-Susitna Valley.” Other comments included the need to identify safety destinations, such as the police station and urgent care locations. SDG began to see patterns developing for the downtown area and its adjacent surroundings.



Public Meeting, January 25, 2017

The first public meeting for wayfinding was held in the Palmer Depot. Attendees participated in seven activities across three stations that considered Palmer’s streets and intersections, pedestrian and traffic conflicts, typical routes and connectivity, and existing signage locations and style. In addition, attendees provided feedback about how they envision their community in the future. The overall goal of the public meeting was to gather Palmer’s sense of place. From the information and feedback provided, SDG acknowledged the importance of Palmer’s history, culture, and recreation. A group of secondary characteristics were also identified.



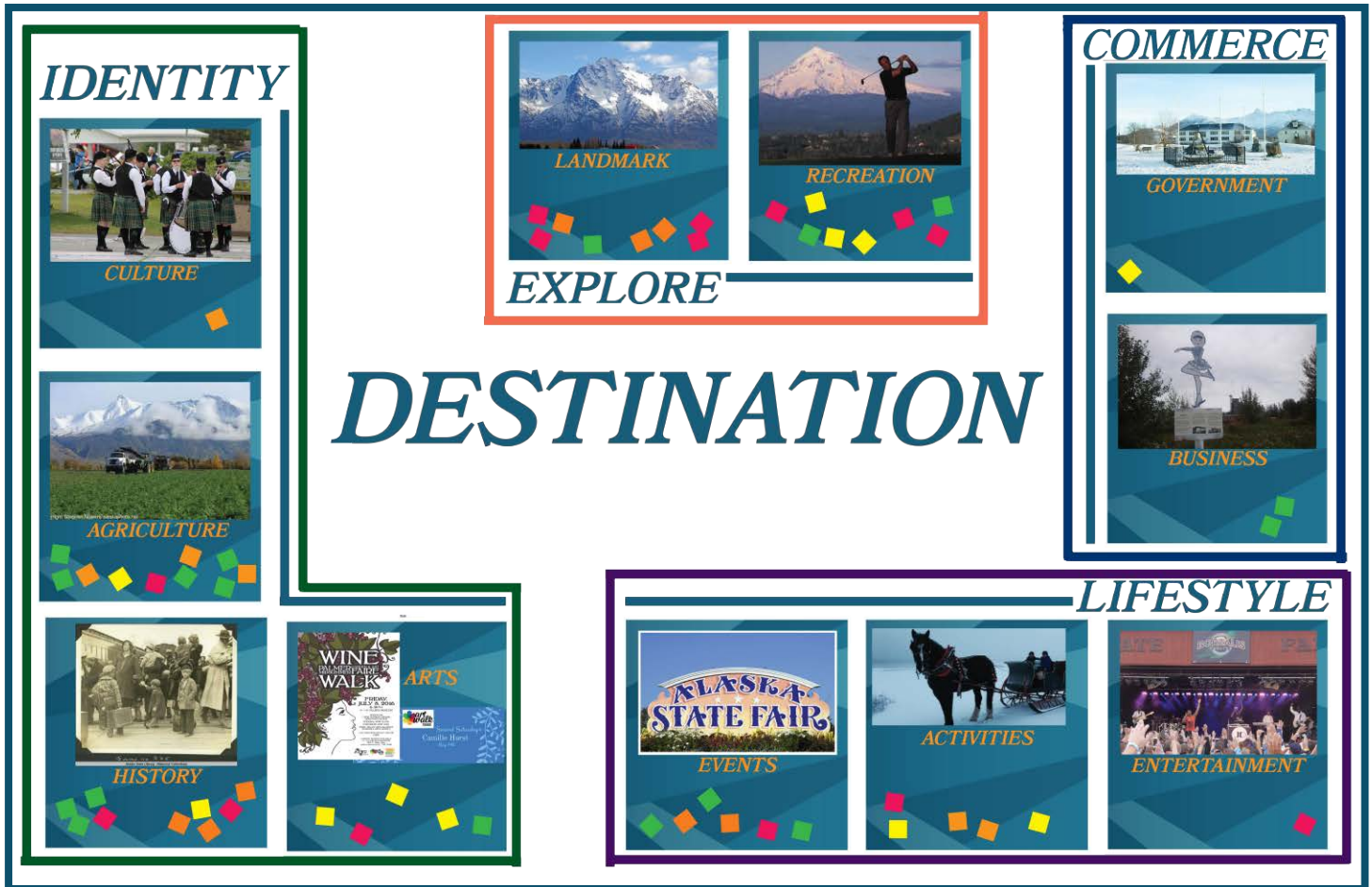
Twelve aspects of community

Course of Action Analysis

Public meeting participants were first asked to do a characterization activity, where they were presented with twelve aspects of a community. They were asked to pick five of the twelve aspects that they feel best define Palmer. Of the twelve, one aspect did not receive any votes: “Destination” was not selected by any attendees as a key aspect of Palmer.

The remaining eleven aspects were grouped into four categories based on their shared features. Landmarks and recreation became the Explore category. Government and business became the Commerce category. Events, activities, and entertainment became the Lifestyle category. Lastly Culture, agriculture, history, and the arts became the Identity category. Interestingly enough, these categories together become the aspects of a destination, which was the abandoned aspect from the initial activity.

These categories were each assigned a color to proceed through the rest of SDG’s investigations, as noted in the graphic pictured on the next page.



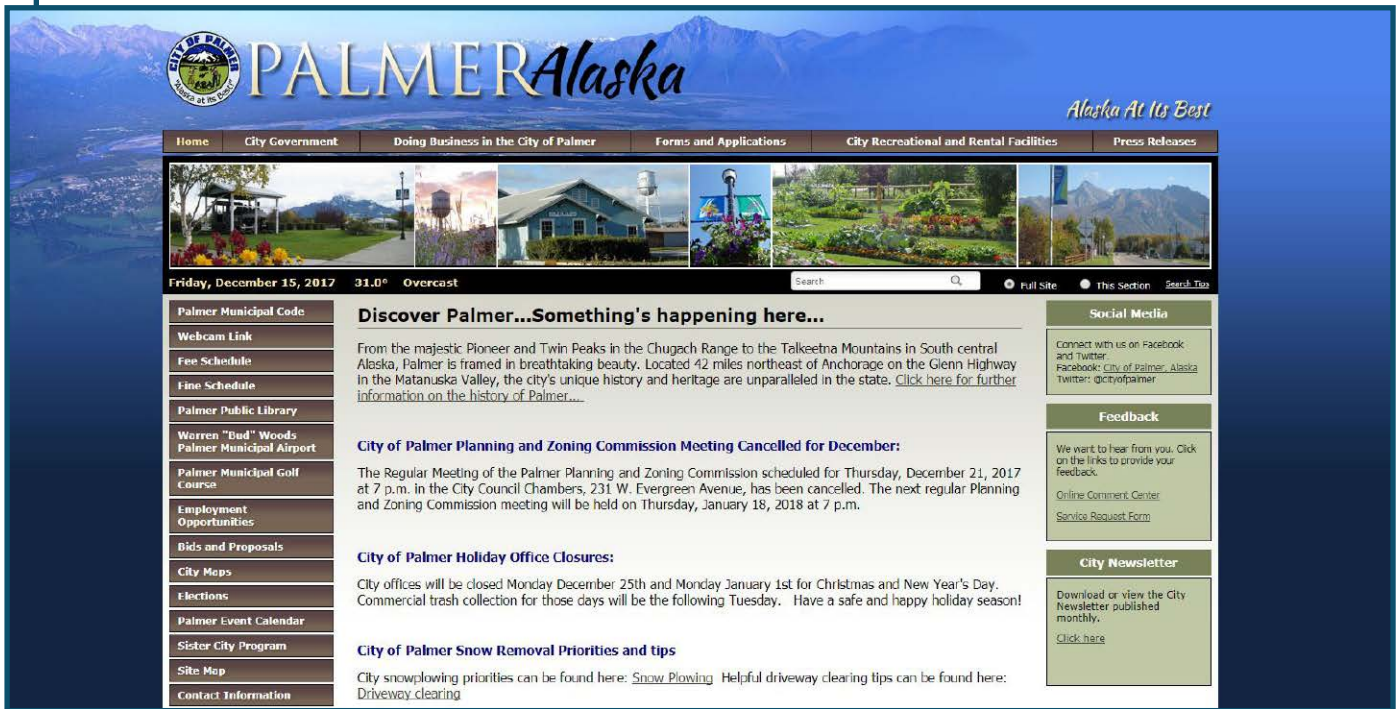
Twelve aspects of community, grouped to form an overall destination.

Participants identified Palmer’s best assets and greatest concerns, shared their favorite routes through town, identified conflict areas, noted destinations, and focused defining community characteristics that would direct wayfinding tasks. They mapped vehicular, walking and biking routes. Missing trail links, broken routes, missing connections, dangerous conflicts with people and cars, and impassible streets due to snow or ice were noted along these routes.

Participants were asked to envision the future—what would Palmer look like? How would demographics change? What was important to retain? What changes were important to embrace? Attracting tourism and expanding recreation were considered as part of experiencing Palmer. Routes to locations outside the city limits were noted and participants were asked to anticipate needs that visitors would have. Favorite locations for restaurants, events, views, and cultural/historical events and activities were noted, and participants voiced future needs, services needing expansion, future needs, and desired additions to downtown.



Participants shared their impressions of Palmer’s current website and social media platforms. Similar communities’ websites were presented for participants to review. Opinions and ideas were collected for ways to improve access to city information and to attract tourism. The City of Palmer website landing page details the history of the Palmer colony and upcoming city meetings. While this is valuable cultural information, many participants suggested a more interactive website that describes Palmer in terms of attractions and events.



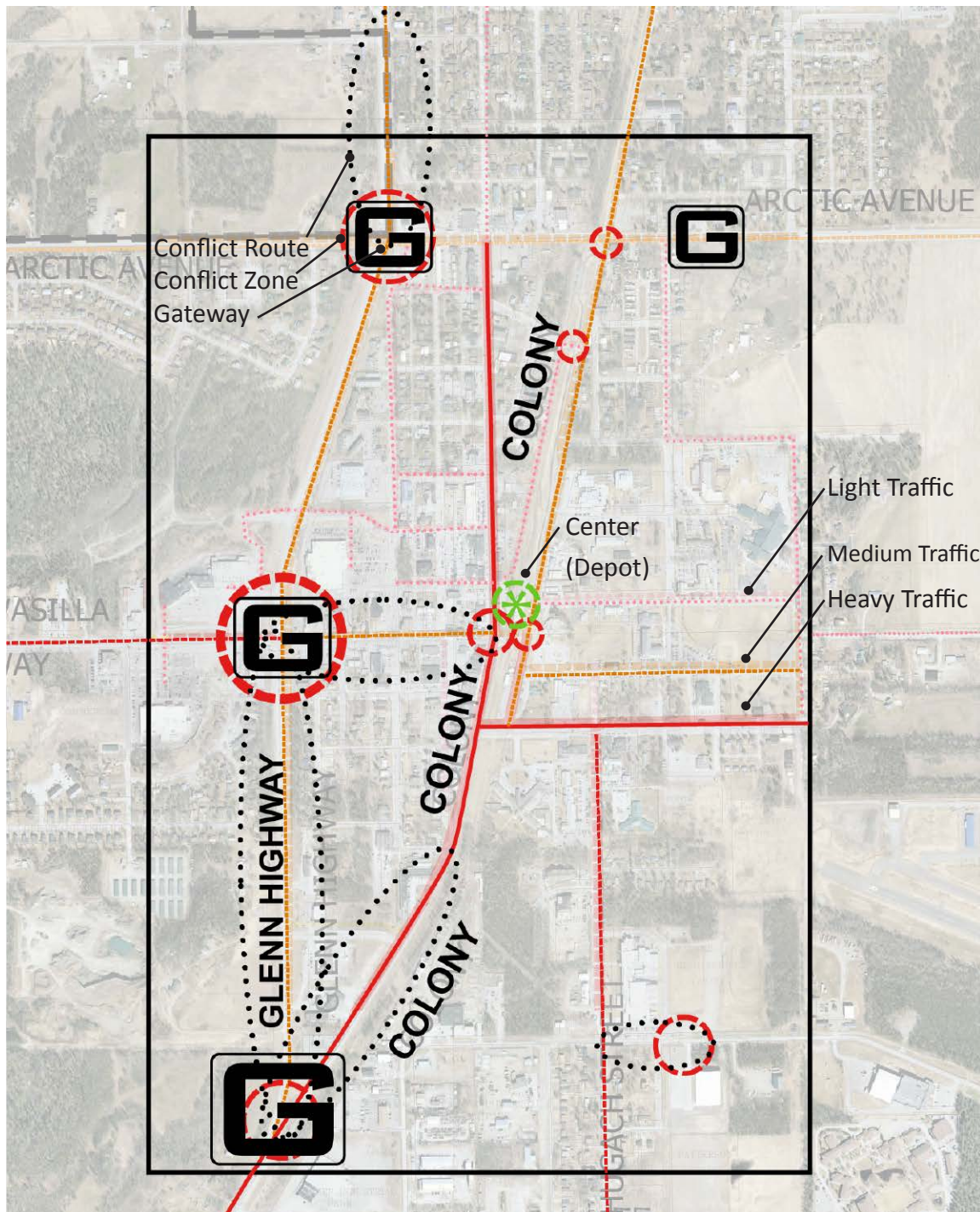
City of Palmer website landing page on December 15, 2017.

The public meeting provided essential insight for SDG to identify and consider:

- Community values and priorities
- Community characteristics and defining attributes
- Transit preferences
- Areas and destinations that function well
- Potential improvements
- Potential issues
- Favorite and frequent locations
- Needs and wishes for residents and tourists
- Potential services to expand or introduce



SDG performed an analysis of the existing signage and conditions in Palmer’s downtown core and surrounding areas. Using feedback from the public meeting and onsite observations, clear disparities emerged in the City of Palmer’s current signage. **The analysis of prominent destinations and locations noted that typical navigation patterns to those places provided little or no directional signage in any of the four (4) key wayfinding actions—route orientation, route decision, route confirmation and destination recognition.** Missing navigation signage was also noted as a safety issue for residents and visitors alike.

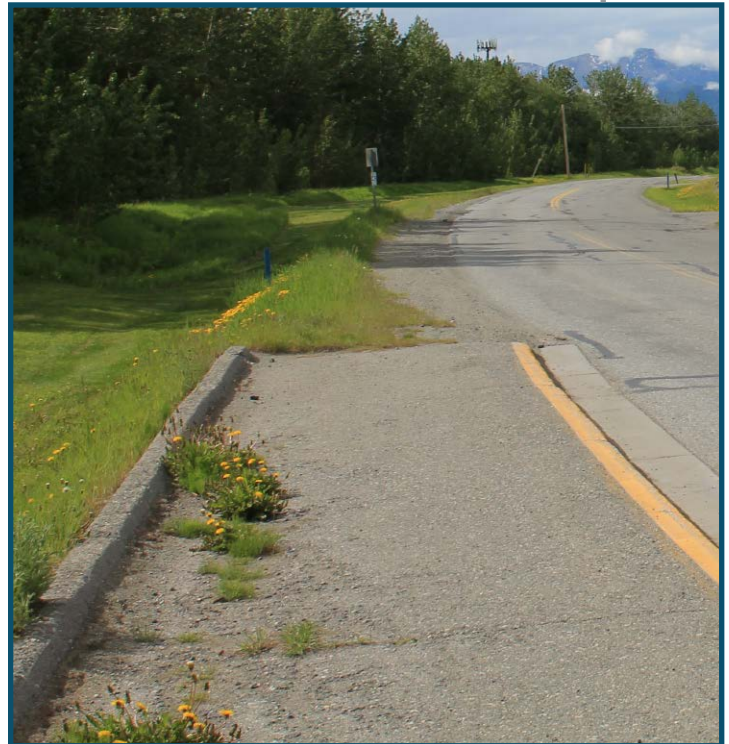


Conflict Analysis, May 2017. Graphics by SDG LLC.



Analysis of the most highly frequented vehicle, bicycle and pedestrian routes through Palmer revealed conflicts between these three modes of travel. Although walkability was a highly favored goal, vehicular traffic dominated route designs with wide streets, multilane intersections, and offset street connections. Limited connections, crossings, and signage for alternative transit routes leave bikers and pedestrians vulnerable to collisions with vehicles.

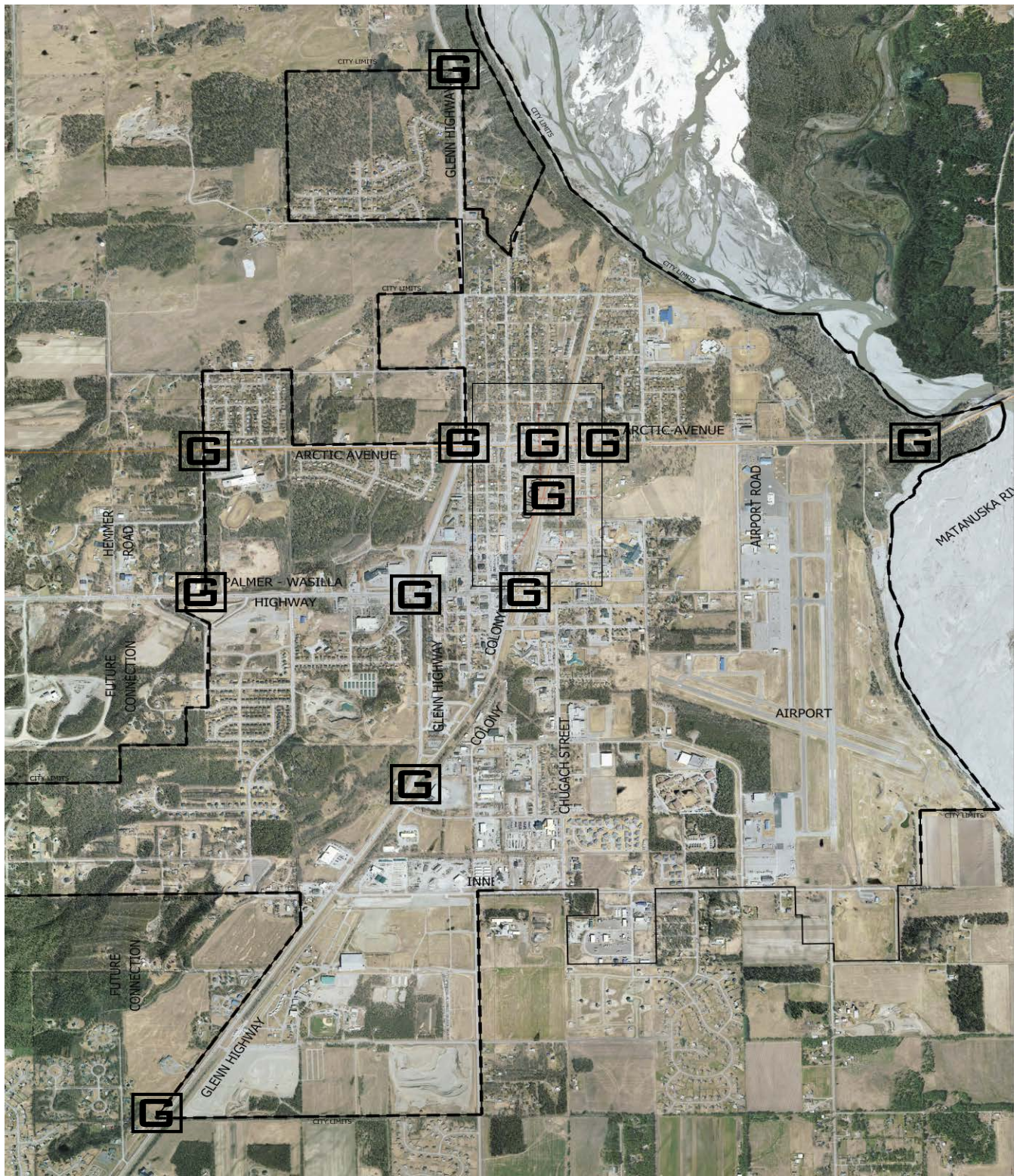
Similarly, frequent mid-street crossings and sporadic placement of pedestrian walkways are compounded by poor physical conditions of walkways, limited ADA routes, curbing that suddenly dead-ends, and excessively steep ramps that fail to connect starting points to destinations.



Examples of dead-end pedestrian routes. Photos by Taylor Berberich

In addition to navigation and safety, the local economy is limited by the lack of commercial-themed signage. Community members, tourists, and day visitors fail to notice local business areas, parking, and/or destinations due to lack of signage. Lack of wayfinding signage translates to reduced business and service opportunities.

These findings were presented to the Wayfinding Community Advisory Council (CAC), for feedback. Discussions and meeting activities confirmed SDG analysis and expanded community input as collected from the public meeting. SDG presented a preliminary signage and gateway locations map showing major routes entering the City of Palmer. Primary, secondary and tertiary gateways were identified by the CAC.



CAC members voted on Palmer's gateway locations, pictured here.

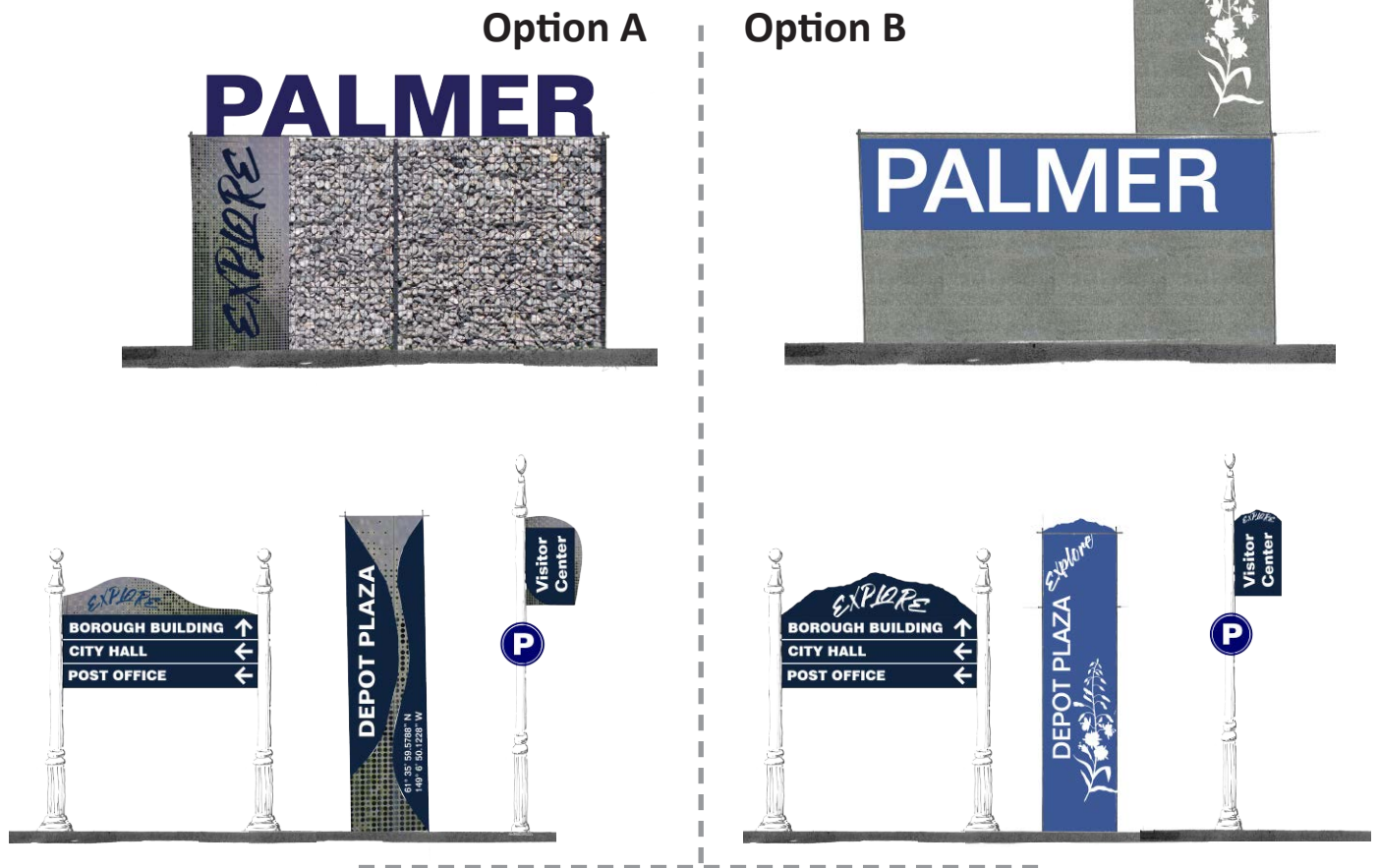


Signage Designs

Using the CAC feedback and recommendations, SDG compiled these findings into two sets of sign families. Each sign family included sign types appropriate for Palmer that would address the four key wayfinding actions; route orientation, route decision, route confirmation and destination recognition. Each family of signs was designed to support activities and needs for users to confidently make route choices and reach their destination.

Designs included primary and secondary gateway signage, directional signage, route confirmation, and informational kiosks. The two sign family designs provided different aesthetic options—one that was sleek and modern (Option A) and one with a more historical and traditional feel (Option B). Through a high-energy discussion noting desirable design elements of both families, the CAC felt that the traditional family (Option B) more closely represented the character of Palmer. They requested revisions that would incorporate pieces of Option A with Option B blending the two ideas into a cohesive final sign family.

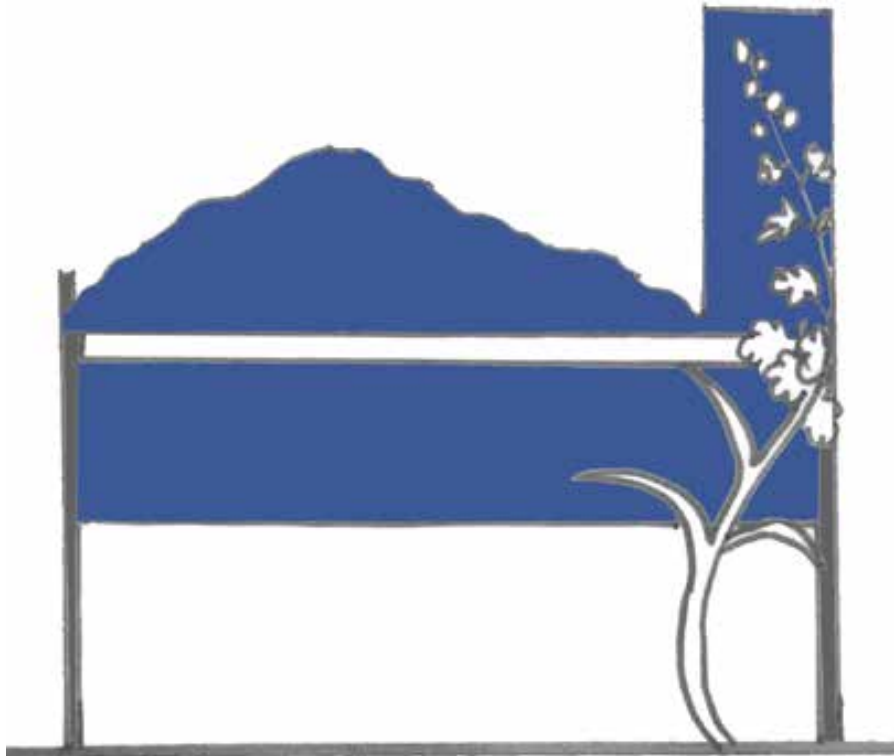
Samples of Signage Families





Signage Designs Revisions

The final designs were presented at the October 5th Parks, Recreation, and Cultural Resources Advisory Board meeting, where the board voted unanimously to send a recommendation to the City Council for approval of the Revised Option B sign family. As of November 2017, the project is waiting for approval by the City Council. Once approved, the final sign family and construction details will be prepared.



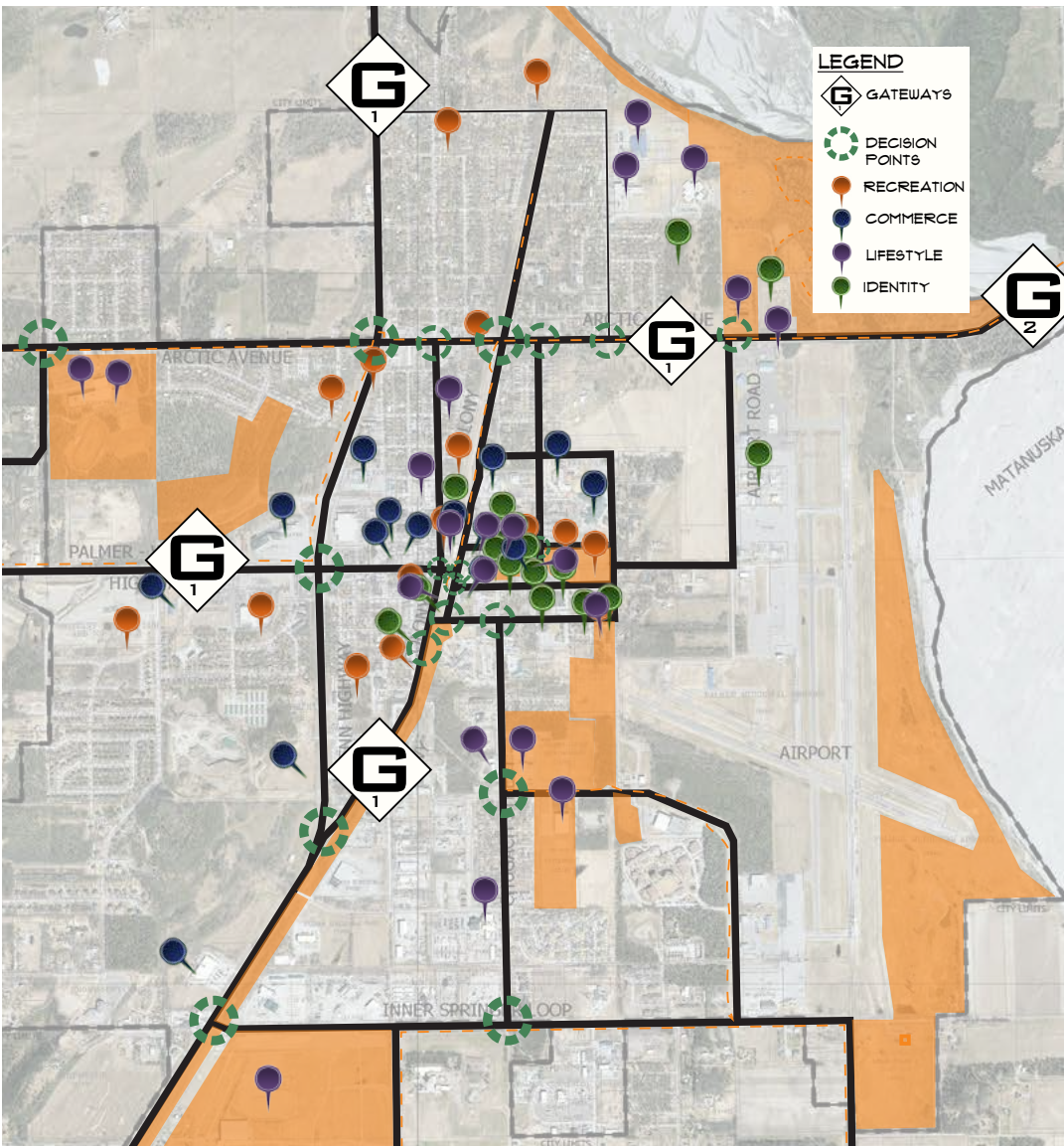
Refined signage designs based on CAC recommendations



Signage Placement Recommendations

While the sign design is a vital piece of this project, the placement of the signs is equally important. Using routes mapped from activities at the January public meeting, sign locations by type were identified for wayfinding based on vehicles, pedestrians and/or bikers. Locations noted for confusion, conflict, and/or safety were addressed to the fullest extent possible. Sign locations and designs were coordinated with ongoing local road upgrades.

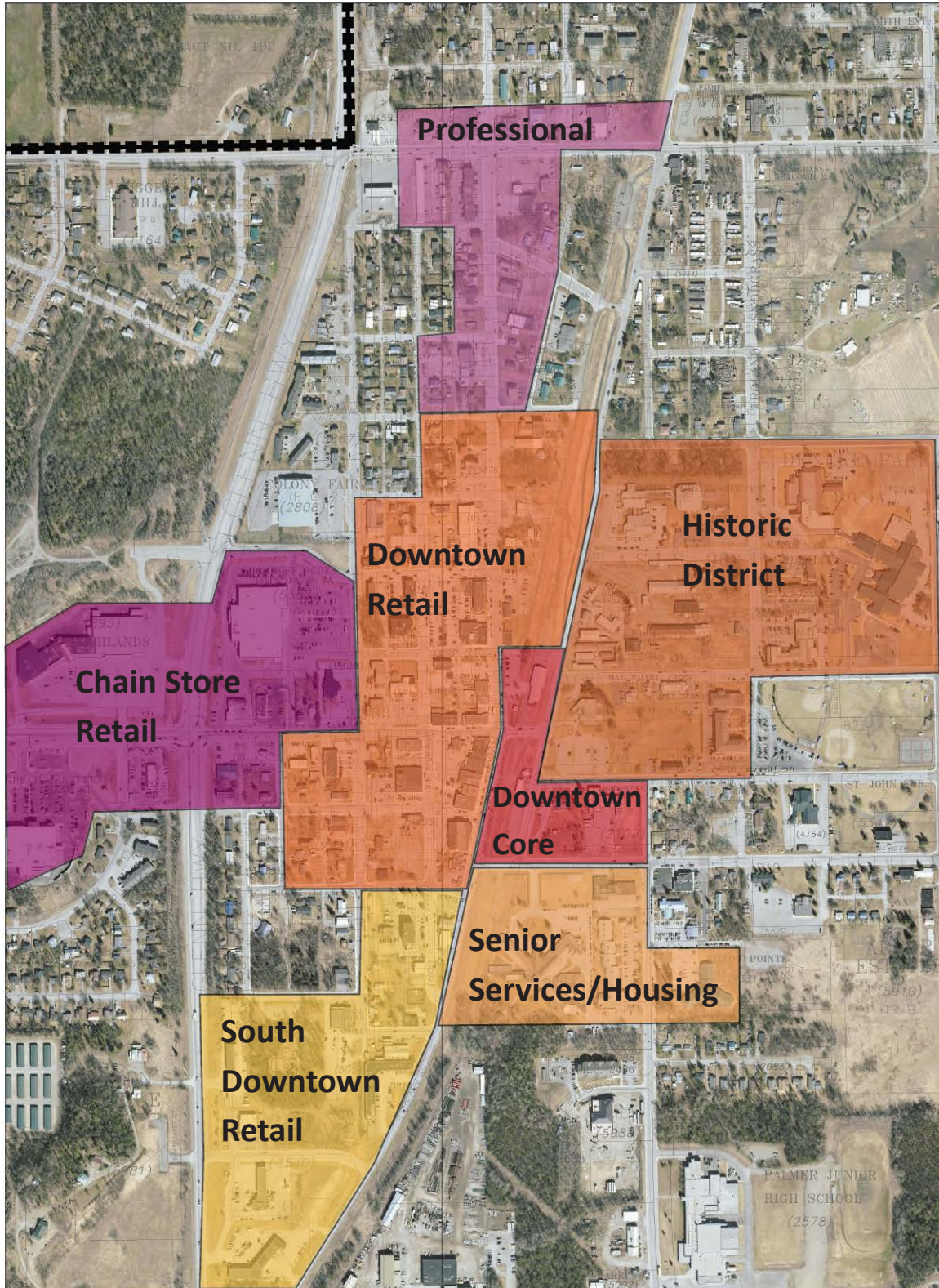
Sign locations were chosen based on user feedback, “decision points,” and identified routes throughout Palmer. A decision point was defined as a location where someone has a choice to change direction. Signage at decision points are key locations because they allow people to ascertain options and make informed decisions. Along routes, walking and biking times and distances are located on color-coded signage assuring users of their route. Vehicular signage is designed to blend with existing street amenities using readable fonts and sign designs that quickly assure drivers of their route and destination.





Palmer Districts

SDG also studied the current zoning, land use, businesses and services in downtown Palmer to create preliminary districts. This was a concept to shape future development.





Next Steps

The wayfinding project will bring much needed assistance to those visiting, living and navigating through Palmer. Implementing wayfinding signage will improve navigation for users and hopefully provide the catalyst for the community momentum to move towards a healthier, walkable community. SDG introduced navigational information addressing multiple forms of transit as part of initial wayfinding exercises. Attendees of the public meeting as well as the CAC expressed a sincere interest in the need to develop infrastructure for alternative transit such as buses, bikes and walking paths. Further, they indicated a desire to create a community with diverse options for multiple ages including age-in-place senior housing to support the fastest growing demographic in the MatSu Borough.

In response to community feedback, SDG conducted a walkability feasibility study to assess the current circulation in Palmer. The preliminary findings show significant disparities in pedestrian and bicycle circulation with downtown infrastructure. SDG recommends expanding an ADA compliant route that connects missing links within the core area (especially to senior services) and facilitates a shared pedestrian-bike route. These steps would greatly improve community health opportunities, visitor experiences, safety, and the quality of life for Palmer residents.





Next Steps

The following list is SDG's top ten recommendations for moving forward with this project.

1. Develop additional strategies to aid with movement and navigation.
2. Identify methods to incorporate the characteristics that define Palmer's sense of place.
3. Identify and develop signage that is integrated into Palmer Wayfinding maps and other materials.
4. Define opportunities to promote Palmer's assets as based on the four destination groups. Use designated colors to promote the opportunities noted as
 - Community values and priorities
 - Community characteristics and defining attributes
 - Transit preferences
 - Areas and destinations that function well
 - Potential improvements
 - Potential issues
 - Favorite and frequent locations
 - Needs and wishes for residents and tourists
 - Potential services to expand or introduce
5. Simplify, organize and update Palmer's website using recommendations provided by the public.
6. Monitor, add, and/or amend new sign locations. Provide directional signage related to the four key wayfinding groups- route orientation, route decision, route confirmation and destination recognition.
7. Track incident and conflict areas to improve pedestrian and multi-modal safety.
8. Update pedestrian routes to achieve full community walkability. Ensure senior services have access throughout Palmer and 'age in place' principles are followed.
9. Assess new signage and locations to determine functionality and performance. Identify missing needs, locations, or other issues.
10. Implement districts to assist with future planning and development.



SIGN FAMILIES



OPTION A

PALMER

PRIMARY GATEWAY

PALMER

SECONDARY GATEWAY



LANDMARK



DISTRICT BOUNDARY



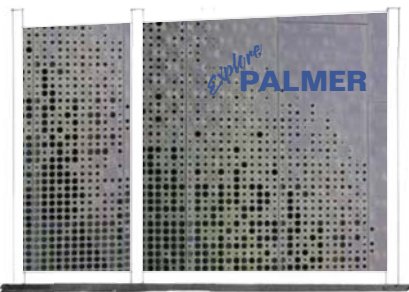
VEHICULAR ROUTE CONFIRMATION



VEHICULAR ROUTE DECISION



PEDESTRIAN ROUTE DECISION



MAJOR KIOSK



MINOR KIOSK

OPTION B



PALMER

PRIMARY GATEWAY



SECONDARY GATEWAY



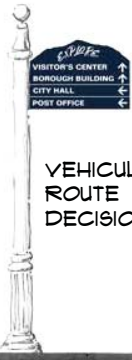
LANDMARK



DISTRICT BOUNDARY



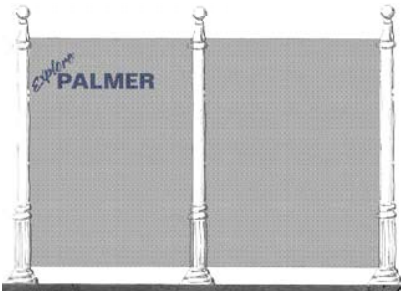
VEHICULAR ROUTE CONFIRMATION



VEHICULAR ROUTE DECISION



PEDESTRIAN ROUTE DECISION



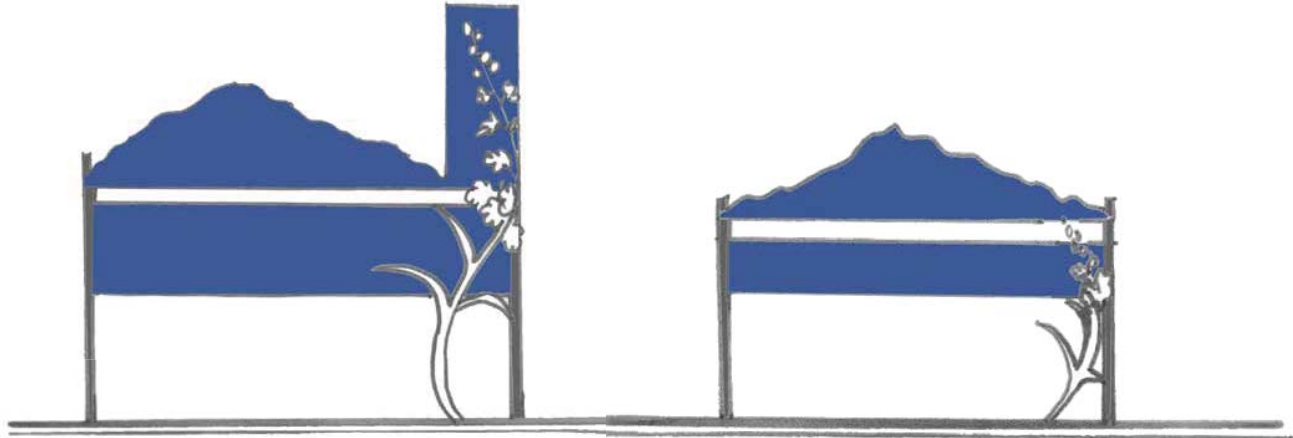
MAJOR KIOSK



MINOR KIOSK

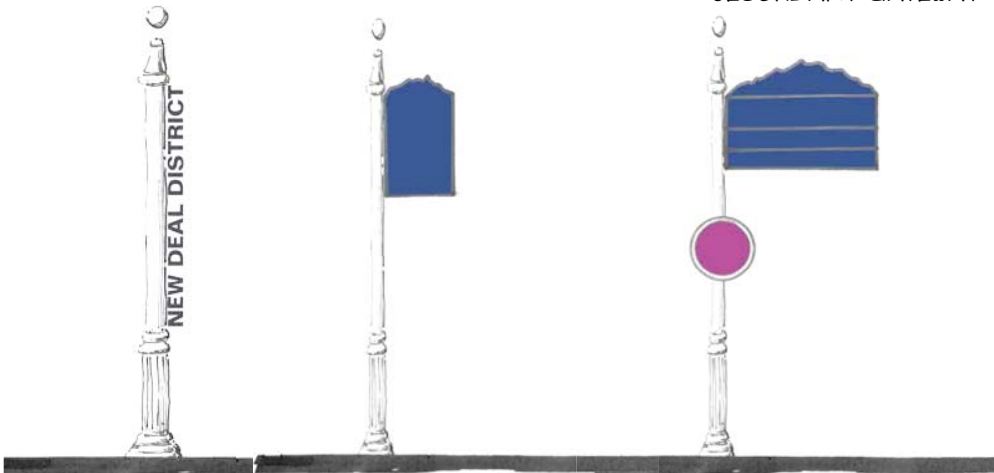
GENERAL DIRECTIONAL SIGNAGE





PRIMARY GATEWAY

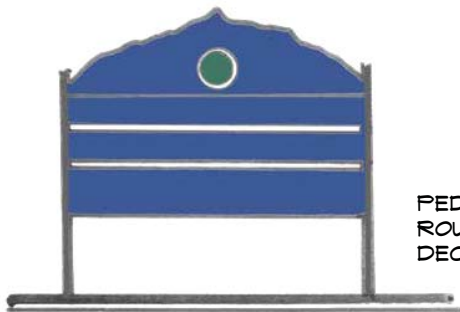
SECONDARY GATEWAY



DISTRICT BOUNDARY

VEHICULAR ROUTE CONFIRMATION

VEHICULAR ROUTE DECISION



PEDESTRIAN ROUTE DECISION



PARK



LANDMARK



MAJOR KIOSK



MINOR KIOSK

GENERAL DIRECTIONAL SIGNAGE





City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

MEMORANDUM

TO: ECONOMIC DEVELOPMENT ADVISORY COMMISSION
FROM: RACHEL TUSSEY, DEPUTY CITY CLERK
DATE: AUGUST 8, 2018
SUBJECT: ELECTION OF NEW VICE CHAIR

With the departure of Commissioner Sansom, the Vice-Chair position has been left vacant. Since the next selection does not occur until the November meeting a new Vice-Chair needs to be selected at the August 14, 2018 regular meeting.

Recommendation

Make a motion to select a new Vice-Chair so that commissioners can provide nominations; Chair will call for a vote.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

MEMORANDUM

TO: ECONOMIC DEVELOPMENT ADVISORY COMMISSION
FROM: RACHEL TUSSEY, DEPUTY CITY CLERK
DATE: AUGUST 8, 2018
SUBJECT: EDC MEETING SCHEDULE FOR REMAINDER OF 2018

The purpose of this memo is to initiate discussion on the commission's meeting schedule for the remainder of 2018.

Per the EDC Bylaws, regular meetings will take place on the second Tuesday of each month at 6:00 p.m. Meetings held outside of that timeframe are considered special meetings and can be called by the Chair or majority of the Commission. With two seats vacant only one commissioner can be absent to maintain a quorum, therefore it's important for commissioners to communicate any potential absences in advance so the commission may reschedule or cancel as necessary.

Remaining meetings for 2018 (All Tuesdays at 6:00 pm):

- September 11th
- October 9th
- November 13th
- December 11th

Recommendation

Discuss the remaining year's scheduling. Make a motion to reschedule and/or cancel upcoming meetings as necessary.



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: City of Homer Economic Development Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Katie Koester, City Manager
DATE: August 8, 2018
SUBJECT: City of Homer 2019-2024 Capital Improvement Plan (CIP)

Background: The CIP is a six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects and \$25,000 for projects proposed by other organizations) that result in a fixed asset with an anticipated life of at least three years.

Forecasting capital needs in a general plan is important because capital improvement projects are generally large and expensive, and the assets they create will likely be required for decades of public use. They contribute significantly to quality of life and/or provide public infrastructure necessary for the City's economic development into the future.

The CIP is updated annually with input from department staff, City advisory commissions and the public. Ultimately, after considering public input, City Council adopts a final version of the plan.

The CIP consists of three sections: Legislative Priority Projects, mid-range projects and long-term projects. Typically, five Legislative priority projects are selected by City Council for efforts to obtain state and/or federal funding in the coming year.

Requested Actions: I will be soliciting EDC's recommendation on the Legislative Priority Projects at your August 14th meeting.

- **Review the draft 2019-2024 CIP provided in your packet.** (Substantive updates and/or changes from last year's CIP to date are indicated in red font; yellow highlight indicates sections awaiting more detailed information.)
- **At the August 14 EDC meeting, please discuss and then entertain a motion that identifies the EDC's #1 and #2 prioritized projects you recommend to Council for inclusion in the Legislative Request section.**

Eligible projects include City of Homer projects in the draft CIP, including from the Legislative Request section, or proposed new projects. For reference, last year the EDC selected the Large Vessel Harbor as #1 priority and the Barge Mooring/Haul Out Repair Facility as #2 priority.

Two new City of Homer projects have been proposed for inclusion in the CIP– both by the Port & Harbor: a Large Vessel Sling Lift and Old Main Dock Removal and Disposal. Another, the Poopdeck Platt Trail has been proposed by the Kachemak Heritage Land Trust. These projects are kept separate and added into the CIP only with City Council approval.

Projects proposed by non-profit organizations and other non-City groups can 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. Funds for City capital projects come primarily from grants, contributions, bond proceeds and operating transfers; and from project reserve funds like HART (Homer Accelerated Roads & Trails).

If your Commission has been working on projects already in the CIP, or on a CIP eligible project, you may also need to make a motion to:

- Suggest that a project be expanded, reduced, or otherwise changed.
- Formally support inclusion of proposed new City of Homer projects into the new CIP.
- Recommend new capital project(s) be added to the CIP.

Thank you for participating in this planning process. I will incorporate any project updates into the draft CIP and share your Legislative Request recommendations with City Council for consideration at their August 27, 2018 CIP worksession. The CIP will remain a draft document until public hearings are held on the CIP in September and it is formally adopted via City Council Resolution.

For Commissioners new to the CIP review process, I have included *Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan*.



2019-2024 CIP DRAFT

City of Homer Capital Improvement Plan 2019-2024



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

Cover image will be updated.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

September 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

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

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

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

**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 will move 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 ft² 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

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:

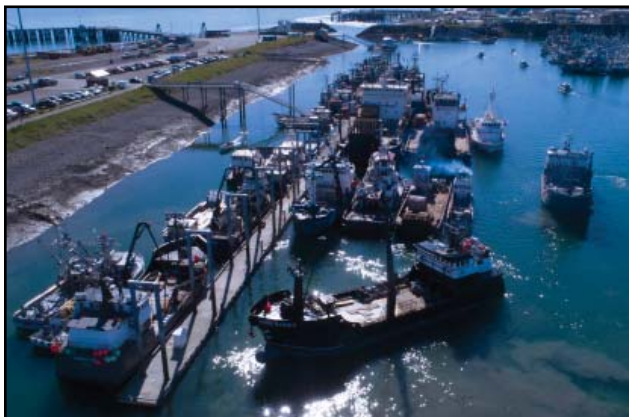
- Accommodating large commercial vessels (fishing vessels, work boats, landing craft, tugs, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space at the floats, large vessels are rafted two and three abreast 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 agreed in 2018 to conduct a joint Section 22 Planning Assistance to States Program Study (PAS). The PAS will assist the City prepare a comprehensive plan for developing and utilizing the Port and its proposed expansion, and conserve water resources already in place. Positive findings from the PAS will give confidence that re-starting the 2004 General Investigation Study will produce a Benefit to Cost ratio that justifies the investment of federal dollars in Homer. ACOE estimates that the PAS study will take between 4 to 6 months to complete, once their federal funding is approved.

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

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

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

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

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

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

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

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

Total Project Cost: \$1,355,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$205,000

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

Part 2: Mid-Range Projects

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Local Roads

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Main Street Sidewalk Facility: Pioneer Avenue North

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

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

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

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

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

Total Project Cost: \$943,055

Phase I: \$422,604

Phase II: \$520,451

Schedule: 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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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

Priority Level: 3



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



Bayview Park Restoration

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

Project Description & Benefit: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer’s most frequently visited parks. Phase 2 will enlarge the parking area and renovate the picnic shelter that has become worn with heavy use over the years.

Plans & Progress: Phase 1 of the park improvement project, replacing the dock, was completed in 2009. Since then the Kachemak Bay Rotary Club has adopted the park under the City of Homer’s Adopt-a-Park Program. They have made improvements such as painting the restrooms, installing a bench, resetting the posts and tending flower beds in the summer months.

Total Project Cost: \$250,000

Schedule: 2021

Priority Level: 2



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

FY 2020 - DRAFT Document



Homer Spit Trailhead Restroom

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: 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 Parks, Art, Recreation & Culture Advisory Commission recently evaluated other methods for safeguarding pedestrian crossings, such as traffic calming features and landscape enhancements. The preferred option is?.....short term fix proposed while work on long term goal of relocating the road?.....Specific traffic calming features proposed and estimated cost?

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.

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



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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- **Ice Plant Upgrades 21**
- **Seafarers Memorial Parking Expansion 22**
- **System 4 Vessel Mooring Float System 23**
- **Truck Loading Facility Upgrades at Fish Dock 24**
- **Wood Grid Replacement 25**

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

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

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

Plans & Progress: In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds were appropriated in 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.

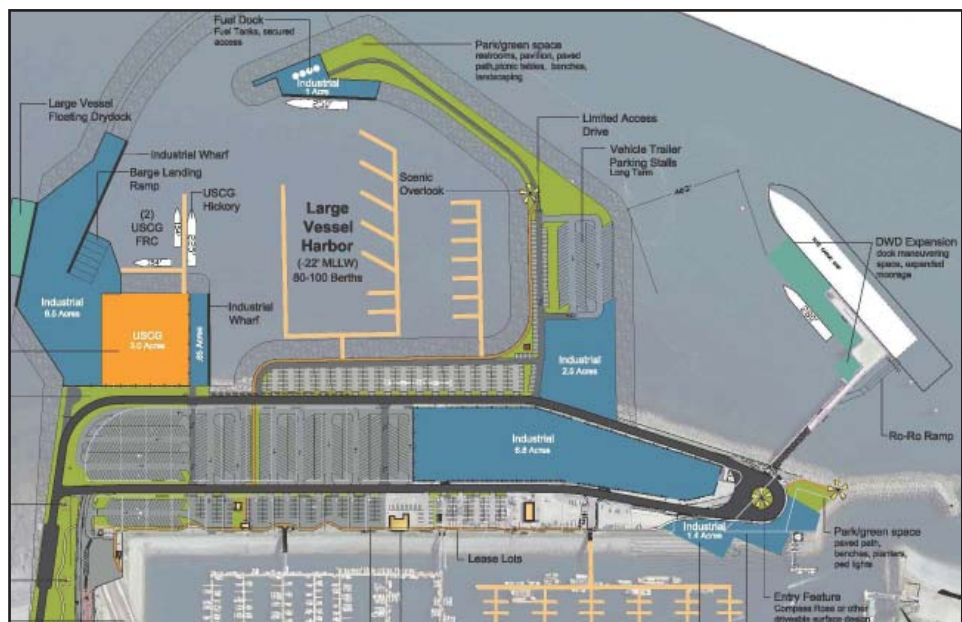
Total Project Cost: \$35,000,000

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

- **City of Homer
Radio Communications System Upgrade.....27**
- **Fire Department Rescue 1 Remount28**

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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

- **Water Storage/Distribution Improvements30**

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Water Storage/Distribution Improvements, Phase 2³

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.

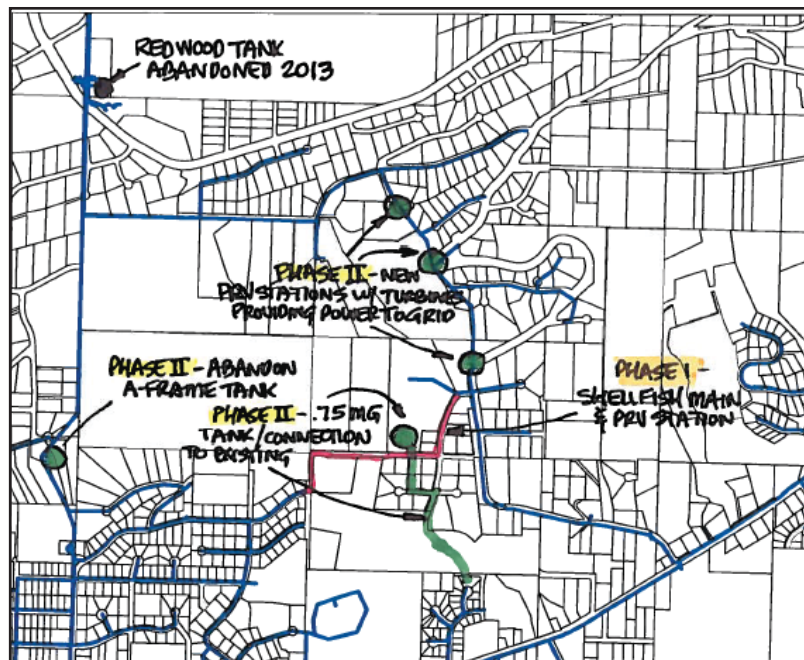
Phase 2 construction work will be completed in the fall of 2018 and the summer of 2019 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

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/Intersection34**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill35**

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Homer Intersection Improvements

FY 2020 - DRAFT Document

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

The study noted that 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;

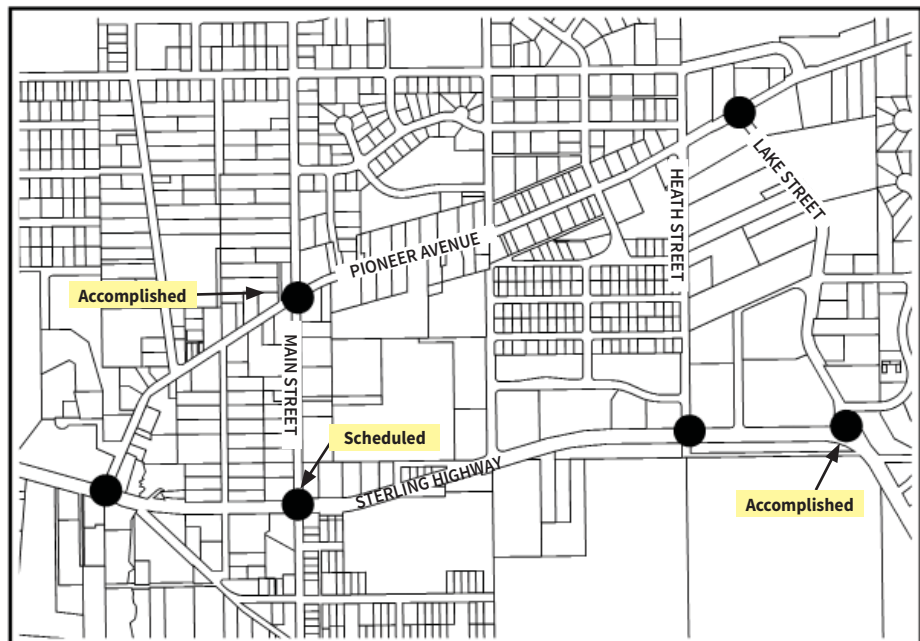
Pioneer Avenue and Lake Street/East End Road - Roundabout or traffic signal.

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.

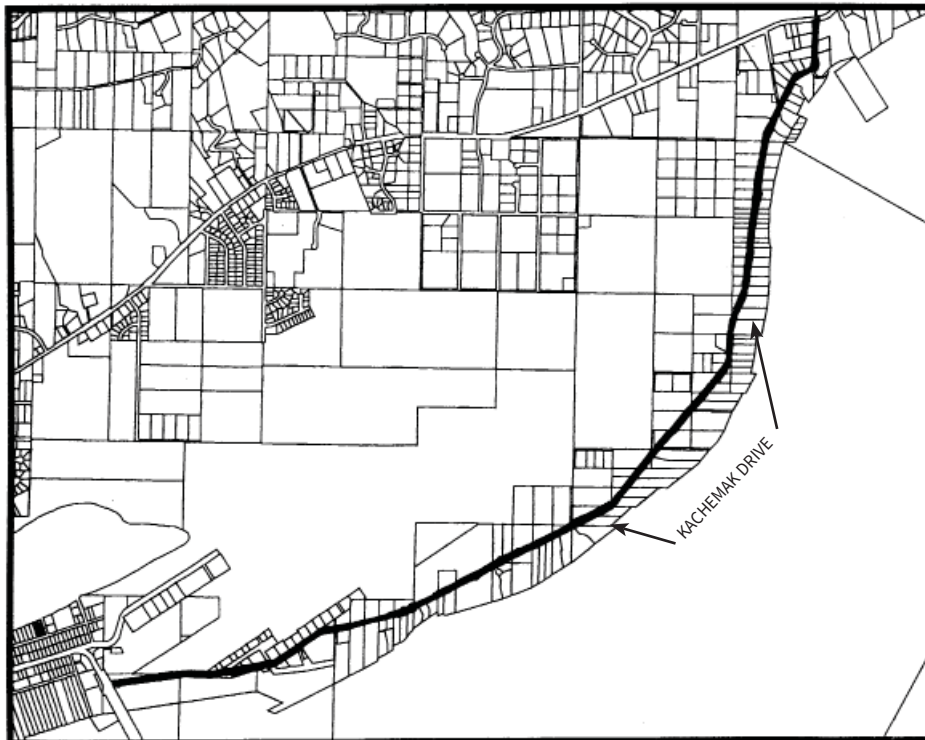


Kachemak Drive Rehabilitation/Pathway

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.



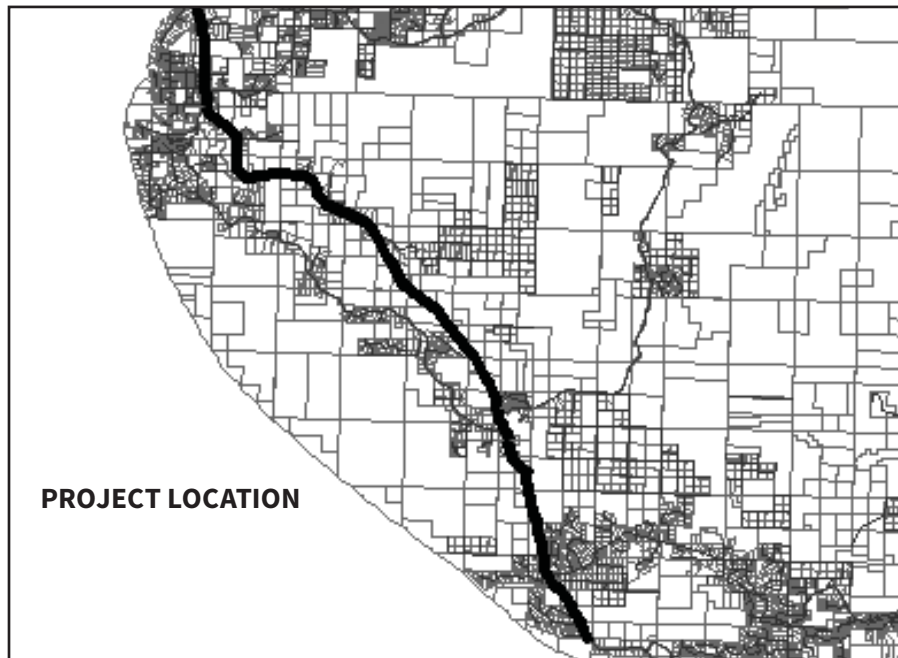
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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 Extension37**
- **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

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.

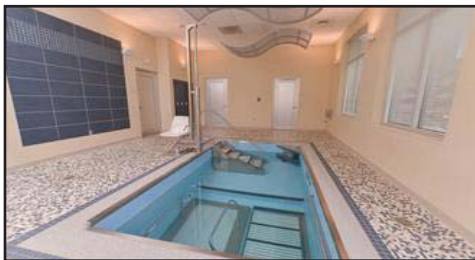
The Alzheimer's Unit will include fifteen beds and 24/7 nursing care. Additionally, it will include a memory care unit to help maintain residents' existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The 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.

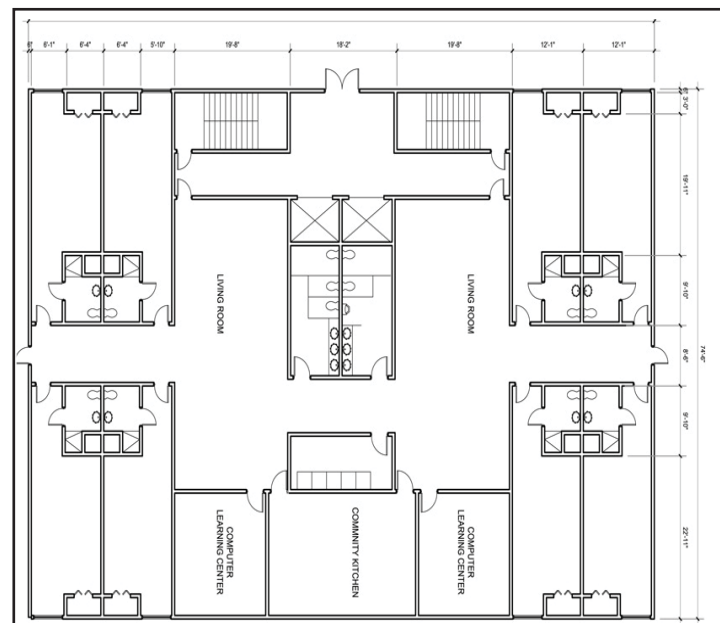
Plans & Progress: Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

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

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

Local Roads

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

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

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

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

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

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

Parks And Recreation

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



Capital Improvement Long-Range Projects

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

Horizon Loop Trail, Phase 1: The Homer Horizon Loop Trail is proposed as a four to five mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

Cost: Staff Time Priority Level 3

Jack Gist Park Improvements, Phases 3: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields. Phase 3 development will construct a plumbed restroom at the park and develop soccer fields.

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 3: Phase 3 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: \$860,000 Priority Level 2

Mariner Park Improvements: This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

FY 2020 - DRAFT Document

PUBLIC PROJECTS

Homer Conference Center: Homer is a popular visitor destination and the visitor industry is a critical component of the local economy. However, millions more dollars might be spent in Homer if a meeting facility large enough to attract conferences with several hundred participants was available. Currently, Homer has no facility capable of providing meeting space for groups of more than 180 people.

Homer's reputation as an arts community will help attract meetings and audiences if a facility exists to accommodate and showcase these events. The conference center, featuring banquet/ballroom space and flexible meeting space, will fill this need. If the facility is located in Homer's developing Town Center, other area businesses would also benefit from the increased number of visitors attending meetings at the conference center.

A conference center will increase Homer's ability to compete with other communities in that important niche of the visitor industry, and will also provide a venue for meetings and cultural events hosted by local organizations, such as the Kachemak Bay Writers Conference and Shorebird Festival events.

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer's Town Center. In August 2005, the Homer City Council passed Resolution 05-86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

Cost: \$5 million Priority Level 3

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

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.



Capital Improvement Long-Range Projects

FY 2020 - DRAFT Document

Cost: \$400,000

Priority Level 3

Bridge Creek Watershed Acquisition: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed, the City seeks to acquire additional acreage and/or utilize conservation easements to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Priority Level 3

Alternative Water Source: Currently Homer’s sole water source is the Bridge Creek Reservoir. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir.

Cost: \$16,750,000

Priority Level 3

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community.

The addition of a third water transmission main has been identified in comprehensive water planning documents for over 20 years.

Cost: Design—\$500,000

Construction—\$4.5 M

Priority Level 2

STATE PROJECTS

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

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



Capital Improvement Appendices

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Capital Improvement Appendices

**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 25th day of September 2017.

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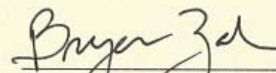
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CITY OF HOMER


BRYAN ZAK, MAYOR

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MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A





Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

1. The 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 3/4% 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

City of Homer Projects

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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

Project Description & Benefit: Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike in Homer. 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 on this property. Part of the plan includes an Americans with Disabilities Act (ADA) accessible trail.

Most of the trail will be on KHLT land (KPB Parcel #17719234). However, because the southern part of the proposed trail would be on delineated wetlands, KHLT requested placing that part of the trail on adjacent City of Homer land (KPB Parcel #17719231) to minimize the crossing of wetlands and 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 is hiring a contractor to design the ADA accessible trail. The 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. KHLT and the ILC are concurrently raising funds to put toward the estimated contractor expense of \$5,200 to lessen the amount needed from the City.

Trail design and construction cost estimates will be provided by late August 2018. Funding for trail construction will be sought after finalizing the design. Construction is anticipated for the summer of 2019.

Total Project Cost: \$XX,XXX

Design: \$5,200

Construction: \$XX,XXX

project costs will be provided in late August

photo will be provided

PROPOSED NEW PROJECT - DRAFT

From: Anna <anna.sansom@gmail.com>
Sent: Tuesday, July 31, 2018 4:49 PM
To: Melissa Jacobsen <MJacobsen@ci.homer.ak.us>
Subject: Re: Appointment to the EDC

Hi Melissa please include this message in the August agenda per our discussion. Not really a letter of resignation but should serve to clarify the situation.

Dear Commissioners,

My term ended April 1, and the required paperwork to continue was not formalized. I was informed that I am no longer a commissioner. Although I had informally committed to Karin to continue, I feel now after such a long absence that I must withdraw my intention.

Due to family obligations I do not feel I can give the EDAC the necessary attention required to do a proper job.

Therefore I will not be re-applying for a seat on the Commission.

Being a commissioner has been very enlightening experience. And I will continue to work to in the community to help further our economic viability.

Kind regards,

Anna Rodriguez Sansom



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Zak and Homer City Council

FROM: Katie Koester, City Manager

DATE: July 18, 2018

SUBJECT: July 23 City Manager's Report

Citizen Comment Card Summary

The City is continuing with the comment card feedback program that Mayor Zak initiated. No cards came in for the 1st quarter of 2018. Of the eight comment cards received in the 2nd quarter, three were compliments. One for the library and its “awesome” services; two for City staff members, Angie Kalugin at the front desk and Matt Steffy in parks maintenance for their great service.

Three concerns were raised. Two had to do with State-maintained roads – the poor condition of East Hill Road and the need for a safe pedestrian crossing at the Ocean Shores Boardwalk area on the Homer Spit Road. The first concern was referred to DOT’s area maintenance staff; the second is being worked on by Port & Harbor staff in coordination with DOT. The third concern a resident voiced was about the level of cleanliness in the Library’s public restroom. Ann Dixon followed up with the patron and explained the extensive demands on janitorial services in a highly used public facility such as the Library. See attached comment card summary.

Department Activity Stats

The attached spreadsheet is an attempt to provide Council and the public with a snapshot of department activity. In the past, you were given reports from various departments in your inbox that had varying levels of information, detail and comparative analysis. The attached spreadsheet takes one or two statistics from each department that can be used as a barometer for activity. It also compares them to the same time period in the previous year for frame of reference. Many of the numbers are too small to be statistically relevant, so I caution drawing too many conclusions from the data. Nevertheless, it is an interesting snapshot. For example – campground fee collection is up which means that the increase in campground fees approved by Council last year were prudent and did not drive away customers. Crane hours at the dock are down, which speaks to the health of fishing returns in the area. I plan on including this report on a regular basis in the City Manager’s report. Please let me know if there are additional stats that you feel like would be useful (and I will let you know how easy –or not – they are to track!). We are still working on metrics for a few departments that provide a reasonable snapshot of activity, so expect this list to grow as staff figures out the best way to use it as a reporting tool.

Moose Habitat Exemption

Kachemak Moose Habitat has requested tax exemption from 3 parcels acquired for the preservation of moose habitat. In the past, City Council has exempted the properties by resolution. However, HCC 9.04.046(c) states that “The Borough Assessor’s determination of whether property in the City qualifies for the Borough exemption under KPBC 5.12.100 shall be determinative of whether the property qualifies for the exemption under this subsection.” According to the Borough, all three properties qualify for the exemption. I have notified the Kachemak Moose Habitat in the attached letter.

Inspection of Homer Spit Road

Public Works Director Meyer accompanied Army Corps and ADOT maintenance staff during their annual inspection of the rip-rap along the west side of the Spit.

A formal inspection report will be completed by the Corps, but based on the inspectors comments during the walk, all phases of the riprap installation appear to be in good condition. There are issues of pavement undermining that occurs during wind driven storms at high tides, but the protection of the Spit from serious erosion is being prevented and should continue with little remediation of the existing erosion control improvements.

Financing for the Police Station

Based on the cash flow analysis provided by Public Works Director Meyer, the City has enough funds on hand to get us through to next June without drawing down on the \$5 million bond. As a side note, we expect around \$148,000 to come in for 2018 Community Assistance from the state in September. This revenue will be formally accepted and appropriated by City Council when it is received in fall, however it has been considered as part of the \$2.5 million in available City funds.

Finance Director Walton and I have been researching financing options for the bond, which are detailed below.

Alaska Municipal Bond Bank Authority (AMBBA or ‘the Bond Bank’)

The Alaska Bond Bank is the obvious option, as they are a corporation of the State of Alaska with the mission of saving borrowers money by selling bonds on the national market and using the proceeds to purchase bonds from authorized borrower (AMBBA Annual Report p. 2). This means small municipalities benefit from the credit rating of the State of Alaska and the legal and financial expertise of the Bond Bank. I have included the first few pages of the Alaska Bond Bank Annual report as an attachment. The full report can be viewed at

http://treasury.dor.alaska.gov/Portals/1/docs/AMBBA_AnnualReport_FY2017_FINAL.pdf

The Bond Bank will make a loan at a fixed interest rate (for each maturity, year 1 to 20). The loan probably would not be subject to prepayment during its first 10 years. The interest rate estimates City Council based their decision on were from pro forma debt service schedules using conservative estimates for market rates 1 year out. The City of Homer most recently went through AMBBA for the bond for Homer Harbor improvements.

Issuing our Own Bonds

I have been asked why the City of Homer does not issue its own bonds and allow local investors to take advantage of investing in their community. As you know, Kachemak City did just this in 2012 to finance \$500,000 of their \$700,000 natural gas mainline distribution project. I talked with experienced investor and former Mayor of Kachemak City, Phil Morris to get some perspective on how they achieved this. Working with the Homer Foundation, they formed a limited liability corporation (LLC) and sold shares at \$50,000 each making each purchaser a partner in the LLC partnership created. Kachemak City guaranteed investors a rate of return for 2 years, then the investment would be

callable and could be paid off in full. Because Kachemak City had a percentage of the project cost in hand, they knew they could make the first payments. Also, because they knew many property owners would pay off in full as soon as the assessment was due, they could expect a large influx of cash within the first two years to pay off the investors. The City also paid all the expenses associated with setting up the LLC and annual fees (with generous help from experienced local experts). I see two challenges with this approach.

1. Getting enough local investors to finance \$5,000,000. It is unlikely there is that much available cash on hand in the community (not that we do not have very wealthy people in our midst, but that it is tied up in other investments). For example, we would have to find 100 investors at \$50,000 a share. That is a lot of advertising to attract investors and records to keep track of. After the initial interest is generated, this could be contracted out, but at an expense. Each financial mechanism has a fixed amount of paperwork, overhead, legal requirements and fees – so you would want to pick one and stick with it rather than break the \$5 million up into two separate financing mechanisms.
2. Liability/responsibility. According to Bond Attorney Klinkner, if the City were to sell its bonds to local investors, the City (and its officials) would assume significant responsibilities and liabilities as an issuer of securities. Although the City's bonds would be exempt from registration under federal and state securities laws, the City as issuer would be subject to the anti-fraud provisions of federal and state securities law, which impose significant penalties and liability for material misstatements in offering materials and the like. There are also ongoing reporting and disclosure requirements that the City is unfamiliar with we would have to stay on top of. The City assumes the same liability in dealing with the Bond Bank, but at least is dealing with an investor that is experienced and sophisticated. Apart from this liability, the City would assume administrative responsibilities for the bond issue (or would need to delegate those responsibilities), such as maintaining a register of bond ownership, recording transfers of ownership, and making payments of principal and interest to the bond owners. The City also would need to determine the terms on which it would offer the bonds, and probably would need professional advice in doing so. The Bond Bank provides that advice without charge.

Financing Through a Private Bank

The City of Homer banks with Wells Fargo, who has been following the Police Station with great interest. If Council decides to entertain a private lender, we would need to issue a request for proposal to assure that the City is getting the best terms available.

From talking with the City's bond attorney who has recent experience in this regard, Wells Fargo offers tax-exempt loans with a variable interest rate based on LIBOR (London interbank offered rate, a common commercial interest rate benchmark.) Their interest rate also may be subject to adjustment based on factors affecting their cost of funds (for example, changes in regulatory capital requirements or changes in the federal corporate tax rate). Thus, the cost of the loan cannot be determined at the outset, and may change substantially. They typically restrict prepayment, at least for a specified period, either by prohibiting it or subjecting it to a substantial penalty. Of course any term sheet would be studied carefully in order to fully understand the process, risks, and cost to the City.

In Conclusion

After surveying the different options, I believe the Alaska Municipal Bond Bank is the safest and most cost effective option for the City of Homer. They operate with a moral obligation from the State of

Alaska to issue bonds at the best interest rate for municipal borrowers. And municipal borrowers, including the City of Homer, have a long history of working with them on public projects. I am also cognizant of the lack of experience staff has (myself included) in some of the more outside the box options presented which also makes me uncomfortable managing the ups and downs a project like this will inevitably present. However, I understand Council may need to understand the options better before making a recommendation. Authority to enter into any bond agreement would need to be issued by City Council by ordinance and we have plenty of time to discuss alternate options. Please let me know how in-depth you would like to analyze the topic and I will schedule a worksession and work to get guest speakers with more expertise than I have. Mostly I wanted to provide this somewhat detailed overview to ensure the Council that staff is looking at all options and collect questions that members have well in advance of needing authorizing legislation.

Update on Greatland Construction

Work on the Greatland Street Extension project started last week. Public Works expects that the new road will be open to traffic soon after Labor Day. Clearing of the right-of-way corridor is the first major activity (should be complete as you read this); followed by excavation, water/sewer/storm drain construction and then gravel import/paving. ACS is taking the opportunity to bury its overhead line along Greatland and remove the existing poles along the east side.

The existing access to Save-U-More will be maintained during construction, but some inconvenience will occur during haul out of unusable excavation and import of gravel. Generally, trucks will leave the site to the south (making right turns onto the Sterling Highway). On street parking in front of Save-U-More will be limited during some phases of the work. Trucks will enter the work area from Pioneer Avenue. Access to businesses at the north end of the project will be maintained (with some access interruption during excavation/paving and curb/gutter installation activities).

For safety reasons, pedestrian movement up and down the Greatland Street trail through the work area will be interrupted during construction. When the project is complete, sidewalks will exist on both sides of Greatland.

Milestone Completion Schedule:

Clearing and Grubbing	July 16-24
Road Excavation	July 25-August 3
Water/Sewer/Storm Drain	August 6-17
Gravel Import	August 20-25
Curb/Gutter	August 27-31
Paving	September 4-7

Parks in Quiet Creek Subdivision

The developer of Quiet Creek Subdivision has proposed placing four tracts of land in City ownership to be preserved as park land. The tracts are critical to maintaining drainage in area and not very developable for recreation. A key piece of the arrangement will be a management plan for the Parks that sets the expectation that the space is to be preserved in its natural state primarily for green space and not add another maintenance burden to the Parks Division. The attached memo for Deputy City Planner Engebretsen details the proposed plan and next steps nicely.

Enc:
July Employee Anniversaries
Comment Card Summary
Department Activity Stats
Letter to Kachemak Moose Habitat
Cash flow analysis for Police Station
Excerpt from AMBBA 2017 Annual Report
Memo from Deputy Planner Engebretsen RE: Proposed Public Parks in Barnett South Slope Subdivision,
Quiet Creek Park Addition
2nd Quarter Financial Report



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR ZAK AND CITY COUNCIL
FROM: Katie Koester
DATE: July 23, 2018
SUBJECT: July Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

John Wythe,	Public Works	27	Years
Brian McCarthy,	Port	19	Years
Lori Sorrows,	Finance	19	Years
Dan Olsen,	Public Works	17	Years
Julie Engebretsen,	Planning	16	Years
Ed Stading,	Police	13	Years
Rick Abboud,	Planning	10	Years
Dave Welty,	Public Works	10	Years
David Bernard,	Library	7	Years
Jason Hoffman,	Public Works	3	Years

Customer Feedback Quarterly Report 1st and 2nd Quarter, 2018

Customer Feedback Quarterly Report

1st Q 2018 - No comment cards received

DATE	TYPE	CUST COMMENT	Response
Mar-28	Suggestion	Trade DVD titles with Kenai Library to keep collection fresh for patrons.	Ann Dixon spoke with patron. Staff time involved with exchanging DVD's with Kenai (since we are not on a shared system) would be prohibitive. Suggestions for patron: Library adds 10-12 DVDs a week. Encouraged patron to give Library suggestions for new titles. DVD's are in heavy circulation so encouraged patron to use the library's "hold" system to be able to obtain the movies most frequently checked out -- DVDs he may not see on the shelf since they are in circulation.
Apr-5	Compliment	I love the library; the services are awesome.	
May-10	Concern	East Hill Road is falling apart from midway up to Skyview. Dangerous!	Comms Coord connected citizen with the area's DOT representative.
May-11	Suggestion	Can the City not send gas bills out in a fishing town during fishing season?	Not able to follow up with customer as no contact information was provided.
Jun-6	Compliment	Always great customer service at the front counter at City Hall. Thanks!	Comms Coord shared comment with Angie Kalugin and City Manager.
Jun-8	Concern	Homer Shores boardwalk would like to see a cross walk as a lot of people and kids cross the Spit Road there to use bike path. Drivers need a tall sign to watch for pedestrians	Harbormaster Hawkins followed up with customer. He's had the conversation about installing another pedestrian zone marker in the middle of the road with the owner of the boardwalk last year, but DOT has to approve a crosswalk. So far DOT & City had opted for mid-road markers since pedestrians generally cross where ever they desire regardless of cross walks. We're checking back in with DOT to see about trying to get the plan changed.
Jun-22	Concern	Level of bathroom cleanliness in Homer Public Library is inadequate, both as a patron using the library and as a resident wanting visitors to have a favorable impression of Homer.	Ann Dixon spoke with Building Maintenance and then contacted the customer to let her know we heard her concern. Customer was more sympathetic when she learned the size of Homer's janitorial staff and agreed that two hours is not enough time to keep a building this size with this much traffic clean.
Jun-28	Compliment	Commend the job Matt Steffy is doing. Very communicative and helpful; great City Campground brochure he delivered to the Chamber for distribution. Great to work with him.	Comms Coord forwarded comments to Public Works Director, Matt Steffy and City Manager.

Department Activity	Jan 2017- June 2017	Jan. 2018 - June 2018
Police		
Arrests charges	213	232
Citations	318	267
Jail Bookings	214	202
Jail Days Served	376	298
Animal Shelter		
Strays turn ins from inside City limits	72	53
Strays turn ins from outside City limits	9	37
Library		
Circulation	88,918	86,750
Port		
Seasonal Parking Pass Revenues	\$17,730	\$21,749
Crane hours	926.6	796.1
Stall wait list	173	197
Load and Launch revenues	68,558	65,404
Planning		
Zoning Permits issued	21	29
Plats reviewed	13	15
Conditional Use Permits	3	7
Public Works		
Sewer treated (per million gallons)	24.82	22.52
Water & Sewer Permits	23	25
Preventive maintenance & repair orders	2378	2606
Campground fees collected	\$65,932	\$71,789
Clerks		
Number of public meetings	117	85
Community Recreation		
Participants	1,297	1,217



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(p) 907-235-8121 x2222

(f) 907-235-3148

July 17, 2018

Kachemak Moose Habitat, Inc.

Lynn Whitmore

PO Box 355

Anchor Point, AK 99556

Dear Mr. Whitmore,

Thank you for contacting the City Manager's office regarding a tax exemption for three parcels that Kachemak Moose Habitat Inc. is preserving for moose habitat.

KPB Parcel #	Legal Description	Acres
17903041	Lot 7 Block 3 Mariner Village Sub. (long legal)	10.2
17915012	Govn Lot 9 (along Kachemak Dr.)	5
17915043	Govn Lot 10 (abuts South side of airport lands)	5

We also received the March 29, 2018 letter from the Kenai Peninsula Borough Assessing Department determining that all three properties are used exclusively for community purposes and are exempt from taxation under Alaska Statutes 29.45.050(b)(1)(A) and Kenai Peninsula Borough Code 5.12.100.

Homer City Code states that when the Borough Assessor determines that the property is tax exempt, the City's portion of the tax is also exempt:

HCC 9.04.046(c). Property of an organization not organized for business or profit-making purposes and used exclusively for community purposes is exempt from taxation under this chapter. Property or a part of the property from which rentals or income is derived is not exempt from taxation unless the income derived from the rentals does not exceed the actual cost to the owner of the use by the renter. The Borough Assessor's determination of whether property in the City qualifies for the Borough exemption under KPBC 5.12.100 shall be determinative of whether the property qualifies for the exemption under this subsection.

Based on State Statute, and Borough and City code, these exemptions are approved for the 2017 and each successive tax year. If the use of the properties change to anything other than exclusive use for moose habitat conservation, please notify the City and the Borough.

Respectfully submitted,

Katie Koester, City Manager

cc: KPB Assessing Department



Kachemak Moose Habitat, Inc. has acquired three parcels that are used exclusively for moose habitat. Based on State, Borough and City code these properties are exempt from taxation.

KPB Parcel #	Legal Description	Acres
17903041	Lot 7 Block 3 Mariner Village Sub. (long legal)	10.2
17915012	Govn Lot 9 (along Kachemak Dr.)	5
17915043	Govn Lot 10 (abuts South side of airport lands)	5

Katie Koester

From: Carey Meyer
Sent: Thursday, May 24, 2018 4:55 PM
To: Katie Koester
Subject: Cash Flow - New Police Station

Cash Flow associated with design/construction of New Police Station

Assume design start July 1, 2018 – total design cost = \$525,000; total construction = \$6,600,000

Design

July	\$ 0
August	\$ 105,000
September	\$ 80,000
October	\$ 70,000
November	\$ 65,000
December	\$ 55,000
January	\$ 50,000
February	\$ 50,000
March	<u>\$ 50,000</u>
	\$525,000

Construction

April	\$ 350,000
May	\$ 550,000
June	\$1,100,000
July	\$1,100,000
August	\$1,100,000
September	\$1,100,000
October	\$ 800,000
November	<u>\$ 500,000</u>
	\$6,600,000

Carey S. Meyer, P.E., MPA

Public Works Director/City Engineer
City of Homer, Alaska
3575 Heath Street
Homer, AK 99603
cmeyer@ci.homer.ak.us
(p) 907-435-3124
(f) 907-235-3145
(c) 907-399-7232



2017 | ANNUAL REPORT



Dear Fellow Alaskans:

On behalf of the entire Board of Directors, I am pleased to report that the Alaska Municipal Bond Bank Authority (Bond Bank) completed another year of exceptional support to authorized borrowers within the State of Alaska during Fiscal Year 2017. Here are a few accomplishments we are particularly proud of:

- The Bond Bank is estimated to have saved \$41.2 million for authorized borrowers;
- The Bond Bank issued \$255.0 million in bonds, which resulted in approximately \$280.7 million in loans to communities, and a Regional Health Organization for refinancing loans or funding new projects;
- The Bond Bank entered into 27 loan agreements;
- Funded projects include health care facilities, ports, harbors, roads, and public services;
- The second Regional Health Organization loan of \$100.7 million was made, representing the largest single loan issued by the Bond Bank since inception

These 2017 results were developed by utilizing the Bond Bank's authority to capitalize on the financial strength of the State of Alaska to achieve high credit ratings, combining our authorized borrower bond issuances into larger more economic offerings, negotiating lower costs to issue bonds, and taking advantage of the favorable interest rate environment over the last year.

The Bond Bank generates funding by selling bonds on the national market, and using the proceeds to purchase bonds from authorized borrowers. For 42 years, the Bond Bank has provided a lower cost alternative for aiding political subdivisions within the State in financing capital improvement projects.

We find that many borrowers rely on the Bond Bank due to a lack of familiarity with the financial markets, while others are driven by the goal of seeking the lowest possible cost for their bonds. In providing this lower cost alternative, the savings achieved by the borrowing communities has directly reduced local taxpayer burden. The State of Alaska also benefits as when communities borrow through the Bond Bank at lower interest rates, the State of Alaska pays lower reimbursements rates for qualifying projects such as schools, transportation projects, and health care facilities.

We hope you share our pride in the Bond Bank's accomplishments during fiscal year 2017 and we look forward to helping serve all authorized Alaskan borrowers that seek our expertise and assistance in the future.

In accordance with Alaska Statute 44.85.100, the Bond Bank respectfully submits the attached report for fiscal year 2017. Within you will find recent activities and the financial condition of the Bond Bank.

Sincerely,
Luke Welles
Chairperson



The Alaska Municipal Bond Bank Authority

The Bond Bank is a public corporation of the State of Alaska created in 1975 with a mission of saving authorized borrowers money. The Bond Bank achieves this by selling bonds at interest rates lower than otherwise available, and by purchasing the borrowers' general obligation bonds, revenue bonds, or other obligations at the same rate.

The Bond Bank has a legal existence independent of and separate from the State of Alaska. Bonds issued by the Bond Bank are payable from pledged Bond Bank funds. (For more information please see Notes to Financial Statements, attached.)

The powers of the Bond Bank are vested in its Board of Directors. The membership of the Board consists of five directors representing both the public and private sector. The three private sector Board members are appointed by the Governor and serve four-year terms. They are joined on the Board by the Commissioner of Revenue and the Commissioner of Commerce, Community & Economic Development (or their assigned representatives).

The Board of Directors operates in accordance with the Bond Bank Act (AS 44.85), its published regulations (15 AAC144) and its by-laws.

AS 44.85.180(c) was enacted in 1975 limiting the Bond Bank outstanding bonds at any time to \$150 million. This Statute has been periodically amended to raise the limit, and modify the definition of authorized borrowers. As of Fiscal Year 2017, the limit was \$1.7925 billion, comprised of \$1.5 billion in authority for authorized political subdivisions, \$87.5 million for the University of Alaska, and \$205 million for Regional Health Organizations.

Total Bond Bank bonds and notes outstanding as of June 30, 2017 was approximately \$1.19 billion. The limit on additional bond issuance as of June 30, 2017 was approximately \$604.9 million, of which \$543.3 million of authority is available for the main program, \$1.4 million is available specifically to the University of Alaska, and \$60.2 million is available to Regional Health Organizations.

The Bond Bank has Funded Projects for the Following Authorized Borrowers:

- | | |
|------------------------------|------------------------------------|
| City of Kaktovik | City of Kenai |
| City of Wasilla | Ketchikan Gateway Borough |
| City of King Cove | City of Palmer |
| Haines Borough | City of Seward |
| City of North Pole | Municipality of Skagway |
| City of Cordova | Northwest Arctic Borough |
| City of Adak | University of Alaska |
| Municipality of Anchorage | City of Whittier |
| City of Craig | City of Soldotna |
| Fairbanks North Star Borough | Kodiak Island Borough |
| Inter-Island Ferry Authority | City of Wrangell |
| City of Valdez | City of Ketchikan |
| City of Hoonah | City of Homer |
| Matanuska-Susitna Borough | Kenai Peninsula Borough |
| City of Saxman | City of Dillingham |
| City of Klawock | City & Borough of Sitka |
| City & Borough of Yakutat | Lake & Peninsula Borough |
| City of Kodiak | City & Borough of Juneau |
| City of Sand Point | City of Nome |
| City of Petersburg | City of Galena |
| Bristol Bay Borough | City of St. Paul |
| Aleutians East Borough | City of Fairbanks |
| City of Bethel | Tanana Chiefs Conference |
| City of Unalaska | Yukon-Kuskokwim Health Corporation |

An Idea That Works

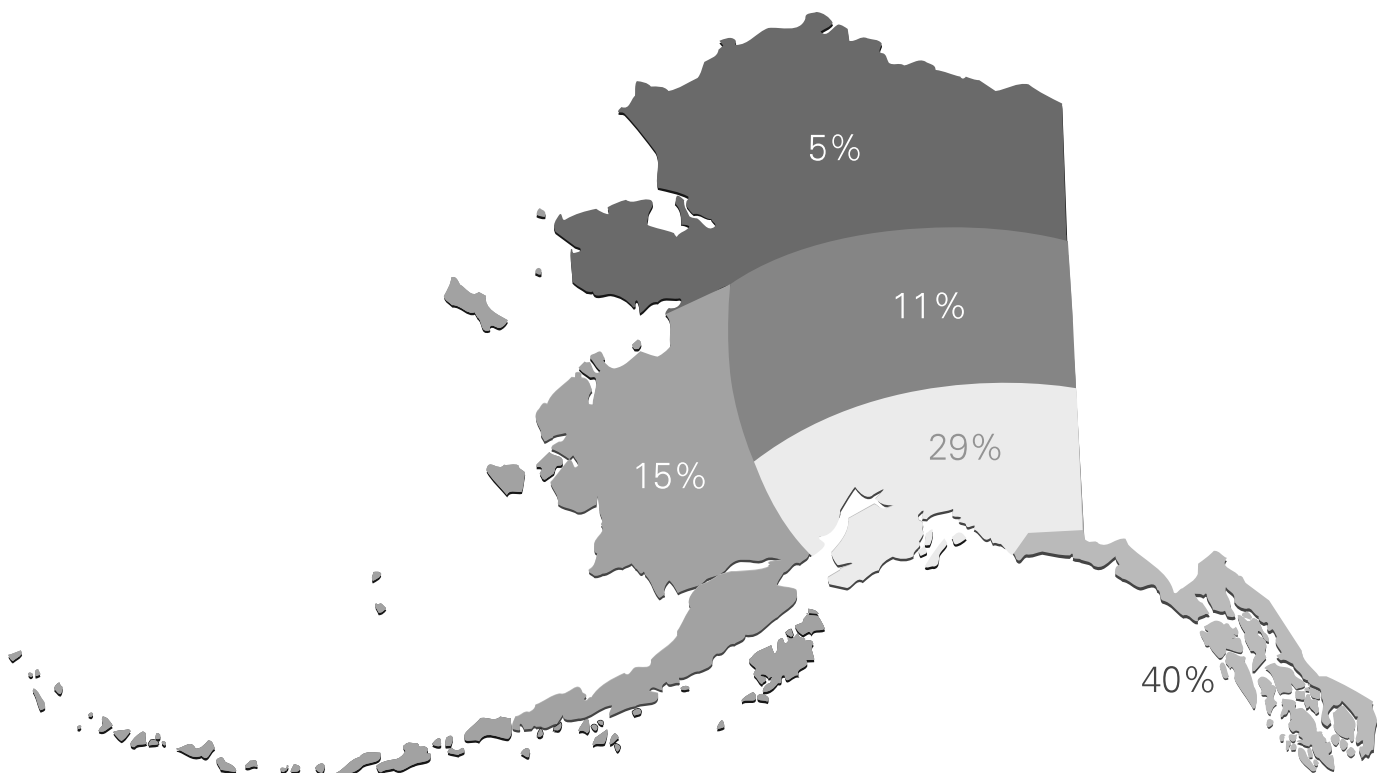
Alaska's investment in the Bond Bank is realized in reduced payments in State funded municipal programs as well as lower local tax requirements in Alaskan communities. The State manages reimbursement programs for school projects through the Alaska Department of Education and Early Development, certain other capital projects through the Alaska Department of Transportation, and provides State match to health care facilities' Medicare reimbursement rates. As communities are borrowing at lower interest rates through the Bond Bank the State of Alaska pays less money in reimbursements to the communities eligible for these programs.

Alaskan borrowers taking advantage of the Bond Bank program over the last 10 years have realized savings of over \$230 million. These borrowers may have low bond ratings, or although credit worthy have not issued bonds, have little outstanding debt, or lack investor familiarity. The Bond Bank has high credit ratings and frequently issues bonds and uses these attributes to meet the capital needs of authorized borrowers. The Bond Bank is efficient enough that some larger communities, that routinely issue their own bonds, find that the Bond Bank's services result in less expense, especially for small bond issues.

Helping Alaskan Borrowers

The Bond Bank is organized to work with all authorized borrowers in funding their capital needs at the lowest cost. From the time a borrower contacts the Bond Bank, legal and financial professionals with extensive experience in Alaska financing begin working with managers to identify and develop the most advantageous financing program for the borrower.

The Bond Bank is able to reduce borrowers' costs of issuing bonds by including multiple borrowers in a bond issue for operational efficiency.



ALL BOND PROCEEDS DISTRIBUTION
BY AREA PERCENTAGES

Issuing Bonds

The Bond Bank issues primarily tax-exempt, but also taxable bonds. Purchasers of these bonds include bond mutual funds, institutional investors, insurance companies, and private individual investors. Purchasers of the Bond Bank's tax exempt bonds do not have to pay federal income taxes on the interest income received, and as a result, receive lower interest rates.

The Bond Bank adds to efficiency by pooling multiple bond issues into a single Bond Bank issue. This is accomplished by selling one larger Bond Bank bond issue to fund a number of smaller bond issues.

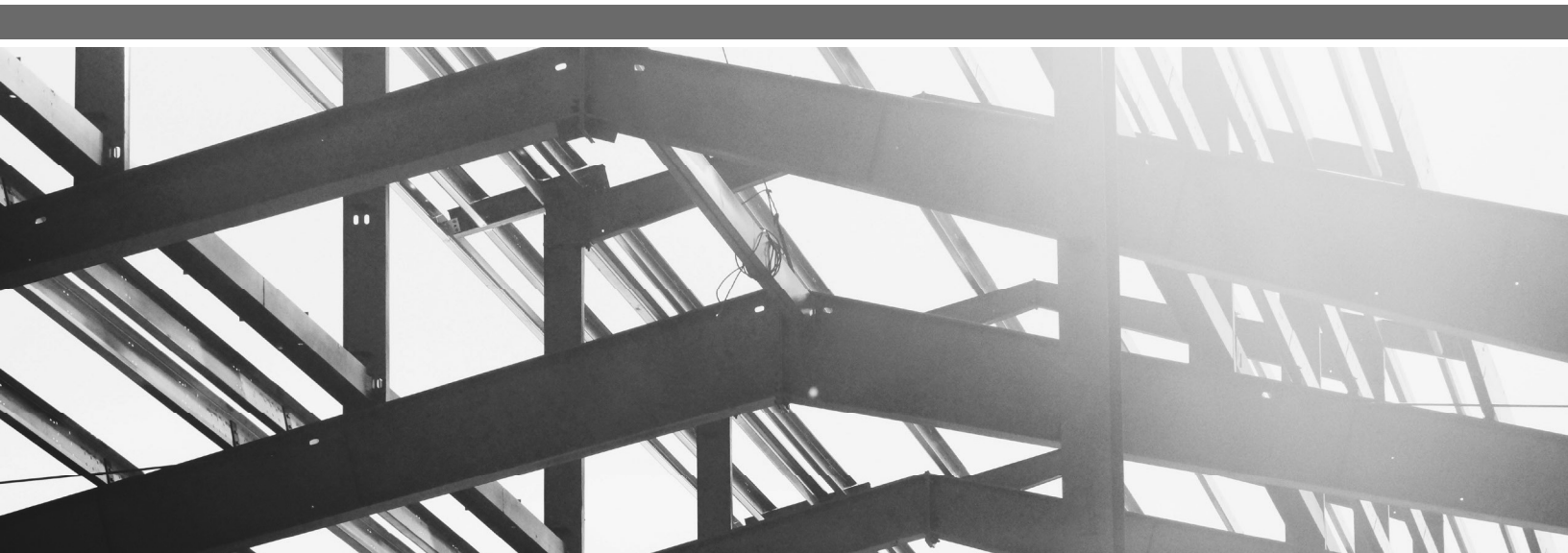
Bond issues of the Bond Bank are typically reviewed by at least two of the national rating agencies. The 2005 general obligation bond resolution is currently the active program of the Bond Bank, and is rated by both Fitch Ratings (Fitch), and Standard & Poor's Global Ratings (S&P). Fitch and S&P have assigned ratings of "AA-" (outlook stable) and "AA-" (negative outlook), respectively. Both of these ratings are considered "investment grade," and are just three notches off the best possible credit ratings. Maintenance of these high-grade ratings is crucial to achieving the mission of the Bond Bank, as it directly correlates to the ability to borrow money at lower interest rates.

An important reason for the Bond Bank's favorable bond rating and lower borrowing costs is that it secures its bonds with limited pledges of the State of Alaska. The Bond Bank's reserve funds are supported by the "moral obligation" of the State of Alaska. Then, starting in fiscal year 2010, the State has demonstrated the depth of this pledge by annually appropriating an unlimited amount in the operating budget to replenish Bond Bank reserves if there is a default. This appropriation is included in the Fiscal Year 2018 operating budget, as well as the Governor's proposed Fiscal Year 2019 budget.

The reserve funds are available to cure defaults, should they occur, and sized to an amount equal to 125% of average debt service over the life of all bond issues in the specific program. For the 2005 loan program there is flexibility to use any combination of bond bank assets, bond proceeds, or surety policies to satisfy reserve requirements. The balance in the pooled reserve is equivalent to many years of debt payments on even the largest of borrower loans.

General Obligation Bonds

The majority of the Bond Bank's bonds have been issued to fund general obligation loans. Communities typically issue general obligation bonds to finance facilities that do not generate revenue, such as schools, roads, public safety and municipal buildings. Such bonds must be approved by the municipal voters in their respective communities.



Revenue Bonds

The Bond Bank also funds loans for revenue bonds that are used to finance revenue-producing capital improvements such as utility or port facilities. Because they are not secured by a municipality's taxing power, such bonds do not normally require voter approval.

2005 Bond Indenture

In fiscal year 2006, the Bond Bank created the 2005 lending program that allows both general obligation and revenue bond loans, through the Bond Bank's issuance of general obligation bonds in the public marketplace. The ability to pool all general obligation and revenue bonds provides greater operational efficiency for the Bond Bank and provides additional flexibility and savings to communities. Other than certain lease backed and regional health organization obligations, all future lending is anticipated to flow through the 2005 program.

General obligation bonds issued by the Bond Bank, to purchase municipal general obligation and revenue bonds from communities issued through the 2005 bond indenture are secured by:

- ▶ For general obligation loans the full faith and credit of each respective community with no taxing limitation
- ▶ For revenue bond loans the revenues for the facility or enterprise being financed
- ▶ The Bond Bank's general obligation debt service reserve fund
- ▶ All unobligated Bond Bank assets
- ▶ The statutory right of the Bond Bank, in the event of default, to demand and receive any funds held by a state agency which are payable to the defaulting municipality
- ▶ The moral obligation of the State of Alaska to maintain the debt service reserves at their required levels
- ▶ The commitment to seek current-year State funding for reserve replenishment. This is currently funded in the State's FY2018 operating budget, and is included in the Governor's proposed operating budget for FY2019.

2010 Bond Indenture

During fiscal year 2011 the Bond Bank created the 2010 lending program. Currently, the only outstanding issues under the 2010 Bond Indenture are Series 2010 A-1 and Series 2010 A-2. The 2010 lending program has been reserved for certain lease backed obligations.

CURRENT FINANCING SUMMARY

AMBBA - FY2017 GENERAL OBLIGATION BOND ISSUES

Saving Alaskans Over \$41.2 million in Financing Costs

\$109,835,000 – 2016 SERIES THREE & FOUR

Generating \$123,134,425 of funding

- **City & Borough of Juneau** – Renovations to the Capital Transit Maintenance Shop, and to refund bonds previously issued
- **City of Ketchikan** – Improvements to Harbor Facilities
- **Refinanced Bonds for Savings** - Aleutians East Borough, City of Bethel, City of Dillingham, Kenai Peninsula Borough, City of Kodiak, Kodiak Island Borough, City of Nome, Northwest Arctic Borough, City of Petersburg, City of Seward, City & Borough of Sitka, Municipality of Skagway, and the City of Wasilla

20 years (Varies by individual community); Overall Issuance True Interest Cost 2.82%

\$100,715,000 – SERIES 2017A

- **Yukon-Kuskokwim Health Corporation (Regional Health Organization)** – Partially funded the Yukon-Kuskokwim Health Corporation's Dr. Paul John Calricaraq Project (hospital renovation and a new primary care clinic in Bethel, Alaska)

30 years; True Interest Cost 4.21%

\$44,450,000 – 2017 SERIES ONE & TWO

Generating \$47,110,339 of funding

- **Kenai Peninsula Borough** – Improvements to the Central Peninsula Landfill, and Improvements to South Peninsula Hospital and Homer Medical Center
- **City of Seward** – Road Improvements
- **City of Unalaska** – Improvements to Port
- **City of Whittier** – Improvements to Harbor Facilities
- **2017 Series One** - 20 years (Varies by individual community); True Interest Cost 2.86%
- **2017 Series Two (AMT)** – 25 years (Varies by individual community) True Interest Cost 3.95%

2016 General Obligation Bond Indenture

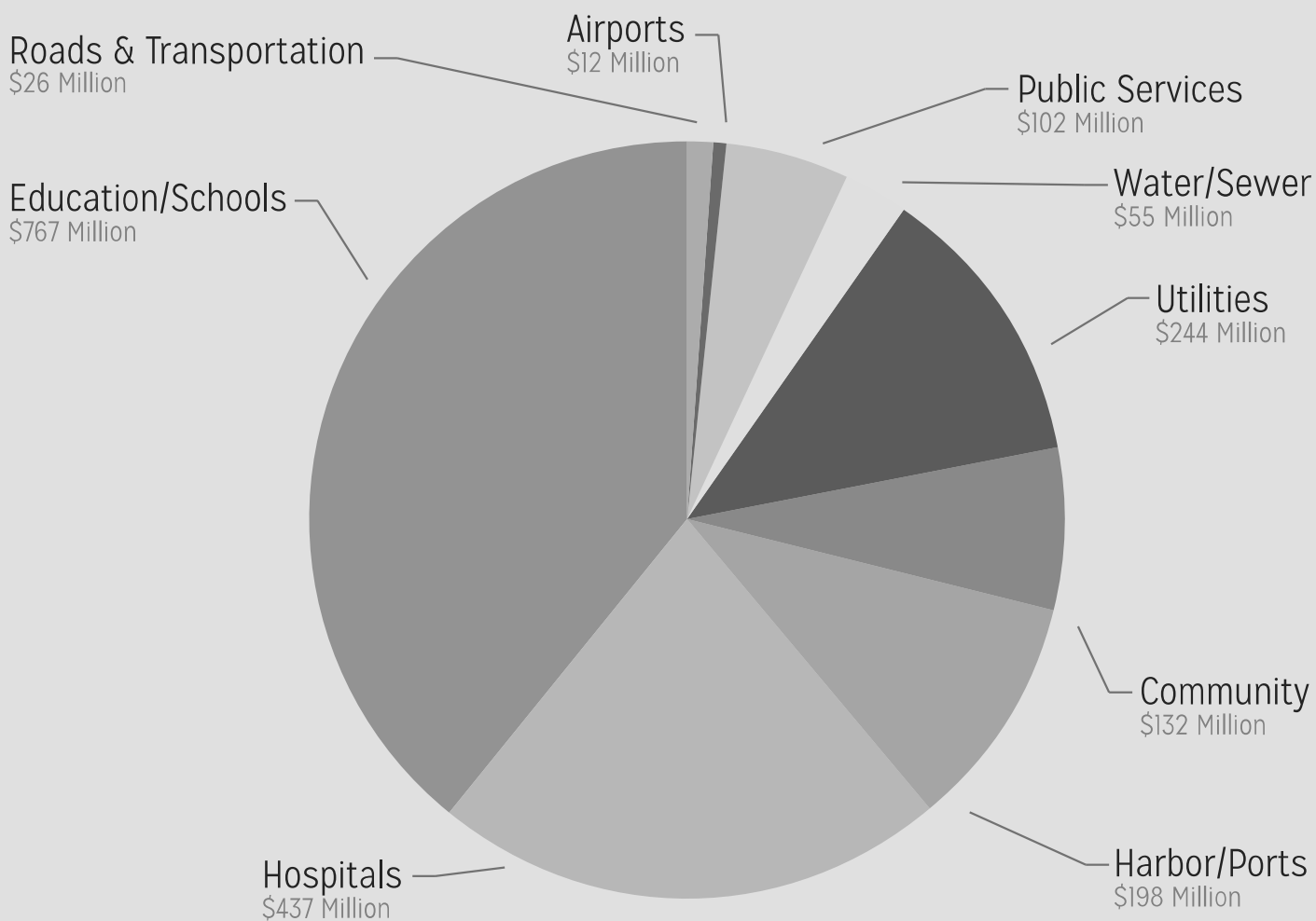
With the expansion of authority provided to the Bond Bank to lend to regional health organizations (RHO), the 2016 Bond Indenture was created in fiscal year 2016, and two loans have been completed to date. For RHOs to participate in a Bond Bank loan, there needs to be an anticipated financial benefit to the State of Alaska, and an increase in the regional quality of healthcare.

Leveraging Alaska's Strong Credit Rating

Since 1975 the Bond Bank has relied on the State's strong credit rating to borrow at lower interest rates. During these 42 years all Bond Bank debt service has been paid by borrowers, but the amount of interest they paid was significantly reduced. This includes approximately \$41.2 million in savings in Fiscal Year 2017.

USES OF BOND PROCEEDS—INCEPTION TO DATE

DOES NOT INCLUDE REFUNDINGS



THE BOARD OF DIRECTORS

The Bond Bank has five directors consisting of three public members appointed by the governor, the Commissioner of Revenue, and the Commissioner of Commerce, Community and Economic Development.

The Commissioners may appoint delegates to serve in their place.

Luke Welles

Chairperson

Mr. Welles was originally appointed to the Board on May 16, 2008. Mr. Welles became Vice President of Finance of the Arctic Slope Native Association, Ltd. in March 2011. Prior to this position, Mr. Welles served as Chief Financial Officer of LifeMed Alaska, LLC which provides medevac services in Alaska. Previously, Mr. Welles was the Chief Financial Officer for the Yukon-Kuskokwim Healthcare Corporation. He has management experience in healthcare, civil construction, and commercial real estate. He has served on several economic development commissions in the State, a city council in Homer, Alaska and multiple boards. Mr. Welles received a Bachelor of Arts in Foreign Service and International Business from Baylor University.

Gregory Gurse

Vice Chair

Mr. Gurse was originally appointed to the Board on June 22, 2009. Mr. Gurse became President of Benefit Brokers, Inc. in 2001, after working as Vice President of Investments for Wedbush Morgan Securities for 11 years. Mr. Gurse also serves as a FINRA industry arbitrator in both civil and industry arbitration cases. After graduating from the University of Alaska Anchorage with a degree in finance, Mr. Gurse became involved with the University of Alaska Foundation. He served as the first Chairman of the UAA College of Fellows, served as a Trustee to the UA Foundation, and was a member of the Investment Committee to the UA Foundation. Mr. Gurse has served on both the State of Alaska Dental Examiner's Board and the United States Treasury Department's Taxpayer Advocacy Panel. He has served on the Investment Commission for the Municipality of Anchorage and several other local boards.

Mike Navarre

Department of Commerce, Community, and Economic Development

The Governor recently announced the appointment of Mike Navarre as the Commissioner of the Department of Commerce, Community, and Economic Development. Commissioner Navarre was most recently in his second consecutive term as mayor of the Kenai Peninsula Borough, and third term overall; he has also twice been president of the Alaska Conference of Mayors. Previously, he served in the Alaska House of Representatives for six terms (1985-1996) where he held multiple leadership positions, including Majority Leader, and chair of the Finance and Rules Committees. Commissioner Navarre has over 30 years of business experience in restaurant and retail operations throughout Alaska. He holds a Bachelor's degree in Government with a minor in Economics from Eastern Washington University.

Pamela Leary

Delegate for the Department of Revenue

Ms. Leary is the first delegate for Sheldon Fisher, Commissioner of the Department of Revenue. She is the Director of Treasury Division in the Department of Revenue and serves as the State Treasurer. She previously served in the Department of Revenue as State Comptroller from 2007 through 2013. Ms. Leary began her career as an auditor with Price Waterhouse and became a partner in the firm PricewaterhouseCoopers, LLP. After moving to Alaska, Ms. Leary owned and operated a business before reentering the accounting profession with the Alaska Permanent Fund Corporation. She holds a bachelor's degree in economics from the Wharton School, University of Pennsylvania, and is a certified public accountant in the State of Alaska.

Craig Chapman

Member

Mr. Chapman was appointed to the board on July 21, 2017. Mr. Chapman is a lifelong Alaskan. He graduated from Gonzaga University with a Bachelor of Business Administration with an emphasis in accounting. He has been a licensed Certified Public Accountant in the State of Alaska since 1983. In addition to spending six years in public accounting, Mr. Chapman has over 30 years of experience in private and governmental financial management positions including 20 years at the Kenai Peninsula Borough with almost 12 years as Finance Director. He previously served on the State of Alaska, Board of Public Accountancy.



The State's Department of Revenue, Treasury Division, fulfills management and administrative responsibilities for the Bond Bank.

Deven Mitchell

Executive Director & Treasurer

Mr. Mitchell also serves as the State Debt Manager and Investment officer in the Department of Revenue, Treasury Division, with responsibility for the management of all debt of the State, was appointed Executive Director of the Bond Bank in 1999. Mr. Mitchell has worked for the State of Alaska Department of Revenue since 1992. He previously held several positions in Alaskan financial institutions. Mr. Mitchell holds a Bachelor of Science in Business Administration from Northern Arizona University. He has served as board member and chairman of the Wildflower Court Nursing Home and as board member and president of the Alaska Government Finance Officers Association, and currently is serving on the boards of the Alaska Municipal League and the Alaska Municipal League Joint Insurance Association.

Ryan Williams

Finance Director & Deputy Treasurer

Mr. Williams, who also serves as Operations Research Analyst in the Department of Revenue, Treasury Division, was appointed Finance Director of the Bond Bank in 2014. Mr. Williams has worked for the Department of Revenue since 2009. Mr. Williams holds a Bachelor of Science Degree in Business Administration from the University of Southern California, with a concentration in International Business. He has served as a board member and currently is president of the Alaska Government Finance Officers Association.

Rather than employ staff, the Bond Bank contracts in the private sector for a wide range of professional services. The Executive Director and Finance Director coordinate the activities of these professionals, which include bond counsel, municipal advisor, accountants, auditors, fund trustees, bond trustees, arbitrage rebate consultants and investment managers.





City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

TO: Katie Koester, City Manager
THROUGH: Parks Art Recreation and Culture Advisory Commission
FROM: Julie Engebretsen, Deputy City Planner
DATE: July 12, 2018
SUBJECT: Proposed Public Parks in Barnett South Slope Subdivision, Quiet Creek Park Addition

Introduction

Mr. Tony Neal is in the process of developing a 37 acres subdivision in central Homer, just north of the Homer High School. The development includes four “park” tracts. During the platting process, these were stated to be public parks. After the preliminary plat approval, Mr. Neal contacted planning staff to discuss the future use and ownership of these parks. Understandably, the buyers of lots within the new subdivision would want some idea of how the land could change. Similarly, the City needs to know what the development expectations are, and who would pay for any improvements.

Properties

The proposed park lots range in size from just under ¼ acre to 1.6 acres. All contain wetlands and either creeks with running water, or drainage ways which may have seasonal flows. None of the lands are developable without an Army Corps of Engineers permit, and some contain ravines. These properties are not particularly useful as ball fields or other park uses that require large flat areas. Development of a small area for swing sets or a pocket park could be possible, such as can be found currently at Jeffery Park. With proper permits and good design work, trails could be constructed.

Ownership

Staff and Mr. Neal discussed the idea of a homeowners association owning these parcels, Mr. Neal retaining ownership, and City ownership. Planning discussed the issue with Public Works, since all four properties have creeks/drainage areas that could affect downhill landowners. The staff consensus was that these should be in city ownership because of the potential drainage impacts on downhill landowners and the natural drainage system. The creek that runs next to the high school and the creek that flows adjacent to Mattox Ave both traverse a portion of the subdivision. Due to the location of the parks within their watersheds, a drainage easement is not the ideal tool. These lots are likely to be critical for long-term drainage management in Homer.

Conveyance

Under HCC 18.06.030(a)5, and HCC 18.06.030(d), lands can be conveyed to the city in the plat process without action by the City Council or City Manager. In practice, the City Manager does sign the final plat, which constitutes City acceptance of easements, rights of way, and any real property. No Council acceptance of the properties is required.

Park Plan

Once there was consensus from City staff and Mr. Neal that city ownership was preferred, planning staff discussed what land management tools are available. One tool the city uses is to adopt a park plan by resolution. Mr. Neal was amenable to this solution, as it provides an understanding of what the near term land use will be. In the long-term future if the neighborhood and city want to develop the parks in another way, there is a public process to amend the park plan.

Mr. Neal worked with staff to draft a park plan. Mr. Neal would like the lands to remain in their natural state, for wildlife and for people to enjoy and to allow non-motorized trails. Some trails may already be in existence informally. Mr. Neal made a presentation to the Parks, Art Recreation and Culture Advisory Commission on May 17, 2018. At that meeting, the Commission recommended the City accept the parks and shown on the preliminary plat.

Next Steps

When the subdivision improvements are complete or a bond has been provided, the City Manager is authorized to sign the final plat. The final plat is anticipated in the next several months. In conjunction with the plat or thereafter, the City Council could adopt the park plan by resolution.

A park plan has been drafted and is attached. When the parks are flagged, staff will take pictures of the properties to include with the park plans. A draft resolution will be presented to the PARCAC Commission for their recommendation to the City Council.

Attachments

1. Minutes Except, PARCAC meeting of May 17, 2019
2. Draft Park Plan

Session 18-05 A Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order on May 17, 2018 at 5:30 pm by Chair Deb Lowney at the Cowles Council Chambers City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS LOWNEY, HARRALD, ARCHIBALD, ROEDL, ASHMUN, LEWIS, WALLS
AND SALZMANN

ABSENT: COMMISSIONER FAIR, SHARP (EXCUSED)

STAFF: DEPUTY CITY PLANNER ENGBRETSSEN
DEPUTY CITY CLERK KRAUSE
RECREATION MANAGER ILLG
PARKS COORDINATOR STEFFY

APPROVAL OF THE AGENDA

Chair Lowney called for a motion to approve the agenda.

LEWIS/ARCHIBALD – MOVED TO APPROVE THE AGENDA.

There was a no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT ON ITEMS ALREADY ON THE AGENDA

VISITORS

A. Tony Neal, Quiet Creek Subdivision Parks

Mr. Neal provided an overview of the plan for the new subdivision that he was building and pointed out various sections that would be conservation areas/parks that were natural areas in comparison to a traditional groomed parkland area with playground and picnic tables.

Mr. Neal answered a few questions from the Commission regarding trails through these natural areas and noted that the topography and wetlands would prohibit some trails or require additional steps before use.

B. Billy Day, Diamond Creek Trail

Mr. Day presented a proposal to develop a portion of the city owned property that will eventually connect the Rogers Loop Trailhead, and tie in the “Cloud Streets” along Diamond Ridge.

He provided some information on the work that the State is doing on a proposed redesign of the Sterling Highway from Anchor Point to Homer, points of trailheads throughout the area and within city limits. Mr. Day provided the funding information that he had so far and was hoping to have the support of the Commission so that he could receive additional needed funding from the City to assist in leveraging other sources of funding. Mr. Day explained that this would be a non-motorized trail system that would be

ASHMUN/HARRALD MOVED TO APPROVE THE MEMORANDUM AS AMENDED, DELETING PARAGRAPH FIVE, CHANGING THE VERBIAGE AND FORWARD TO COUNCIL.

There was a brief discussion to provide clarification on the amendments.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Welcome New Commissioner

The Commission welcomed David Lewis and thanked him for signing up.

B. Quiet Creek Subdivision Park Plan

Chair Lowney read the title into the record.

ASHMUN/HARRALD MOVED TO RECOMMEND THE CITY ACCEPT THE PARKLANDS AS DELINEATED IN THE PRELIMINARY PLAT.

A brief discussion ensued regarding the intent to leave open natural areas in the planned subdivision, potential revenue loss to the city if these lots were buildable with information from Staff that they were not hence leaving them as natural landscape.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Karen Hornaday Park Road and Safety Improvements

Chair Lowney read the title into the record acknowledged the laydown materials provided regarding the various scenarios on reconfiguring the parking and road and a brief overview of the worksession held up at the park.

The commission reviewed the proposed options that included a main parking design to delineate parking spaces with logs on each side of the road but putting a curve in the road at the northern edge of the east side parking lot with boulders delineating where the road is through the parking areas, a speed bump before and after the parking areas. A new gravel path from the gravel access road to the existing restroom that provides a culvert over the ditch will allow easier access to the facilities from the upper and lower fields this is estimated to cost \$40,000

The commissioners liked the proposed parking plan but still expressed some concerns with pedestrians having to cross the road if parking in the east side parking lot and the second trail alternate was good but alternate three was more aesthetically pleasing.

DRAFT City of Homer Quiet Creek Park Subdivision Park Plan

Introduction

The Quiet Creek Park Subdivision is centrally located in town, north of the Homer High School. The subdivision covers 37 acres, and includes approximately 64 residential lots. The subdivision also include four park tracts, which are dedicated as public park space and owned by the City of Homer.

Parks within the City of Homer may have a formally adopted park plan, which outlines how the park will be developed. Plans are adopted by Resolution of the Homer City Council, and maybe be amended in the future, as community needs and desire change.

The parks

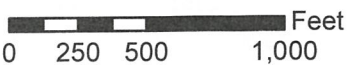
These public parks are intended to remain in their natural state as “nature reserves” where the native plants and native animals might find a small oasis in the middle of the growing urban territory of Homer. As the City grows, preservation of some natural areas will provide some balance to the neighborhoods. It is planned that no “improvements” will be done and the spaces will remain in their natural state. Work may be required to maintain drainage but will be done with the natural setting in mind. There is no plan to develop these properties into more formal parks such as playgrounds, lawn areas or sports fields.

The public may walk through the spaces and over time, trails may evolve. Foot trails may be part of the part plan but not motorized trails. Foot trails may be maintained and minimally improved by the City, always keeping in mind the nature reserve aspect.

Attachments – Plat map, aerial photo, topo map, probably some photographs of the property when road construction is further along



Vicinity Map



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

Quarterly General Fund
Expenditure Report
For Quarter Ended June 30, 2018

	Adopted FY18 Budget	Actual As of 6/30/18	Budget Remaining	% Budget Used
<u>Revenues</u>				
Property Taxes	\$ 3,264,974	\$ 111,155	\$ (3,153,819)	3.40%
Sales and Use Taxes	6,474,133	2,206,294	(4,267,839)	34.08%
Permits and Licenses	28,588	24,834	(3,754)	86.87%
Fines and Forfeitures	22,154	5,795	(16,359)	26.16%
Use of Money	36,851	2,750	(34,101)	7.46%
Intergovernmental	697,355	267,080	(430,276)	38.30%
Charges for Services	594,808	304,438	(290,370)	51.18%
Other Revenues	-	19,260	19,260	100%
Airport	146,869	97,489	(49,380)	66.38%
Operating Transfers	1,189,764	1,178,264	(11,500)	99.03%
Total Revenues	\$ 12,455,495	\$ 4,217,358	\$ (8,238,137)	33.86%
<u>Expenditures & Transfers</u>				
Administration	\$ 1,040,613	\$ 505,542	535,071	48.58%
Clerks	710,241	274,819	435,422	38.69%
Planning	364,987	174,882	190,104	47.91%
Library	887,710	406,214	481,496	45.76%
Finance	668,649	306,429	362,220	45.83%
Fire	1,061,339	455,920	605,419	42.96%
Police	3,267,428	1,548,934	1,718,494	47.41%
Public Works	2,558,787	1,136,792	1,421,995	44.43%
Airport	211,494	100,324	111,170	47.44%
City Hall, HERC	179,019	77,681	101,337	43.39%
Non-Departmental	94,000	94,000	-	100.00%
Total Operating Expenditures	\$ 11,043,364	\$ 5,081,536	\$ 5,962,728	46.01%
Transfer to Other Funds				
Leave Cash Out	\$ 161,373	\$ 161,373	\$ -	100%
Debt Repayment	-	-	-	-
Other	10,703	10,703	-	100%
Total Transfer to Other Funds	\$ 172,076	\$ 172,076	\$ -	100%
Total Transfer to Reserves	\$ 1,240,055	\$ 1,240,055	\$ -	100%
Total Expenditures & Transfers	\$ 12,455,495	\$ 6,493,667	\$ 5,962,728	52.13%
Net Revenues Over(Under) Expenditures	\$ 0	\$ (2,276,309)		

Quarterly Water and Sewer Fund
Expenditure Report
For Quarter Ended June 30, 2018

	Adopted FY18 Budget	Actual As of 6/30/18	Budget Remaining	% Budget Used
<u>Revenues</u>				
Water Fund	\$ 2,037,962	\$ 969,696	\$ (1,068,266)	47.58%
Sewer Fund	1,797,681	812,188	(985,493)	45.18%
Total Revenues	\$ 3,835,643	\$ 1,781,884	\$ (2,053,759)	46.46%
<u>Expenditures & Transfers</u>				
<u>Water</u>				
Administration	\$ 181,131	\$ 78,504	\$ 102,627	43.34%
Treatment Plant	533,568	213,304	320,265	39.98%
System Testing	55,803	23,272	32,531	41.70%
Pump Stations	112,329	47,349	64,981	42.15%
Distribution System	286,169	138,974	147,195	48.56%
Reservoir	45,944	24,325	21,619	52.95%
Meters	184,333	117,613	66,720	63.80%
Hydrants	184,290	87,456	96,834	47.46%
<u>Sewer</u>				
Administration	\$ 161,679	\$ 65,771	95,909	40.68%
Plant Operations	572,039	258,325	313,714	45.16%
System Testing	66,006	34,556	31,450	52.35%
Lift Stations	186,021	83,087	102,934	44.67%
Collection System	238,471	109,310	129,161	45.84%
Total Operating Expenditures	\$ 2,807,784	\$ 1,281,846	\$ 1,070,516	45.65%
Transfer to Other Funds				
Leave Cash Out	\$ 19,960	\$ 19,960	-	100%
GF Admin Fees	484,119	484,119	-	100%
Other	43,398	44,410	(1,012)	102.33%
Total Transfer to Other Funds	\$ 547,476	\$ 548,489	\$ (1,012)	100.18%
Total Transfer to Reserves	\$ 480,382	\$ 480,382	\$ -	100%
Total Expenditures & Transfers	\$ 3,835,643	\$ 2,310,717	\$ 1,069,504	60.24%
Net Revenues Over(Under) Expendi	\$ 0	\$ (528,833)		

Quarterly Port and Harbor Fund
Expenditure Report
For Quarter Ended June 30, 2018

	Adopted FY18 Budget	Acutal As of 6/30/18	Budget Remaining	% Budget Used
Revenues				
Administration	\$ 527,240	\$ 234,718	\$ (292,522)	44.52%
Harbor	2,753,486	814,271	(1,939,214)	29.57%
Pioneer Dock	364,326	152,038	(212,289)	41.73%
Fish Dock	549,740	228,189	(321,551)	41.51%
Deep Water Dock	258,000	90,637	(167,363)	35.13%
Outfall Line	4,800	4,800	-	100.00%
Fish Grinder	12,000	998	(11,003)	8.31%
Load and Launch Ramp	135,000	69,633	(65,367)	51.58%
Total Revenues	\$ 4,604,592	\$ 1,595,283	\$ (3,009,309)	34.65%
Expenditures & Transfers				
Administration	\$ 640,498	\$ 389,078	\$ 251,420	60.75%
Harbor	1,275,184	634,351	640,832	49.75%
Pioneer Dock	63,635	25,147	38,488	39.52%
Fish Dock	568,602	266,785	301,817	46.92%
Deep Water Dock	75,341	36,575	38,766	48.55%
Outfall Line	3,000	2,475	525	82.50%
Fish Grinder	22,000	19,419	2,581	88.27%
Harbor Maintenance	406,102	173,486	232,617	42.72%
Main Dock Maintenance	39,589	16,664	22,924	42.09%
Deep Water Dock Maintenance	50,089	21,145	28,943	42.22%
Load and Launch Ramp	85,482	28,908	56,574	33.82%
Total Operating Expenditures	\$ 3,229,520	\$ 1,614,033	\$ 1,615,487	49.98%
Transfer to Other Funds				
Leave Cash Out	\$ 57,636	\$ 57,636	\$ 0	100%
Debt Service	-	-	-	0%
GF Admin Fees	556,836	556,836	-	100%
Other	402,628	402,628	-	100%
Total Transfer to Other Funds	\$ 1,017,100	\$ 1,017,100	\$ 0	100.00%
Total Transfer to Reserves	\$ 356,471	\$ 356,471	\$ -	100%
Total Expenditures & Transfers	\$ 4,604,592	\$ 2,987,604	\$ 1,615,488	64.88%
Net Revenues Over(Under) Expenditures	\$ 0	\$ (1,392,321)		



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Zak and Homer City Council
FROM: Katie Koester, City Manager
DATE: August 8, 2018
SUBJECT: August 13th City Manager Report

Jack Gist Disk Golf Park

The City Council has been contacted by neighbors of the Jack Gist Disk Golf Park who have concerns about noise from people playing disk golf at all hours of the day and night. I have worked with a couple of you, Parks Coordinator Steffy, and the Disk Golf Association on developing a passive closure of a few of the holes nearest the neighborhood during City of Homer quiet hours, 11pm to 7am. Signs have been ordered and will be installed within the next few days. The Disk Golf Association has been very understanding and values being a good neighbor. I appreciate the noise could be coming from any number of user groups in the park, nevertheless, hopefully some clear signage will remind locals and visitors alike to respect City of Homer quiet hours.

Refinancing Gasline Loan

In 2012 the City of Homer borrowed \$12 million dollars from the Kenai Peninsula Borough to finance the extension of the Natural Gas mainline. This was a unique project that did not qualify for traditional municipal financing which led the City Council to working collaboratively with the Borough on a 10 year loan at 4%. The City still owes around \$4 million. The Finance Department has spent an extensive amount of time evaluating the current Natural Gas Line loan with the Kenai Peninsula Borough. We internally discussed and explored refinancing options. Our initial thoughts were to find an option that presented the City of Homer with less hurdles and reporting requirements. However, the Borough has been very accommodating and easy to work with. Given where current rates are in the market, added costs associated with refinancing, and the current loan payoff amount, it would be more beneficial for the City to dedicate resources towards making larger loan payments, with the end goal of paying off the loan early.

Alaska Municipal League Summer Meeting

As a reminder, I will be out of the office the week of August 20 for the Alaska Municipal League Summer meeting in Denali. The Alaska Municipal Management Association will be meeting the first part of the week and then the full group (elected officials and managers) will meet to discuss legislative priorities. Councilmembers Stroozas and Mayor Zak will also be attending. I will provide a full report, including how many different types of Alaskan wildlife we see, for the September meeting. I am looking forward to connecting with Alaskan managers and elected officials from around the state. It is always an energizing experience where ideas are shared unique to our Alaskan challenges. I encourage you so take advantage of attending when you can – next year it is in Soldotna, and in 2022 it is scheduled for Homer.

Price Reduction for Lot 2 (Old Library Lot)

This 1.3 acre lot fronts Main Street and was formerly part of the old library site. The library building was subdivided onto its own lot, and sold. The City has had the remaining lot, Lot 2, on-and-off the market since 2007 with multiple appraisals ranging from \$225,000 to \$228,000. The 2018 Land Allocation Plan indicates to sell the property and for the last year, it has been on the market at \$295,000 (with no offers) with the City's real estate agent, Angie Newby, of Homer Real Estate (Resl. 16-053). The listing is up for renewal, and the agent recommends reducing the price to \$275,000 and renewing the listing through 7/31/2019. I will authorize this price reduction and renewing the listing unless I hear differently from Council.

Janitorial Services at the Library

At the last Council meeting, I was asked for clarification on the janitorial services provided at the Homer Public Library. Cleaning is scheduled at the Library each of the 6 days a week it is open and varies from 1.5 to 3.5 hours depending on the scheduled tasks for a total of 14 hours weekly. This is a minimal amount of cleaning for a 17,200 square foot building that gets extensive public use. In 2015 the City issued a Request for Proposal for janitorial services in the hopes that privatizing the cleaning of at least some of the buildings would generate a cost savings, but did not receive any responses that were less expensive than in house janitorial. The 2019/2010 budget will have to include increased hours/positions for building maintenance and janitorial services with the new Police Station coming on line, a logistical and budgetary challenge I am currently working on in preparation for presenting the 2019 draft budget and welcome input and guidance from Council.

Tsunami Maps Final – Meeting Report and Next Steps

On June 27, 2018, the Fire Department hosted a tsunami preparedness meeting that included Alaska Emergency Management specialists from the State, Tsumai warning center and NOAA. City Manager Katie Koester and department heads, Mark Robl, Terry Kadel, Carey Meyer, Rick Abboud, Bryan Hawkins, as well as former fire chief and FEMA manager, Robert Purcell, Officer Browning and fire fighter Schmutzler all attended the meeting.

We discussed and reviewed the new tsunami inundation zone draft maps which are scheduled to be released by the end of August as well as the needs of the city with regards to public education and means to effectively evacuate citizens to areas of safety.

Ideas to improve tsunami preparedness include additional signage to allow the city to better mark routes to safe zones, resources for our incident management teams to include up to date meteorology information and access to the Kenai Peninsula Borough's digital information system for sending out messages on both social media and "Nixle" style formats.

What to do with the Old Police Station?

The 2019 proposed budget will need to include additional operational budget as we both bring the new police station on line and phase out the old police station. In an effort to minimize the time spent paying both bills, I would like to initiate the conversation on *what to do with the old police station*. The purpose of this report is to get the wheels turning and generate questions Council may have in anticipation of a worksession on the topic. After much conversation internally with staff, options for the property include:

Sell the property

Pro	Con
Consistent with Resolution 13-091(A), Dedicating any Potential Future Sale of the Fire Hall and Police Station Property to a Special Fund Earmarked for Financing and Construction of the Proposed New Public Safety Building	Property is valuable for a public building given its central location
If sold to an organization that is not tax exempt, would put the property back on the property tax roles	Currently HVFD and HPD are on the same lot and share utilities. Any sale would require subdividing the lot and installing new utilities
City would not have to maintain and decide what to do with a derelict building	It could take years to sell the building, which would require budgeting to maintain it in warm status in the interim
\$\$\$\$\$\$\$\$\$\$	

Convert the building into a home for PW Building Maintenance

Pro	Con
Solves a future problem of what to do with Building Maintenance, depending on what happens with the HERC property	There is more building there than Building Maintenance needs and retrofitting it to a maintenance shop would require significant expense
	A prefabricated metal shop structure would be a better fit for the needs of Building Maintenance and likely cost less than a retro fit
	It does not remove the expense of maintaining an old and inefficient building from the City operating budget

Put the Building in 'Cold Status' and allow HVFD to use it

Pro	Con
Minimal expense is incurred if heat is turned off (or greatly reduced) and grounds maintenance is done by HVFD volunteers (which is the case at the current station)	Putting it in cold status means demolition is likely the only option in the future
HVFD could use the building for training. The lot could be used for much needed parking at the Fire Hall	There will be an eventual capital expense in the future to make the property useful to the City
Preserving the property in City ownership allows for the future expansion of HVFD facilities (an equipment bay for a ladder truck, for example) without the need for a new Fire Hall	Committing to keeping the space limits the future growth options of the Fire Hall to that particular lot, which may not be ideal
	Unless clearly designated for a specific future use with a plan to get there, will be open to lots of

	speculation about potential uses, which could complicate things
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Preserve for a community use

Pro	Con
Ideas abound on how the building could meet a number of community needs including a homeless shelter, teen center, etc.	A Pandora's box of questions regarding operational costs, reasonability and programing would need to be ironed out

In conclusion, I welcome questions councilmembers have on any of these options, additional potential uses and pros and cons for a future worksession. It would be helpful for me to have an idea of where we are going in advance of presenting the 2019 draft budget so I know how far into the future I need to plan for operational expenses at the current police station and to what extent. The next available worksession date is September 10th.

USCGC Hickory Changing of the Guard

July 18 United States Coast Guard held a change of command ceremony for USCGC Hickory. Port and Harbor Director Hawkins, Service members, their families and the public thanked CDR C. Andrew Passic for his service and welcomed incoming command Adam G. Leggett to the Hickory and Homer. The ceremony was held at the new boat house pavilion at the top of Ramp 2. The sunshine and great company ensured a memorable event and although the crowd did not have to seek shelter from the elements, it was wonderful to have a public space large enough to do so comfortably should the need arise.

Seafarers Memorial Parking Lot Expansion Update

This project was first approved as a Capital Improvement Project on October 13 2014. Funding was approved for the engineering and design of the project. Engineering and design was completed to 95% on Jan 22nd 2016.

The need for parking in this area of the port is increasing every year. It has become extremely difficult for harbor patrons accessing their vessels to find parking during the peak use season. Also, many of the South side Bay residents using ramps 1 through 3 purchase long term parking passes but are unable to find parking in that area due to the lack of available space. Moreover, the additional parking will create more business opportunity for shop owners in the surrounding area, which will have the benefit of an increase in sales tax revenue for both the City and Borough.

Next steps include the City applying for a CUP this summer in hopes of being able to start moving dredged material to the area by fall. This allows the project to take advantage of mobilizing fill at no cost (currently the dredged materials from the Harbor are moved to the storage lot behind Bob Trophy Charters). The project will have to be done in phases. Port and Harbor Director Hawkins estimates that it will take approximately 3 years to build the lot up to the finished elevation. Additional funding will be needed to pave and stripe the parking lot, however it is possible that some additional gravel parking spaces will become available for parking by next summer.

Enc:

- August Employee Anniversaries
- Thank you letter from KHLT
- Seafarers Memorial Parking Lot Expansion CIP Project



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Memorandum

TO: MAYOR ZAK AND CITY COUNCIL
FROM: Katie Koester
DATE: August 13, 2018
SUBJECT: August Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Dan Gardner,	Public Works	27	Years
Carey Meyer,	Public Works	19	Years
Dotti Harness,	Admin	13	Years
Joe Inglis,	Public Works	7	Years
Eve Dickmann,	Police	6	Years
Staci LaPlante,	Public Works	4	Years

We are all
very excited
about this
Project.
Thank you!
-Courtney

Thanks for the help
Tom Means

[Signature]

Thanks Mayor Zick,
and City Council!
This is a great project!
Jul

Wow! Amazing!
Trust so much.
Thank you!
for everything!
Thank you!
for everything!

So exciting!
-Thanks!
Mallory

Dear City Council,

Thank you very much for your
recent approval of Ordinance 18-29,
appropriating up to \$5200 for the
design of the Poopdeck Trail.

Sincerely,
Kachemak Heritage Land Trust

Thank you!!
So much!
Marie

KH LT
315 Klondike Ave ALASKAN FRONTIER
Homer, AK 99603 995-997
12 JUL 2015 PM 1 L



Homer City Council
491 E. Pioneer
Homer, AK 99603





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.

2018 HOMER CITY COUNCIL MEETINGS
ADVISORY COMMISSION/ BOARD ATTENDANCE

Commissions are invited to report to the City Council at the Council's regular meetings under Item 8. Announcements/Presentations/Borough Report/Commission Reports. This is the Commission's opportunity to give Council a brief update on their work. Generally the Commissioner who will be reporting will attend one of the two meetings for the month they are scheduled to attend.

The following Meeting Dates for City Council for 2018 is as follows:

January 8, 22	_____
February 12, 26	_____
March 12, 27	_____
April 9, 23	_____
May 14, 29	_____
June 11, 25	_____
July 23	_____
August 13, 27	_____
September 10, 24	_____
October 8, 22	_____
November 26	_____
December 10	_____