



Agenda

Economic Development Advisory Commission Regular Meeting

Tuesday, August 08, 2023 at 6:00 PM

Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

Zoom Webinar ID: 990 0366 1092 Password: 725933

<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, PLEDGE OF ALLEGIANCE, 6:00 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

RECONSIDERATION

CONSENT AGENDA (Items listed below are considered routine and non-controversial by the Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business.)

VISITORS/PRESENTATIONS (10 minute time limit)

- [A.](#) Homer Housing Conversation Report; Ryan Foster, AICP, Karin Marks

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- [A.](#) EDC Staff Report
- B. Chamber Director Report
- C. Homer Marine Trades Association Report
- D. Kenai Peninsula Economic Development District Report
- E. Port Expansion
- F. Guiding Homer's Growth Group
- G. HERC Update

PUBLIC HEARING

PENDING BUSINESS

A. Housing Update

Memorandum 23-030, from Backup

B. EDC Mission Statement

Memorandum 23-031 as Backup

C. EDC Bylaws

NEW BUSINESS

A. Ordinance 23-40

An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Sections 21.12, Rural Residential District; 21.14 Urban Residential District; 21.18 Central Business District; 21.24 General Commercial District; 21.26 General Commercial District Regarding Conditional Uses in Each District

Memorandum 23-032

B. City of Homer Draft 2024-29 Capital Improvement Plan (CIP)

Memorandum from Special Projects and Communications Coordinator as Backup

C. Recommendation to City Council on a Sterling Highway Underpass at Diamond Creek

Memorandum 23-033

INFORMATIONAL MATERIALS

A. City Manager's Report for July

B. City of Homer Newsletter - July and August 2023

C. 2022-23 EDC Strategic Plan - Final

D. EDC 2023 Calendar

E. Commissioner Attendance at 2023 City Council Meetings

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Tuesday, September 12th, at 6:00 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Greater Homer Housing Conversation



Agenda

- Community Organizers
- Purpose
- Background Research
- Outreach Efforts
- March 25 Event
- Report Findings
- Thematic Analysis
- Survey
- Next Steps/Resources



Community Organizers

- Mobilizing for Action Through Planning & Partnerships
- Choosing Our Roots
- Homer Chamber of Commerce and Visitor Center
- City of Homer
- Kenai Peninsula Economic Development District
- South Peninsula Hospital Foundation
- Event Volunteers
- Event Donations



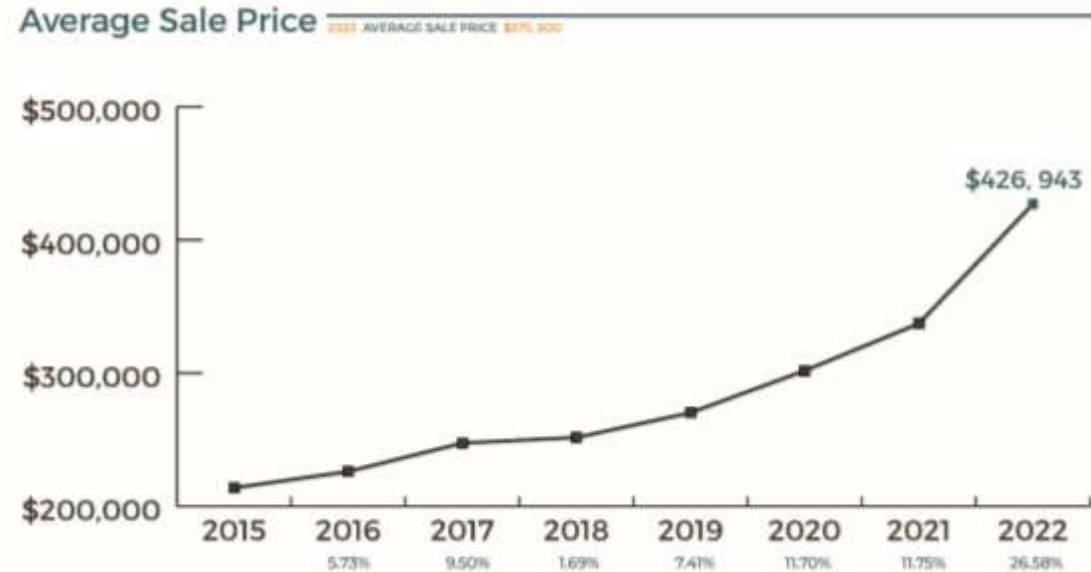
Purpose

- Start a conversation on the topic of housing in the community as a first step towards addressing the housing crisis in Homer and creating a more livable community for everyone
- Identify key issues, discuss potential solutions, and collect information
- Focus on Greater Homer Area
- Allowing everyone to be heard and be invested in any solutions
- Provide a report with findings that can be used in next steps

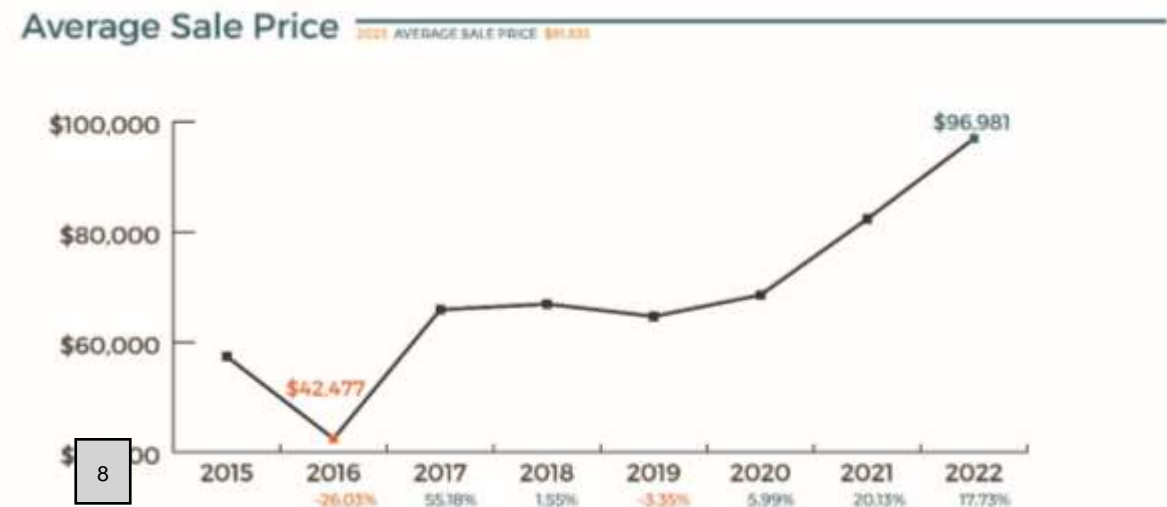
Background Research

- City of Homer Dwelling Unit Permit Information
- Real Estate Data – Residential Inventory
- Real Estate Data – Land Inventory
- Homer Area Livability Data

Residential



Land



Outreach Efforts

- Event Flyer
- Radio Interviews KBBI & Peninsula Radio Group
- Public Service Announcements
- Project Website
- Press Releases
- Newspaper Ad
- Social Media
- Invites to commissions, committees, and community organizations
- Survey
- Word of mouth



The flyer features a header with three stylized house icons in red, blue, and black. Below this is a dark blue banner with the title 'COMMUNITY CONVERSATION: Housing Solutions in the Greater Homer Area' in white. The date and time are listed as 'SATURDAY MARCH 25, 2023' and '9:00 AM TO 12:30 PM' in red. The location is 'Christian Community Church, 3838 Bartlett Street, Homer, AK'. A central box contains the agenda: 'Doors open at 9 AM - Meeting begins at 9:30 AM', '9:30-12:30 PM AGENDA', and a list of topics: 'Homer Housing Survey Results', 'Workshop: What are our priorities?', and 'Workshop: Solutions and Next Steps!'. It also provides the email 'INFO@DDAALASKA.COM'. To the right is a QR code with the text 'SCAN HERE FOR MORE INFO:'. The bottom section is titled 'SUPPORTED BY:' and includes logos for the City of Homer, MAPP, South Peninsula Hospital Foundation, Homer Chamber of Commerce & Visitor Center, and Choosing Our Roots.

COMMUNITY CONVERSATION:
Housing Solutions in the Greater
Homer Area

SATURDAY MARCH 25, 2023
9:00 AM TO 12:30 PM
Christian Community Church, 3838 Bartlett Street, Homer, AK

Doors open at 9 AM - Meeting begins at 9:30 AM
9:30-12:30 PM AGENDA

- Homer Housing Survey Results
- Workshop: What are our priorities?
- Workshop: Solutions and Next Steps!

For more information email:
INFO@DDAALASKA.COM

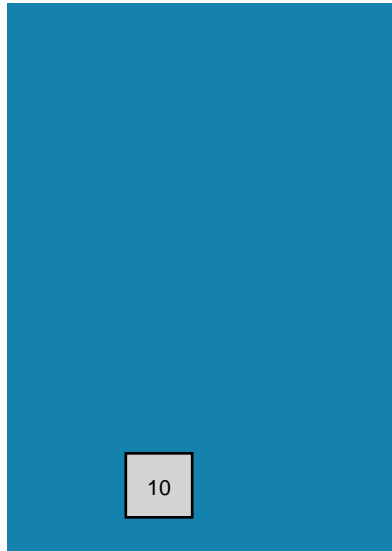
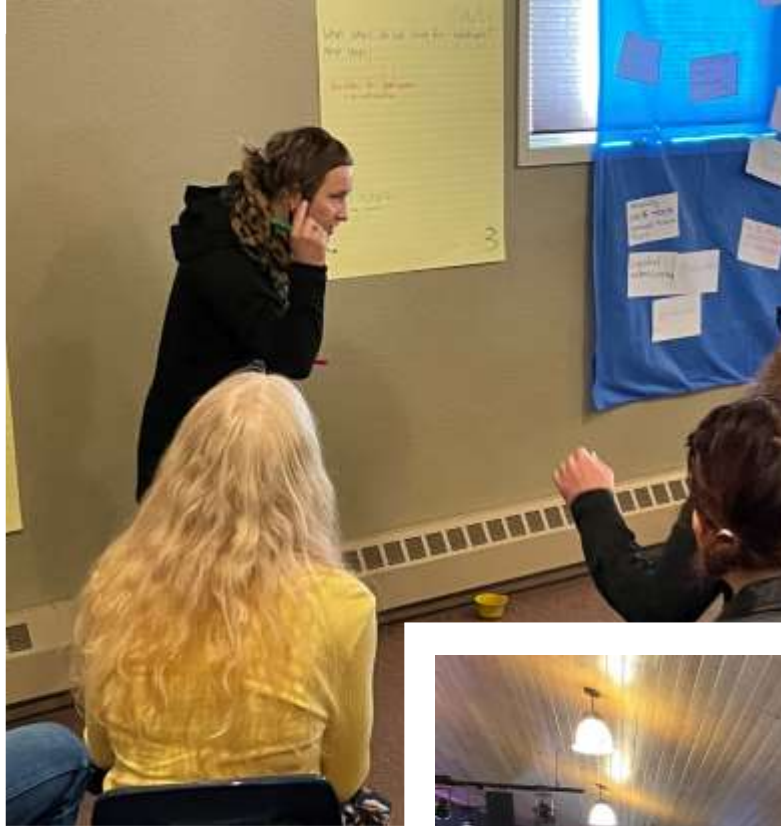
**SCAN HERE FOR
MORE INFO:**

SUPPORTED BY:



March 25 Event

- Held at Christian Community Church
- Facilitated by Denali Daniels + Associates
- Attended by over 100 community members
- Consisted of breakout groups to discuss the topics of housing challenges and possible housing solutions
- All ideas were collected and presented in the report



Report Findings

- The organizers invite community members to read the report, use it as a resource and participate in the discussion about how to solve the housing crisis
- Identified challenges
- Identified solutions
- Acknowledges and encourages potential next steps
- Please find report link here:
<https://www.cityofhomer-ak.gov/economicdevelopment/housing>

COMMUNITY CONVERSATION:
HOUSING SOLUTIONS IN THE
GREATER HOMER AREA

MARCH 25, 2023
CHRISTIAN COMMUNITY CHURCH
HOMER, ALASKA

The image shows a community conversation event. The top section is a title slide with the event details. Below the title are three photographs: the first shows people sitting at a table in a room with bookshelves; the second shows a large purple banner covered in sticky notes with handwritten text; the third shows a group of people sitting around a table, looking at a similar purple banner. The bottom section of the image displays logos for the following organizations: mapp, City of Homer Alaska, Choosing Our Roots (Safety Housing Queer Youth), South Peninsula Hospital Foundation, KPEDD (Kenai Peninsula Economic Development District), and HOMER Chamber of Commerce & Visitor Center.

Thematic Analysis

- After each theme, a total amount of ideas related to that theme are listed. The themes are in numerical order by total amount of supporting ideas
 - Incentivization Opportunities: 20
 - Borough and City, and Zoning Changes: 13
 - Building & Land Development: 10
 - Tiny Homes: 9
 - Working Together as a Community/Community Involvement in the Process: 8
 - Shared Planning and Decision Making in the form of a Task Force, and Influencing Governmental Change: 7
 - Partnering with Resources and Organizations: 7

Thematic Analysis Continued

- Tax Changes: 7
- Group Housing, Youth and Senior Housing: 6
- Emergency & Temporary Housing: 6
- Air B&B and Short-Term Rental Changes: 5
- Changing Regulations & Restrictions: 5
- Education: 5
- Affordability: Wages & Pay: 5
- Transportation as Part of the Solution: 3
- Loans & Lending Opportunities: 3
- Culture: 3
- Data: 3

Survey

- Community Survey & Employer Survey
- Provided before and after the March 25 event
- Closed April 28
- Finalizing survey results and will post on the project webpage

| PRELIMINARY SURVEY RESULTS: What are barriers to housing? |
|---|
| Affordability (32.7%) |
| Lack of housing (32.1%) |
| Vacation/Short-Term Rentals (18.7%) |
| Seasonal Housing (7.8%) |
| Other (8.4%) |

Next Steps/ Resources

Next Steps:

- Finalize and post survey results
- Opportunity for a Fall Event

Links:

- Housing: <https://www.cityofhomer-ak.gov/economicdevelopment/housing>

Contact Information:

- Ryan Foster, Special Projects Coordinator, City of Homer,
907-299-8529, rfoster@ci.homer.ak.us



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: Economic Development Advisory Commission
FROM: Julie Engebretsen, Economic Development Manager
DATE: August 2, 2023
SUBJECT: August Staff Report

STIP List Want to see Kachemak Drive fixed? Now is your chance to lobby the state through the State Transportation Improvement Plan. If the project is not on that list, the odds of funding are SLIM. See the attachment.

Wayfinding Update:

Matt Steffy and I are working on getting several trailhead posts and signs installed this summer. The cedar posts in our design are expensive, so as we test things out we will use the common brown treated 4x4 posts. We're also looking at costs for the actual sign part... and unfortunately we're losing the last of three city staff members who had the software, time and expertise to help with sign design modifications. So, I'm doing the best I can with shifting capacity. The good news is Council funded wayfinding amount of \$50,000 over the next three years. My goal is to get up to 10 trail head signs installed this year, and get some benches for Pioneer ordered. The next priority is to work with DOT so when the highway is repaved in 2024 (?) the new SOT signage is installed following our plan recommendations. Last, with some graphics work, I'd really like to get panels installed up at Baycrest.

Chamber – I met with Executive Director Brad Anderson to discuss the marketing agreement between the City and Chamber. Council increased the line item budget to the Chamber to \$75,000 per year. The Chamber and Board are very cognizant of the importance of quality of life, which is part of their efforts to increase the number of community events, such as the Fall Festival and Trick or Treat on Pioneer Ave.

Transportation Plan – The team has been working through some last few edits before the public review draft is launched. Coming SOON!

Future Work Session with Council: Council is holding joint work sessions with each Commission. I have asked when the EDC can expect to meet with Council. I think Council will be looking at a schedule possibly at their August 14th meeting. More to come.

HERC/Pioneer Ave and Sterling Highway old schools: Updated hazardous materials testing results are in, and the results are not great. I will be holding a work session with the City Council on August 14th, 4 pm, to talk about the results and potential decision points about a new rec

facility. The City may need to apply for EPA Brownfield funding. Grant information comes out in the next 45 days and I have begun laying groundwork for an application if Council decides to go this route.

Other Grants and Projects

The EDC has a clear focus on quality of life, so I wanted to share related projects that Council has approved and I am involved with.

- Bayview Park: Between grant and city funds, Bayview Park (top of Main Street) will be getting much needed play equipment, parking and ADA access over the next year. Matt Steffy is the project manager.
- Hornaday Park: Council funded a new park master plan. Matt Steffy will be working through that process.
- Kachemak Sponge: The City is partnering with the Kachemak Bay Research Reserve on a \$1.1M grant to acquire property near the boat yard with the goal of preserving peatlands and constructing storm water filtration facilities. It's a HUGE lift for the city, but groundbreaking in Alaska. I have a key role in this project.
- 10-year plan to create a Parks and Recreation Department. Council passed a resolution and asked the administration to research and present a plan to Council in November. I have a supporting role in this project.
- New grants on the horizon: The City is partnering with the Kachemak Heritage Land Trust and the Research Reserve on another round of grant funding. These funds would be used to purchase property in the Bridge Creek Watershed (our drinking water source) and in the beluga wetlands area, roughly south of Paul Banks Elementary/Mariner Drive area, adjacent to the Homer Airport Critical Habitat Area. These grant applications happen in phases; a letter of interest is submitted to NOAA, and if they like the project, we would submit a full application in late fall. I've been working with KHLT for years on Bridge Creek Watershed lands; it would be great to leverage our city efforts and receive federal funding to purchase some key properties.
- Comprehensive Plan: stay tuned. Council funded the project and kick off could be late fall or early 2024. Council must authorize the contract, and we're not anticipating that until September/October.

Planning Commission: The PC is seeing a few late summer projects. Council also referred an ordinance about subdivisions to them; more to come on that. This is another complex set of City codes with broad implications for development patterns, costs of development and future housing ramifications.

Attachments

Alaska Small Business Development Center Quarterly Report
KPEDD Regional Meet up; mariculture
DOT&PF Invites Public Comment on the Draft 2023-2027 STIP



July 18, 2023

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

Dear Mayor Castner, City Council, and City Staff,

This letter serves as our quarterly report for the period April 1 to June 30, 2023. The Homer Business Advisor, Robert Green, remains on pace to log the most hours of advising by the SBDC to the Homer area in a year. In addition to high activity, demand for in-person advising in Homer has significantly increased. In Robert's first year with the SBDC, the COVID-19 pandemic, just 3% of meetings were conducted in-person. In year two, that number increased to 50%, and has further increased to 76% in year three. Robert has maintained a 100% satisfaction rating on client surveys for the fourth consecutive quarter, a testament to the quality of advising he provides entrepreneurs in the Homer community. Here is a summary of deliverables to the Homer community during the quarter (year):

Client Hours: 126.9 (365.4)

Total Clients: 37 (77)

New Businesses Started or Bought: 2 (4)

Jobs Supported: 75 (261)

Capital Infusion: \$268,000 (\$293,000)

Client Surveys: 100% positive (100% positive)

This report provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. Assistance to entrepreneurs looking to start new businesses and seeking loans were again the top topics this quarter. There was a relatively even split among industries, with construction and tour operators, gearing up for the summer season, atop the list.

Topics

1. Start-up Assistance: 63.6 hrs (50%)
2. Financing/Capital: 15.3 hrs (12%)
3. Cash Flow Management: 8.3 hrs (7%)
4. Business Planning: 7.8 hrs (6%)
5. General Management: 6.3 hrs (5%)

Industries

1. Construction: 27.4 hrs (22%)
2. Tour Operators: 22.1 hrs (17%)
3. Healthcare: 19.3 hrs (15%)
4. Administrative: 14.8 hrs (12%)
5. Food Services: 12.7 hrs (10%)

We would like to thank the City of Homer for their support of the Homer Business Advisor position. We greatly appreciate the knowledge, experience, and consistency Robert Green brings to our team. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

98AFA012679B4D7...

Jon Bittner July 18, 2023

Executive Director
Alaska SBDC

Kenai Peninsula Regional

MARICULTURE MEET UP

August 9, 2023

AGENDA

STRONGER TOGETHER

Fortifying an industry by connecting through experiences

Join the Kenai Peninsula Economic Development District for a gathering of local and regional mariculture growers, producers, and innovators who are actively participating in the Kenai Peninsula's mariculture industry.

Participate in group discussions on operations, challenges, bottlenecks, and viable pathways towards the future of the upcoming industry.

AUGUST 9TH 2023

10:00AM-3:30PM

KENAI PENINSULA COLLEGE - UAA

KACHEMAK BAY CAMPUS

533 E. PIONEER AVENUE

HOMER, ALASKA



From: [Bella Vaz](#)
To: [Melissa Jacobsen](#); [Renee Krause](#); [Julie Engebretsen](#); [Mike Illg](#); [Ryan Foster](#)
Cc: [Jennifer Carroll](#)
Subject: DOT&PF Invites Public Comment on the Draft 2024-2027 STIP
Date: Thursday, July 27, 2023 4:39:25 PM

Hi all – We would like to coordinate with you to get this message out to the Economic Development Advisory Commission, ADA Advisory Board, PARCAC and Planning Commission. Could staff liaisons please pass along? Let us know if you have any questions.

The Alaska Department of Transportation & Public Facilities (DOT&PF) has recently released the draft of the updated Statewide Transportation Improvement Program (STIP) and is seeking public feedback. We want to make you aware that AK DOT&PF will respond to public comment and make adjustments to the STIP accordingly before finalizing it.

While some Homer projects such as Harbor Float Replacement and Homer Spit Coastal Erosion Mitigation have been included as illustrative projects, other high priority transportation projects are missing. Two in particular are 1) Kachemak Drive Roadway Improvements, including a pedestrian pathway, (an AKDOT&PF project), and 2) filling gaps in Homer’s sidewalks and pathways to comprehensively connect Homer’s non-motorized transportation network (a project for which the City is seeking State and Federal funding to complete). City staff have recently formally requested inclusion of these two projects, but support from the public is very important. We encourage community members, including Commissioners, to submit your valuable comments to the DOT&PF before the September 3, 2023 deadline.

The STIP serves as a crucial planning document, guiding transportation projects and priorities for the coming years. By participating in this public comment process, we have the opportunity to shape the allocation of resources, promote transparency, and coordinate transportation efforts statewide. Take a moment to review the project details provided below and submit your support for these projects, and/or for other State transportation improvements you would like DOT&PF to prioritize in Homer. Go to the [DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage](#). Here, you will find many different options to make commenting easy for you.

About the Projects

[Kachemak Drive Roadway Improvements and Non-Motorized Pathway project](#) entails DOT&PF addressing Kachemak Drive roadbed drainage and pavement issues and constructing a separated non-motorized pathway along Kachemak Drive, stretching from East End Road to Ocean Drive. Kachemak Drive serves as a primary east-west transportation corridor and plays a significant role in connecting various communities, businesses, and essential facilities. It experiences heavy traffic with over 1,500 vehicles daily, making it vital to address the safety concerns for pedestrians and cyclists who also heavily utilize this route. Currently, Kachemak Drive poses significant risks to non-motorized users due to its narrow lane width, lack of shoulders, high traffic volume, and design speed. City Council passed [Resolution 21-065](#), urging the DOT&PF to consider accommodations for non-motorized users in the roadway improvement plan and evaluate future pedestrian amenities along Kachemak Drive.

The REACH (Realizing Equitable, Accessible Connectivity in Homer) project takes a comprehensive approach to complete connections in and improve Homer’s non-motorized transportation network. It includes planning, design and construction to fill significant gaps in Homer’s sidewalks and pathways to make getting around Homer safer and more accessible. Pathways for consideration under REACH include, among others, include:

- Svedlund and Herndon from Pioneer Avenue to Main Street
- Main Street South from Pioneer Avenue to Ohlson Lane
- Ocean Drive and Kachemak Drive
- West Hill bicycle lane from Eric Lane to Sterling Highway
- Nick Dudiak Fishing Lagoon Accessible Fishing Platform
- Potential ‘mobility hubs’ for KPB transit van drop off and pick up, park and walk and park and bike hubs, etc.

Thank you all,

Bella Vaz
Assistant to the City Manager
City of Homer
907.435.3102 | 907.299.5208
www.cityofhomer-ak.gov



City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

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(p) 907-235-3106

(f) 907-235-3118

MEMORANDUM EDC 23-030

TO: Economic Development Advisory Commission
FROM: Julie Engebretsen, Economic Development Manager
DATE: June 7, 2023
SUBJECT: Housing

Recommendation Action: No action at this time. This is a standing agenda item.

- Chair Marks and Acting City Planner Ryan Foster will be giving a presentation on the final housing report at the meeting.



ACTION ITEM REPORT

EDC Mission Statement

To: Economic Development Advisory Commission
From: Julie Engebretsen, Economic Development Manager
Meeting Date: June 13, 2023

Summary Statement:

EDC Short Term Goal #2: View economic development through the lens of balancing growth with quality of life.

Task: Create an EDC Mission statement as a guiding principle for what the EDC does.

Task: Define positive economic development, and what is the role of the EDC is in balancing growth and quality of life.

Recap: The Commission has defined a vision statement (see next page). At the last meeting, the EDC looked at examples of mission statements and provided guidance to Commissioner Perez. The language below is his draft mission statement for Commission discussion.

From Commissioner Perez:

The Economic Development Commission (EDC) of the City of Homer serves as a volunteer advisory body providing an interface between citizens and city government. Our driving philosophy is to foster sustainable economic growth while preserving cultural and natural heritage, and promoting a high quality of life for residents and businesses in Homer and the surrounding area.

The EDC exists to serve the local community, and as informed citizens, we will provide a forum to engage in emerging community issues. The EDC will also facilitate community enhancement projects and provide actionable recommendations for the City of Homer. The EDC seeks to bring together broad perspectives and backgrounds from our volunteer citizens to ensure our priorities provide value to the City of Homer. We believe that by engaging in emerging issues and facilitating discussions around sustainable economic growth, we can help to shape the economic future of our community in a positive and impactful way.

Staff Recommendation: Discuss the draft mission statement.

Vision Statement: The Economic Development Advisory Commission provides a forum for civic and business engagement on behalf of the City of Homer with the goal of fostering sustainable growth of an economically diverse community while preserving its cultural and natural heritage to maintain a high quality of life.

1 **CITY OF HOMER ECONOMIC DEVELOPMENT ADVISORY COMMISSION**
2 **BYLAWS**

3
4 **ARTICLE I - NAME AND AUTHORIZATION**

5
6 The Economic Development Advisory Commission was established October 25, 1993 with the adoption
7 of Ordinance 93-15(S)(A). The Commission was inactivated on January 24, 2000 and reactivated
8 February 27, 2006 by Resolution 06-20. The following bylaws were adopted on December 13, 2021 and
9 shall be in effect and govern the procedures of the Economic Development Advisory Commission.

10
11 **ARTICLE II - PURPOSE**

12
13 The Economic Development Advisory Commission will act in an advisory capacity to the City Manager
14 and the City Council on the overall economic development planning for the City of Homer in accordance
15 with Homer City Code Chapter 2.76.040.

16
17 **ARTICLE III - MEMBERS**

18
19 Section 1. The Commission shall consist of seven members comprised of at least five (5) members that
20 reside inside city limits and shall be registered voters in the Kenai Peninsula Borough or the City of
21 Homer. Members shall be nominated by the Mayor and confirmed by City Council to serve for three-
22 year terms to expire on April 1st of designated years.

23
24 Section 2. Notice of term expirations will be delivered to members by the City Clerk's Office. Members
25 wishing to continue services upon the completion of a three-year term must submit a reappointment
26 application to the City Clerk's Office, which is subject to review by the Mayor and confirmed by City
27 Council. There are no limits on the number of terms a member may serve.

28
29 Section 3. Members may not have alternates. If a position is vacated during a term, it shall be filled for
30 the unexpired term by an appointee selected by the Mayor and confirmed by City Council.

31
32 Section 4. A member's appointment is vacated under the following conditions:

- 33
- 34 • A member fails to qualify to take office within 30 days after their appointment;
 - 35 • A member resigns;
 - 36 • A member is physically or mentally unable to perform the duties of the office;
 - 37 • A member is convicted of a felony or of an offense involving a violation of their oath of office; or
 - 38 • A member has three consecutive unexcused absences, or misses half of all meetings within an
39 appointment year, whether excused or unexcused.

40 Section 5. The Mayor may appoint, subject to confirmation by the City Council, one City Council
41 member and one Homer area high school Student Representative to serve as consulting, non-voting
42 members. The Mayor, the City Manager, a representative of the Homer Marine Trades Association, and
43 the Director of the Homer Chamber of Commerce shall serve as non-voting, consulting members.

44
45 **ARTICLE IV - OFFICERS**

46
47 Section 1. A Chairperson and Vice-Chairperson shall be elected from among the appointed
48 commissioners at the regular April meeting of the Commission.

49
50 Section 2. Officers shall serve a term of one year from the April meeting at which they are elected, and
51 until their successors are duly elected. Officers may be re-elected in subsequent years.
52

53 Section 3. The Chairperson shall preside at all meetings of the Commission, authorize calls for any
54 special meetings, execute all documents authorized by the Commission, serve as ex officio/voting
55 member of all committees, and generally perform all duties associated with that office.
56

57 Section 4. In the event of the absence, or disability of the Chairperson, the Vice-Chairperson shall
58 assume and perform the duties of the Chair. If both the Chairperson and Vice-Chairperson are absent,
59 and a quorum of four members are present, the senior member shall assume and perform the duties
60 and functions of the Chair.
61

62 **ARTICLE V – CITY STAFF ROLES**

63
64 Section 1. The **City Manager shall assign** ~~Deputy City Planner shall serve as~~ a staff liaison to the
65 commission. The staff liaison shall assist the Chairperson in setting meetings, preparing agendas, and
66 other documentary material, and coordinating the acquisition of needed materials and training. The
67 staff liaison shall submit reports and recommendations for those agenda items requiring decisions or
68 recommendations by the Commission. Other staff having experience, education, and professional
69 training in the subject matter may provide input into the reports and recommendations, or may provide
70 supplemental information. The information submitted may be oral, written or graphic, or some
71 combination of all.
72

73 Section 2. The City Clerk shall designate a recording clerk to take minutes for the Commission and serve
74 as the Commission’s parliamentary advisory pursuant to AS 29.20.380(10) and HCC 2.12.010, and assist
75 the Chairperson with the conduct of the meeting.
76

77 **ARTICLE VI – MEETINGS**

78
79 Section 1. Regular meetings shall be open to the public and held on the second Tuesday of each month
80 at 6:00 p.m. in the designated location and shall be posted for public information as required by Homer
81 City Code and Alaska State Statutes.
82

83 Section 2. Special meetings and Worksessions may be called by the Staff Liaison, Chair, or a majority
84 of the Commission. Notice of such meetings shall be posted in the same manner as that for regular
85 meetings.
86

87 Section 3. A quorum for the transaction of business at any meeting shall consist of four members. For
88 purposes of determining the existence of a quorum, consulting members shall not be counted.
89 Worksessions do not require a quorum, however, no action may be taken at a worksession; items on
90 the agenda are for discussion only.
91

92 Section 4. Any member who is unable to attend a meeting, whether regular or special, shall contact the
93 Clerk in advance no later than two hours prior to the scheduled meeting time for excusal.
94

95 Section 5. Meeting agenda deadline is at 5:00 p.m. the Wednesday preceding the meeting. Allowances
96 will be made for holidays.

97
 98 Section 6. The order of business for the regular meetings shall include, but not be limited to, the
 99 following items, which shall be covered in the sequence shown, as far as circumstances permit. Agenda
 100 shall be posted for public information as required by Homer City Code and Alaska State Statutes.

- 101
 102 CITY LOGO NOTICE OF MEETING DEPT. CONTACT INFO
 103 REGULAR MEETING AGENDA (City Clerk’s Office)
 104 NAME OF BODY
 105 DAY OF WEEK, DATE, AND TIME OF MEETING
 106 PHYSICAL LOCATION OF MEETING & MEETING ROOM
 107 1. CALL TO ORDER
 108 2. AGENDA APPROVAL
 109 3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)
 110 4. RECONSIDERATION
 111 ~~5. APPROVAL OF MINUTES~~ **CONSENT AGENDA**
 112 6. VISITORS/PRESENTATIONS (Chair set time limit not to exceed 20 minutes. Public may not comment
 113 on the visitor or the visitor's topic until audience comments. No action may be taken at this time.)
 114 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS
 115 8. PUBLIC HEARING (3 minute time limit)
 116 9. PENDING BUSINESS
 117 10. NEW BUSINESS
 118 11. INFORMATIONAL MATERIALS (No action may be taken on these matters, for discussion only.)
 119 12. COMMENTS OF THE AUDIENCE (3 minute time limit)
 120 13. COMMENTS OF THE CITY STAFF
 121 14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
 122 15. COMMENTS OF THE COMMISSION (includes Comments of the Chair since they are part of the
 123 commission.)
 124 16. ADJOURNMENT Next regular meeting is scheduled for _____. (Note any other worksessions,
 125 special meetings, committee meetings etc.) All meetings scheduled to be held in the Homer City
 126 Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (The meeting may
 127 be scheduled for the Conference Room or virtually.)
 128

129 Section 7. Per Resolution of the City Council (Resolution 06-115(A)), Public Testimony shall normally
 130 be limited to three minutes per person. Exceptions may be provided for at the Chairperson’s discretion
 131 or by a majority vote of the members in attendance.
 132

133 Section 8. Recorded minutes shall be made available by the City Clerk’s Office to the Commission prior
 134 to the next meeting and a record of all voting will be included in the minutes of each meeting. Minutes
 135 shall be available to the public as required by Homer City Code and Alaska State Statutes.
 136

137 Section 9. Teleconference participation is allowed per the rules and limitations set forth in Homer City
 138 Code 2.58.060.
 139

140 **ARTICLE VII – GENERAL OPERATING PROCEDURES**

141
 142 Section 1. The Commission shall abide by the current edition of Robert’s Rules of Order insofar as it is
 143 consistent with the Commission’s bylaws, other provisions of Homer City Code, or standing rules. In all
 144 other cases, bylaws, the code, or the standing rule shall prevail. This includes, but is not limited to, HCC

145 1.18 Conflicts of Interest, Partiality, and Code of Ethics; HCC 2.58 Boards and Commissions; HCC 2.76
146 Economic Development Advisory Commission; and the Open Meetings Act – AS 44.62.310-312.

147

148 Section 2. Each member, including the Chairperson, shall vote, and shall not abstain from voting,
149 unless such member claims a conflict of interest, or has an excused absence, in which event the
150 member shall be excused from voting. The member shall then state for the record the basis for the
151 abstention. Four affirmative votes are required to pass a motion. Voting will be by a roll call vote, the
152 order to be rotated; or by unanimous consent if no objection is expressed. Voting by proxy or absentee
153 is prohibited.

154

155 Section 3. Any rule or resolution of the Commission, whether contained in these Bylaws or otherwise,
156 may be suspended temporarily in connection with business at hand; and such suspension to be valid;
157 may be taken only at a meeting at which at least four of the members of the Commission shall be
158 present, and two-thirds of those present shall so approve.

159

160 Section 4. Training sessions developed or arranged by the City Clerk and approved by the City Manager
161 shall be mandatory unless a member's absence is excused by the Chairperson. The City Manager
162 and/or City Clerk, in their discretion and in consultation with the City Attorney as needed, may develop
163 model procedures to be used as a guide for the Commission.

164

165 **ARTICLE VIII - COMMITTEES**

166

167 Section 1. Committees of one or more members for such specific purposes as the business of the
168 Commission will only become active upon approval of Council. A memorandum and resolution will go
169 before Council outlining the reason, tasks assigned and termination date. Committees shall be
170 considered to be discharged upon completion of the purpose for which it was appointed, and after its
171 final report is made to and approved by the Commission.

172

173 Section 2. All committees shall make a progress report to the Commission at each of the Commission's
174 regular meetings.

175

176 **ARTICLE IX - BYLAW AMENDMENTS**

177

178 The Bylaws may be amended at any meeting of the Commission by a majority plus one of the members,
179 provided that notice of said proposed amendment is given to each member in writing. The proposed
180 amendment shall be introduced at one meeting and action shall be taken at the next Commission
181 meeting. Amendments to bylaws shall be effective upon approval of the amendments by City Council
182 via resolution.

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**CITY OF HOMER
HOMER, ALASKA**

Planning Commission

ORDINANCE 22-68(A)

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE SECTIONS 21.12, RURAL RESIDENTIAL DISTRICT; 21.14, URBAN RESIDENTIAL DISTRICT; 21.16 RESIDENTIAL OFFICE DISTRICT; 21.18, CENTRAL BUSINESS DISTRICT; 21.20, TOWN CENTER DISTRICT; 21.22, GATEWAY BUSINESS DISTRICT; 21.24, GENERAL COMMERCIAL 1 DISTRICT; 21.26, GENERAL COMMERCIAL 2 DISTRICT; AND HOMER CITY CODE 21.27, EAST END MIXED USE DISTRICT REGARDING CONDITIONAL USES IN EACH DISTRICT.

WHEREAS, It is in the interests of the City to make allowances for uses in districts according to the guidance set forth in the 2018 Homer Comprehensive Plan and the Purpose of the districts described in Homer City Code; and

WHEREAS, A Conditional Use Permit (CUP) should be a consideration for uses which, due to form or function, may require special conditions in order to minimize possible negative externalities; and

WHEREAS, Some uses may be inappropriate for a district in consideration of the purpose of the district and the negative externalities that may be found in the use itself, or those of the district itself; and

WHEREAS, The Homer Planning Commission has reviewed the subjects and actions of past CUP permits that have been routinely granted with few, if any, special conditions; and

WHEREAS, The Homer Planning Commission, using the guidance of the 2018 Homer Comprehensive Plan and the Purpose statements found in code for the zoning districts, has identified conditional uses and structures that would be more appropriately listed as permitted uses or eliminated.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code Chapter 21.12, Rural Residential District is amended to read as follows:

21.12.020 Permitted uses and structures.

The following uses are permitted outright in the Rural Residential District:

45 s. ~~One detached~~ **Up to four** dwelling units, excluding mobile homes, as ~~an accessory building~~
46 ~~to a principal single family dwelling~~ on a lot subject to the requirements of HCC 21.12.040
47 **and located in an area depicted for Urban Residential zoning by the Future Land Use**
48 **Map in the 2018 Homer Comprehensive Plan.**

49
50 21.12.030 Conditional Uses and Structures.

51
52 m. More than one building containing a permitted principal use on a lot **except as provided**
53 **for in HCC 21.12.020(s);**

54
55 Section 2. Homer City Code Chapter 21.14, Urban Residential District is amended as
56 follows:

57
58 21.14.020 Permitted uses and structures.

59
60 The following uses are permitted outright in the Urban Residential District:

61
62 **r. Townhouse developments**

63
64 **s. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b)**
65 **excluding mobile homes.**

66
67 21.14.030 Conditional uses and structures.

68
69 The following uses may be permitted in the Urban Residential District when authorized by
70 conditional use permit issued in accordance with Chapter 21.71 HCC:

71
72 a. Planned unit development, excluding all industrial uses;

73
74 ~~b.~~ Townhouse developments;

75
76 ~~e~~b. Day care facilities; provided, however, that outdoor play areas must be fenced;

77
78 ~~d~~c. Religious, cultural and fraternal assembly;

79
80 e. Hospitals;

81
82 ~~f~~d. Pipelines and railroads;

83
84 k. More than one building containing a permitted principal use on a lot, **except as provided**
85 **for in HCC 21.14.020(s);**

86
87

88 Section 3. Homer City Code Chapter 21.16, Residential Office District is amended as
89 follows:

90
91 21.16.020 Permitted uses and structures.

92
93 The following uses are permitted outright in the Residential Office District:

94
95 **s. Townhouses**

96
97 **t. Mortuaries**

98
99 **u. Day care facilities; provided, however, that outdoor play areas must be fenced;**

100
101 **v. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b)**
102 **excluding mobile homes.**

103
104 **w. Group care homes.**

105
106 21.16.030 Conditional uses and structures.

107
108 The following uses may be permitted in the Residential Office District when authorized by
109 conditional use permit issued in accordance with Chapter 21.71 HCC:

110
111 a. Planned unit developments, excluding all industrial uses;

112
113 ~~b. Townhouses;~~

114
115 ~~b.~~ **b.** Public or private schools;

116
117 ~~d.~~ **d.** Hospitals and medical clinics;

118
119 ~~e.~~ **e.** Public utility facilities and structures;

120
121 ~~f.~~ **f.** Mortuaries;

122
123 ~~g.~~ **g.** Day care facilities; provided, however, that outdoor play areas must be fenced;

124
125 ~~h.~~ **h.** More than one building containing a permitted principal use on a lot;

126
127 ~~i.~~ **i.** Group care homes;

128
129 ~~j.~~ **j.** Helipads, but only as an accessory use incidental to a hospital conditional use;

130

131 ~~kf.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts; provided,
132 that it is the only wind energy system of any capacity on the lot;

133

134 ~~lg.~~ Other uses approved pursuant to HCC 21.04.020.

135

136 h. More than one building containing a permitted principal use on a lot, **except as provided**
137 **for in HCC 21.16.020(v)**;

138

139 21.16.040 Dimensional requirements.

140

141 The following dimensional requirements shall apply to all structures and uses in the
142 Residential Office District:

143

144 e. No lot shall contain more than 8,000 square feet of building area (all buildings combined),
145 nor shall any lot contain building area in excess of 30 percent of the lot area, without an
146 approved conditional use permit.

147

148 Section 4. Homer City Code Chapter 21.18, Central Business District is amended to read
149 as follows:

150

151 21.18.020 Permitted uses and structures.

152

153 The following uses are permitted outright in the Central Business District, except when such
154 use requires a conditional use permit by reason of size, traffic volumes, or other reasons set
155 forth in this chapter:

156

157 **ll. Greenhouses and garden supplies.**

158

159 **mm. Up to 4 buildings on a lot excluding mobile homes, except as provided for in HCC**
160 **21.18.030.**

161

162 **nn. Group care homes and assisted living homes**

163

164 **oo. Indoor and outdoor recreational facilities.**

165

166 21.18.030 Conditional uses and structures

167

168 The following uses may be permitted in the Central Business District when authorized by
169 conditional use permit issued in accordance with Chapter 21.71 HCC:

170

171 a. Planned unit developments, excluding all industrial uses;

172

173 ~~b. Indoor recreational facilities and outdoor recreational facilities;~~

- 174
175 ~~eb.~~ Mobile home parks;
176
177 ~~ec.~~ Auto fueling stations;
178
179 ~~ed.~~ Public utility facilities and structures;
180
181 ~~fe.~~ Pipeline and railroads;
182
183 ~~g.~~ Greenhouses and garden supplies;
184 ~~hf.~~ Light or custom manufacturing, repair, fabricating, and assembly, provided such use,
185 including storage of materials, is wholly within an enclosed building;
186
187 ~~ig.~~ Shelter for the homeless, provided any lot used for such shelter does not abut a residential
188 zoning district;
189
190 ~~jh.~~ More than one building containing a permitted principal use on a lot;
191
192 ~~k.~~ Group care homes and assisted living homes;
193
194 ~~li.~~ Drive-in car washes, but only on the Sterling Highway from Tract A-1 Webber Subdivision to
195 Heath Street;
196
197 ~~mj.~~ One small wind energy system having a rated capacity exceeding 10 kilowatts; provided,
198 that it is the only wind energy system of any capacity on the lot;
199
200 ~~nk.~~ Other uses approved pursuant to HCC 21.04.020.

201
202 21.18.040 Dimensional requirements.

203
204 The following dimensional requirements shall apply to all structures and uses in the Central
205 Business District:

- 206
207 d. No lot shall contain more than 8,000 square feet of building area (all buildings combined),
208 nor shall any lot contain building area in excess of 30 percent of the lot area, without an
209 approved conditional use permit.

210
211 Section 5. Homer City Code Chapter 21.20, Town Center District is amended as follows:

212
213 21.20.020 Permitted uses and structures

214

215 The following uses are permitted outright in the Town Center District, except when such use
216 requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth
217 in this chapter:

218

219 **aa. Greenhouse and garden supplies**

220

221 **bb. Indoor and outdoor recreational facilities**

222

223 **cc. Group care and assisted living facilities.**

224

225 **dd. Self-service laundries**

226

227 21.20.030 Conditional uses and structures.

228

229 The following uses may be permitted in the Town Center District when authorized by
230 conditional use permit issued in accordance with Chapter 21.71 HCC:

231

232 a. Planned unit developments, limited only to uses otherwise permitted in this district;

233

234 b. Indoor recreational facilities;

235

236 ~~c. Greenhouses and garden supplies;~~

237

238 ~~d.~~ **dc.** Light or custom manufacturing, repair, fabricating, and assembly, provided such use,
239 including storage of materials, is wholly within an enclosed building;

240

241 ~~e. Group care homes and assisted living homes;~~

242

243 **fd.** Other uses approved pursuant to HCC 21.04.020;

244

245 **ge.** Outdoor recreational facilities;

246

247 ~~h.~~ **hf.** Customary accessory uses to any of the permitted uses listed in the TCD district; provided,
248 that a separate permit shall not be issued for the construction of any type of accessory building
249 prior to that of the main building;

250

251 ~~i. Self-service laundries;~~

252

253 ~~j. Retail sales of hardware, appliances and furniture, building supplies and materials, but only~~
254 ~~if such use, including storage of goods and materials, is wholly contained within one or more~~
255 ~~enclosed buildings;~~

256

257 ~~k. Plumbing, heating and appliance repair shops, but only if such use, including storage of~~

258 ~~goods and materials, is wholly contained within one or more enclosed buildings;~~

259

260 ~~g.~~ One wind energy system having a rated capacity exceeding 10 kilowatts; provided, that it is
261 the only wind energy system on any capacity of the lot.

262

263 Section 6. Homer City Code Chapter 21.22, Gateway Business District is amended as
264 follows:

265

266 21.22.020 Permitted uses and structures.

267

268 The following uses are permitted outright in the Gateway Business District, except when such
269 use requires a conditional use permit by reason of size, traffic volumes, or other reasons set
270 forth in this chapter:

271

272 **r. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b)**
273 **excluding mobile homes.**

274

275 21.22.020 Conditional Uses and Structures.

276

277 a. More than one building containing a permitted principal use on a lot, **except as provided**
278 **for in HCC 21.22.020(r).**

279

280 21.22.040 Dimensional requirements.

281

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

284

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

288

289 Section 7. Homer City Code Chapter 21.24, General Commercial District 1 is amended
290 as follows:

291

292 21.24.020 Permitted uses and structures.

293

294 The following uses are permitted outright in the General Commercial 1 District, except when
295 such use requires a conditional use permit by reason of size, traffic volumes, or other reasons
296 set forth in this chapter:

297

298 **mm. Townhouses;**

299

300 **nn. Day care facilities; provided, however, that outdoor play areas must be fenced;**

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oo. Indoor and outdoor recreational facilities;

pp. More than one building containing a permitted principal use on a lot.

21.24.030 Conditional uses and structures.

The following uses may be permitted in the General Commercial 1 District when authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

- a. Campgrounds;
- b. Crematoriums;
- c. Multiple-family dwelling;
- d. Public utility facility or structure;
- e. Mobile home parks;
- f. Planned unit developments;
- ~~g. Townhouses;~~ **g. Townhouses**
- ~~hg. Pipelines and railroads;~~
- ~~ih. Shelter for the homeless, provided any lot used for such shelter does not abut an RO, RR, or UR zoning district;~~
- ~~j. More than one building containing a permitted principal use on a lot;~~
- ~~k. Day care facilities; provided, however, that outdoor play areas must be fenced;~~
- ~~li. Other uses approved pursuant to HCC 21.04.020;~~
- ~~m. Indoor recreational facilities;~~
- ~~n. Outdoor recreational facilities.~~

21.24.040 Dimensional requirements.

The following dimensional requirements shall apply to all structures and uses in the General Commercial 1 District:

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

347
348 Section 8. Homer City Code Chapter 21.26, General Commercial District 2 is amended
349 as follows:

350
351 21.26.020 Permitted uses and structures.

352
353 The following uses are permitted outright in the General Commercial 2 District, except when
354 such use requires a conditional use permit by reason of size, traffic volumes, or other reasons
355 set forth in this chapter:

356
357 **x. Impound yards;**

358
359 **y. More than one building containing a permitted principal use on a lot;**

360
361 **z. Indoor and outdoor recreational facilities.**

362
363 21.26.030 Conditional uses and structures.

364
365 The following uses may be permitted in the General Commercial 2 District when authorized by
366 conditional use permit issued in accordance with Chapter 21.71 HCC:

367
368 ~~a.~~ Mobile home parks;

369
370 ~~ba.~~ Construction camps;

371
372 ~~eb.~~ Extractive enterprises, including the mining, quarrying and crushing of gravel, sand and
373 other earth products and batch plants for asphalt or concrete;

374
375 ~~dc.~~ Bulk petroleum product storage above ground;

376
377 ~~ed.~~ Planned unit developments, excluding residential uses;

378
379 ~~fe.~~ Campgrounds;

380
381 ~~gf.~~ Junk yard;

382
383 ~~hg.~~ Kennels;

384
385 ~~ih.~~ Public utility facilities and structures;

386

- 387 ~~ji.~~ Pipelines and railroads;
388
389 ~~k.~~ Impound yards;
390
391 ~~lj.~~ Shelter for the homeless, provided any lot used for such shelter does not abut an urban, rural
392 or office residential zoning district;
393
394 ~~m.~~ More than one building containing a permitted principal use on a lot;
395
396 ~~n.~~ Day care facilities; provided, however, that outdoor play areas must be fenced;
397
398 ~~o.~~ Group care homes and assisted living homes;
399
400 ~~pk.~~ Other uses approved pursuant to HCC 21.04.020;
401
402 ~~q.~~ Indoor recreational facilities;
403
404 ~~r.~~ Outdoor recreational facilities.

405
406 21.26.040 Dimensional requirements.
407

408 The following dimensional requirements shall apply to all structures and uses in the General
409 Commercial 2 District:

- 410
411 ~~d.~~ No lot shall contain more than 8,000 square feet of building area (all buildings combined),
412 nor shall any lot contain building area in excess of 30 percent of the lot area without an
413 approved conditional use permit.

414
415 Section 9. Homer City Code Chapter 21.27, East End Mixed Use District is amended as
416 follows:

417
418 21.27.020 Permitted uses and structures.
419

420 The following uses are permitted outright in the East End Mixed Use District, except when such
421 use requires a conditional use permit by reason of size, traffic volumes, or other reasons set
422 forth in this chapter:

423
424 **pp. Indoor and outdoor recreational facilities.**
425

426 21.27.030 Conditional uses and structures.
427

428 The following conditional uses may be permitted in the East End Mixed Use District when
429 authorized by conditional use permit issued in accordance with Chapter 21.71 HCC:

- 430
- 431 j. Indoor recreational facilities;
- 432
- 433 k. Outdoor recreational facilities;
- 434

435 21.27.040 Dimensional requirements.

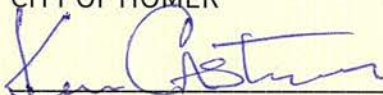
436
437 The following dimensional requirements shall apply to all structures and uses in the East End
438 Mixed Use District:

439
440 ~~d. No lot shall contain more than 8,000 square feet of building area (all buildings combined),~~
441 ~~nor shall any lot contain building area in excess of 30 percent of the lot area without an~~
442 ~~approved conditional use permit.~~

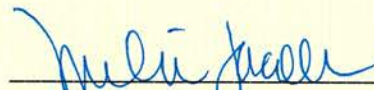
443
444 Section 10. This ordinance shall take effect upon its adoption by the Homer City
445 Council.

446
447 Section 11. This ordinance is of a permanent and general character and shall be
448 included in the City code.

449
450 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this 24th day of
451 October 2022.

452
453 CITY OF HOMER
454 
455 _____
456 KEN CASTNER, MAYOR

457
458 ATTEST:

459
460 
461 _____
462 MELISSA JACOBSEN, MMC, CITY CLERK

463
464 YES: 5
465 NO: 0
466 ABSTAIN: 0
467 ABSENT: 1



468
469 First Reading: 10.10.22
470 Public Reading: 10.24.22
471 Second Reading: 10.24.22
472 Effective Date: 10.25.22



AGENDA ITEM REPORT

Ordinance 23-40

Item Type: Action Memorandum
Prepared For: Economic Development Advisory Commission
Meeting Date: August 8, 2023
Staff Contact: Julie Engebretsen, Economic Development Manager

Summary Statement: Make recommendations to the Homer City Council on Ordinance 23-40.

Synopsis: In October 2022, Council adopted ordinance 22-68(A), which changed some land uses and structures from conditional uses to permitted uses. These activities still require compliance with city code and the permitting process, but it removed the requirement for a public hearing and decision by the Planning Commission. This spring, concerns were raised about one of the changes adopted in the ordinance; specifically the allowance of more than one building on a lot as an allowed use, rather than a conditional use. For most residential zoning districts, this ordinance only affects dwelling units. For the commercial zoning districts, it affects all structures, commercial or residential. Council referred the ordinance to the EDC and Planning Commission. (Code requires all changes to title 21 be reviewed by the Planning Commission).

The EDC and Planning Commission held a joint work session in July. I have included City Planner Foster's synopsis of that meeting as an attachment – see excerpt of Staff Report 23-46. The Planning Commission continues to discuss the ordinance in their role as the Planning Commission, and will have public hearing on August 16th. Council requested this item be back on the Council agenda for action at their August 28th meeting. The EDC is requested to discuss and comment at the August 8th meeting.

Discussion: The EDC may not be of one mind on this topic, and that's OK. The zoning code is complex and on the Planning Commission works with it all the time. I have attempted to pare the main points down to discussion points that the Commission can work on in the timeframe outlined by Council.

The ordinance raises many discussion points, but the ACTION is very specific. To take a very basic view of zoning, there is a range of land use restrictions over the spectrum of zoning, from Rural Residential, to downtown Homer in the Central Business District, and then into heavier industrial districts like General Commercial 2. All districts have varying degrees of regulation whether the land use or structure is a conditional use or not. The ask for the EDC is to make comments and a recommendation to Council on whether multiple buildings should be allowed with a staff approved zoning permit, or whether such development should be decided by the Planning Commission with a public hearing process. These two processes have different costs to the developer, to tax payers, and for project timelines.

Some questions to consider:

1. When is a broader public review a good or appropriate use of the public and the Commission's time and the development process?
2. Is a CUP a valuable process in a residential area but less so in commercial districts?

Suggested Action: Discuss the changes and make bullet point comments to the Council.

Attachments

Ordinance 23-40

Staff Report PL 23-46

Planning Commission Report PC 23-041 from 7/19/23 joint work session

Ordinance 22-68(A) Enacted 10/24/22

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

3 Lord/Mayor

4 **ORDINANCE 23-40**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
7 AMENDING HOMER CITY CODE SECTIONS 21.12, RURAL
8 RESIDENTIAL DISTRICT; 21.14 URBAN RESIDENTIAL DISTRICT;
9 21.18 CENTRAL BUSINESS DISTRICT; 21.24 GENERAL
10 COMMERCIAL 1 DISTRICT; 21.26 GENERAL COMMERCIAL 2
11 DISTRICT REGARDING CONDITIONAL USES IN EACH DISTRICT.
12

13 WHEREAS, Via Ordinance 22-68(A) the Homer City Council codified as an allowable use
14 the construction of up to four residential units on a single lot in certain zoning districts; and
15

16 WHEREAS, The Homer City Council has growing concerns that multiple-unit
17 construction on a single lot can create neighborhood disturbances that may need mitigation
18 measures or restrictions; and
19

20 WHEREAS, Increasing density in the City of Homer should to be done thoughtfully and
21 with significant community participation and buy-in through a thorough comprehensive
22 planning and Title 21 review; and
23

24 WHEREAS, The best procedure at this time of notice and review is through the
25 application of a Conditional Use Permit; and
26

27 WHEREAS, It is in the City's best interest to revert the zoning code back to require
28 Conditional Use Permits for increased building density on lots in certain zoning districts until
29 a more thorough vetting happens specifically surrounding building density.
30

31 NOW THEREFORE, The City of Homer Ordains:
32

33 Section 1. Homer City Code Chapter 21.12, Rural Residential District is amended as
34 follows:

35 Chapter 21.12.020 Permitted Uses and Structures

36 The following uses are permitted outright in the Rural Residential District:

37
38 s. **One detached** ~~up to four dwelling units~~, excluding mobile homes, **as an accessory building**
39 **to a principal single family dwelling** on a lot subject to the requirements of HCC 21.12.040

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

40 ~~and located in an area depicted for Urban Residential zoning by the Future Land Use Map in~~
41 ~~the 2018 Homer Comprehensive Plan.~~

42
43 21.12.030 Conditional Uses and Structures

44
45 m. More than one building containing a permitted principal use on a lot ~~except as provided for~~
46 ~~in Hcc 21.12.020(s)~~

47
48 Section 2. Homer City Code Chapter 21.14, Urban Residential District is amended as
49 follows:

50 21.14.020 Permitted Uses and Structures.

51 The following uses are permitted outright in the Urban Residential District:

52 ~~s. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b)~~
53 ~~excluding mobile homes.~~

54 21.14.030 Conditional uses and structures.

55 The following uses may be permitted in the Urban Residential District when authorized by
56 conditional use permit issued in accordance with HCC Chapter 21.71:

57 k. More than one building containing a permitted principal use on a lot, ~~except as provided~~
58 ~~for in HCC 21.14.020(s);~~

59 Section 3. Homer City Code Chapter 21.16, Residential Office District is amended as
60 follows:

61 21.16.020 Permitted Uses and Structures.

62 The following uses are permitted outright in the Residential Office District:

63 ~~v. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b)~~
64 ~~excluding mobile homes.~~

65 21.16.030 Conditional uses and structures.

66 The following uses may be permitted in the Residential Office District when authorized by
67 conditional use permit issued in accordance with HCC Chapter 21.71:

68 h. More than one building containing a permitted principal use on a lot, ~~except as provided~~
69 ~~for in HCC 21.16.020(v);~~

70 Section 4. Homer City Code Chapter 21.18, Central Business District is amended as
71 follows:

72 21.18.020 Permitted Uses and Structures.

73 The following uses are permitted outright in the Central Business District, except when such
74 use requires a conditional use permit by reason of size, traffic volumes, or other reason set
75 forth in this chapter:

76 ~~mm. Up to 4 buildings on a lot excluding mobile homes, except as provided for in HCC~~
77 ~~21.18.030.~~

78 Section 5. Homer City Code Chapter 21.22, Gateway Business District is amended as
79 follows:

80 21.22.020 Permitted Uses and Structures.

81 The following uses are permitted outright in the Gateway Business District, except when such
82 use requires a conditional use permit by reason of size, traffic volumes, or other reason set
83 forth in this chapter:

84 ~~r. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)&(b)~~
85 ~~excluding mobile homes.~~

86 21.22.030 Conditional Uses and Structures.

87 a. More than one building containing a permitted principal use on a lot, ~~except as provided~~
88 ~~for in HCC 21.22.020(r).~~

89 Section 5. Homer City Code Chapter 21.24, General Commercial1 District is amended as
90 follows:

91 21.24.020 Permitted Uses and Structures.

92 The following uses are permitted outright in the General Commercial 1 District, except when
93 such use requires a conditional use permit by reason of size, traffic volumes, or other reason
94 set forth in this chapter:

95 ~~pp. More than one building containing a permitted principal use on a lot.~~

96 21.24.030 Conditional Uses and Structures.

97 **j. More than one building containing a permitted principal use on a lot**

98 Section 6. Homer City Code Chapter 21.26, General Commercial 2 District is amended
99 as follows:

100 21.24.020 Permitted Uses and Structures.

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

104 ~~y. More than one building containing a permitted principal use on a lot.~~

105 21.26.030 Conditional Uses and Structures.

106 **l. More than one building containing a permitted principal use on a lot**

107 Section 7. This ordinance is of a permanent and general character and shall be
108 included in Homer City Code.

109

110 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ___ day of _____, 2023.

111

112

113

CITY OF HOMER

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115

116

KEN CASTNER, MAYOR

117

118

119

120 ATTEST:

121

122

123 _____

124 MELISSA JACOBSEN, MMC, CITY CLERK

125

126 Introduction:

127 Public Hearing:

128 Second Reading:

129 Effective Date:

130

131 YES:

132 NO:

133 ABSTAIN:

134 ABSENT:



AGENDA ITEM REPORT

ORDINANCE 23-40 ZONING TEXT AMENDMENT

Item Type: Action Memorandum
Prepared For: Planning Commission and Economic Development Advisory Commission
Meeting Date: July 19, 2023
Staff Contact: Ryan Foster, AICP, City Planner

Summary Statement:

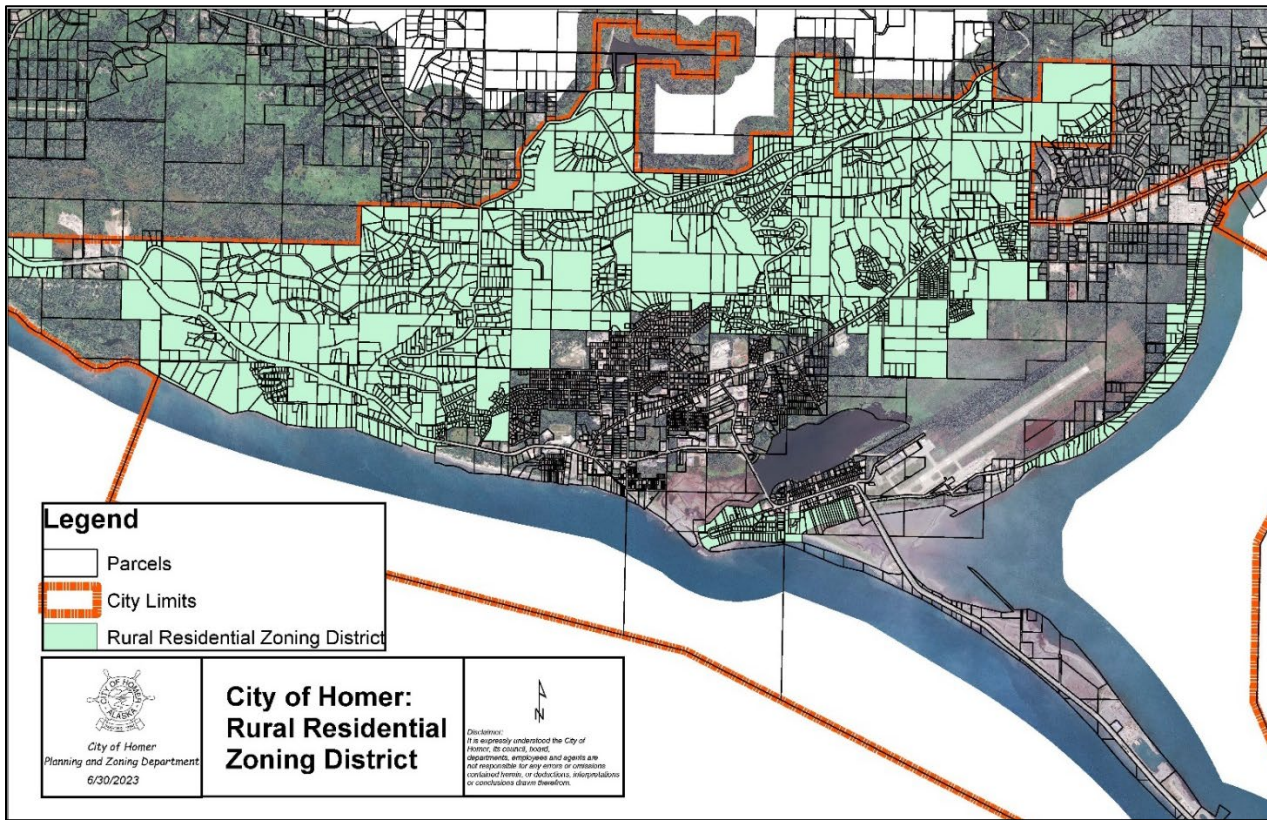
At their regular meeting on June 12, 2023, the City Council referred Ordinance 23-40 Amending Title 21 Regarding Conditional Use Permits to the Planning Commission and Economic Development Commission for review, comments, and recommendations, due back to the City Council at their regular meeting on August 28, 2023.

Background:

The conditional use permit section of Title 21 was amended recently with the goal of addressing the CUP's that have become routine and required the most minimal input from the Commission for approval. The proposed changes in Ordinance 23-40 would amend some of those recent changes.

Below, for each district with proposed changes, there is a zoning map, comprehensive plan information, Title 21 zoning district purpose, and the proposed changes in ordinance 23-40. This information has been assembled in order to facilitate a conversation in the work session to determine the potential impacts, record comments, and consider draft motions for any proposed changes from the Commission(s).

RURAL RESIDENTIAL (RR)



Comprehensive Plan

- **Intent** The R-3 district is intended to provide areas for low density residential development and limited agricultural pursuits.
- **Primary Use** Low-density residential development in outlying locations, generally with less services and/or lower level of service than in urban areas.
- **Other Uses, Allowances, and Specifications**
 - Areas generally not served by water and sewer, nor likely to be served in the near future.
 - Larger lot sizes or cluster subdivisions to preserve sense of open space.
 - Allows accessory housing units by right (subject to standards).
 - Allows bed and breakfasts by right, subject to standards (for purposes of this plan B&B defined as lodging where owner proprietor resides on site)
 - Allows home-based businesses by right, subject to standards; allows some larger non-retail business activities subject to administrative review.
- **Development standards**
 - Option for higher densities and cluster development. Encourage open space subdivisions as alternative to more typical lot layouts.
 - Ensure newer housing is compatible with character of older neighborhoods.

Homer City Code (HCC)

The purpose of the Rural Residential District is primarily to provide an area in the City for low-density, primarily residential, development; allow for limited agricultural pursuits; and allow for other uses as provided in this chapter.

Proposed Changes in Ordinance 23-40:

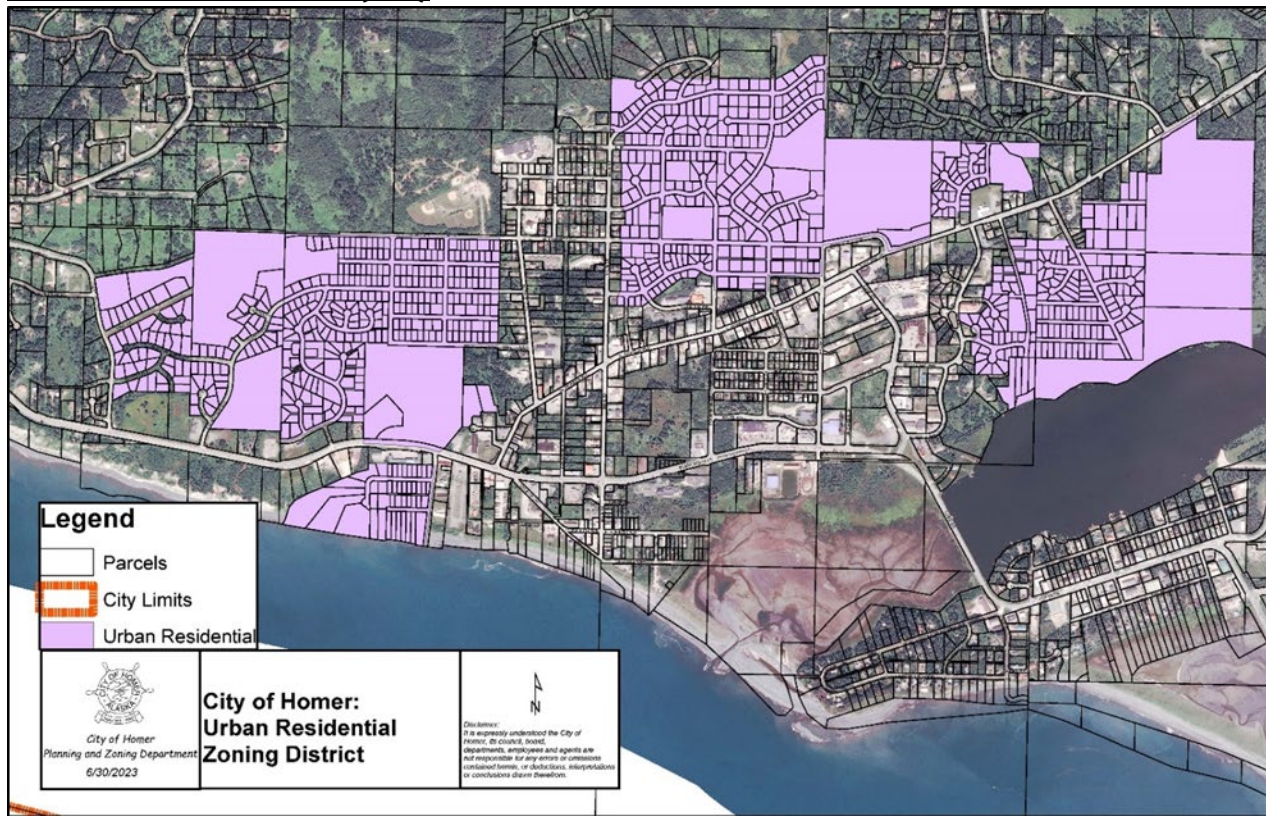
The following uses are permitted outright in the Rural Residential District:

s. **One detached** ~~up to four dwelling units~~, excluding mobile homes, **as an accessory building to a principal single family dwelling** on a lot subject to the requirements of HCC 21.12.040 and ~~located in an area depicted for Urban Residential zoning by the Future Land Use Map in the 2018 Homer Comprehensive Plan.~~

21.12.030 Conditional Uses and Structures

m. More than one building containing a permitted principal use on a lot ~~except as provided for in Hec 21.12.020(s)~~

URBAN RESIDENTIAL (UR)



Comprehensive Plan

UR (URBAN RESIDENTIAL)

- **Intent** The R-1 district is intended to provide more intense residential development in the city core, in a manner that matches Homer’s small town character and encourages increased densities near pedestrian-oriented commercial areas.
- **Primary Use** Medium and medium-high density residential including single-family, duplex, and multiple-family; allow for a variety in housing types and housing price levels.
- **Other Uses, Allowances, and Specifications**
 - Areas generally served by water and sewer; central locations with excellent access to a range of urban services and facilities

- Residential is primary use; but allows for other uses where these uses maintain residential character.
- Moderate lot size minimums (for example, 6000 square foot lots for single family homes).
- Allows bed and breakfasts by right, allows second units and duplexes by right (both subject to standards). (For purposes of this plan, a B&B is defined as lodging where owner proprietor resides on site.)
- Allows home-based businesses by right (subject to standards).
- **Development standards**
 - Encourage attractive, diverse housing types (vs. “cookie-cutter” subdivisions).
 - Ensure newer housing is compatible with character of older neighborhoods (for example, by requiring transitional densities, buffer uses).

Homer City Code (HCC)

The Urban Residential District is primarily intended to provide a sound environment for medium-density residential occupancy including single-family, duplex and low-rise multiple-family dwellings of various types and designs and other compatible uses as provided in this chapter.

Proposed Changes in Ordinance 23-40:

21.14.020 Permitted Uses and Structures.

The following uses are permitted outright in the Urban Residential District:

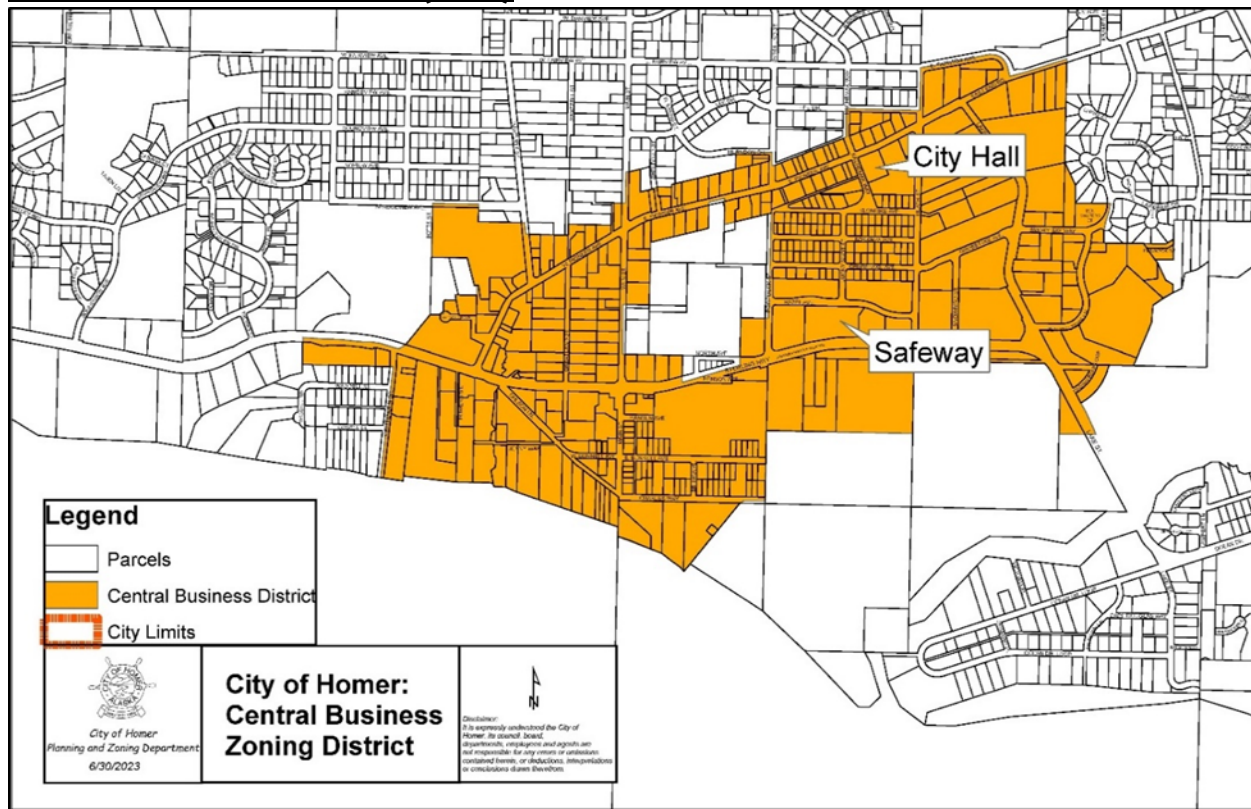
~~s. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14040(a)(2)(a)&(b) excluding mobile homes.~~

21.14.030 Conditional uses and structures.

The following uses may be permitted in the Urban Residential District when authorized by conditional use permit issued in accordance with HCC Chapter 21.71:

~~k. More than one building containing a permitted principal use on a lot, except as provided for in HCC 21.14.020(s);~~

Central Business District (CBD)



Comprehensive Plan

CBD (CENTRAL BUSINESS DISTRICT)

- **Intent** The intent of the CBD commercial district is to provide a mixed use business district in the core area of Homer, with greater allowance for vehicular use than in the Downtown district, but still with a character that encourages pedestrian use.
- **Primary Use** Provide a centrally located area within the City for a mixture of urban uses and activities, including general retail shopping, personal and professional services, educational institutions, entertainment establishments, restaurants and related businesses, civic uses, recreation, and residential uses. Allow a mixture of residential and commercial uses but conflicts resolved in favor of business.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services
 - Allow and encourage relatively high densities (sufficient concentration of uses to encourage circulation by foot).
 - On-site parking required (option for shared parking with an approved parking plan).
 - Residential densities – for example, multi-family up to 6 units per acre - allowed by right
- **Development standards include:**
 - Create an attractive, pedestrian-oriented environment (e.g., landscaped parking, standards to humanize buildings such as clearly articulated entries).
 - Advisory guidelines regarding design character, so buildings and other structures within the district are compatible with one another and with the surrounding area.
 - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).

Chapter 1. Architecture, Chapter 2. Site Design, Chapter 3. Lighting (applicable to all uses).

These Chapter's apply to all non-residential uses and uses with more than 12 residential units in the Central Business District.

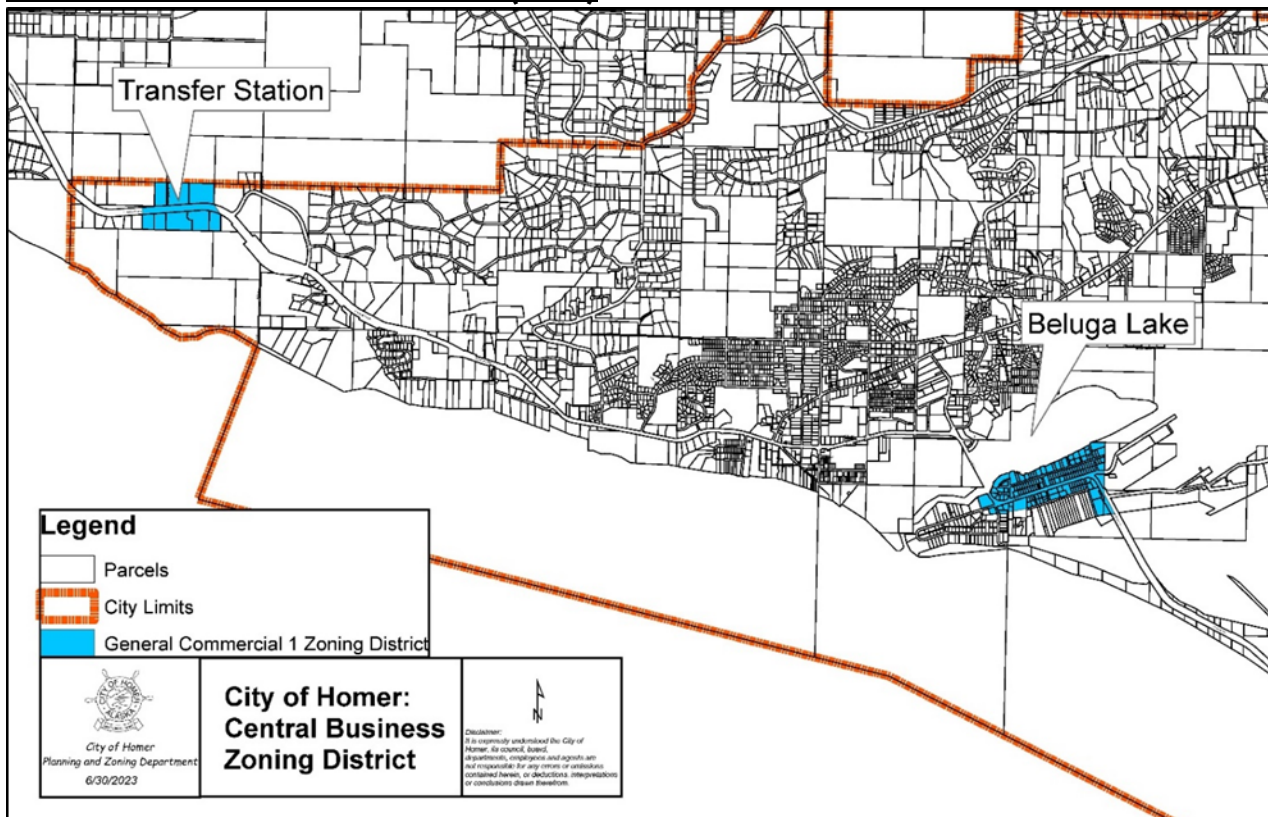
Proposed Changes in Ordinance 23-40:

21.18.020 Permitted Uses and Structures.

The following uses are permitted outright in the Central Business District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reason set forth in this chapter:

mm. Up to 4 buildings on a lot excluding mobile homes, except as provided for in HCC 21.18.030.

General Commercial District 1 (GC1)



Comprehensive Plan

- **Intent** The intent of the GC-1 district is to provide for auto-oriented business.
- **Primary Use** Provide for a diverse array of commercial, retail, and civic uses; commercial uses are primary objective. Applied in locations where the auto is primary means of access.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services.
 - Residential densities – for example, residential uses up to 6 units per acre allowed by right; higher densities with administrative review or use dimensional standards like CBD above.

- On-site parking required (option for shared parking with an approved parking plan).
- Guide use to create/maintain an attractive highway environment.
- **Development standards** include:
 - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).
 - Provide for safe pedestrian circulation.

Homer City Code (HCC)

The General Commercial 1 (GC1) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area, and to provide business locations in proximity to arterials and transportation centers. It is also intended to minimize congestion and adverse effects on adjacent residential districts and on the appearance of the community.

Proposed Changes in Ordinance 23-40:

Section 5. Homer City Code Chapter 21.24, General Commercial1 District is amended as follows:

21.24.020 Permitted Uses and Structures.

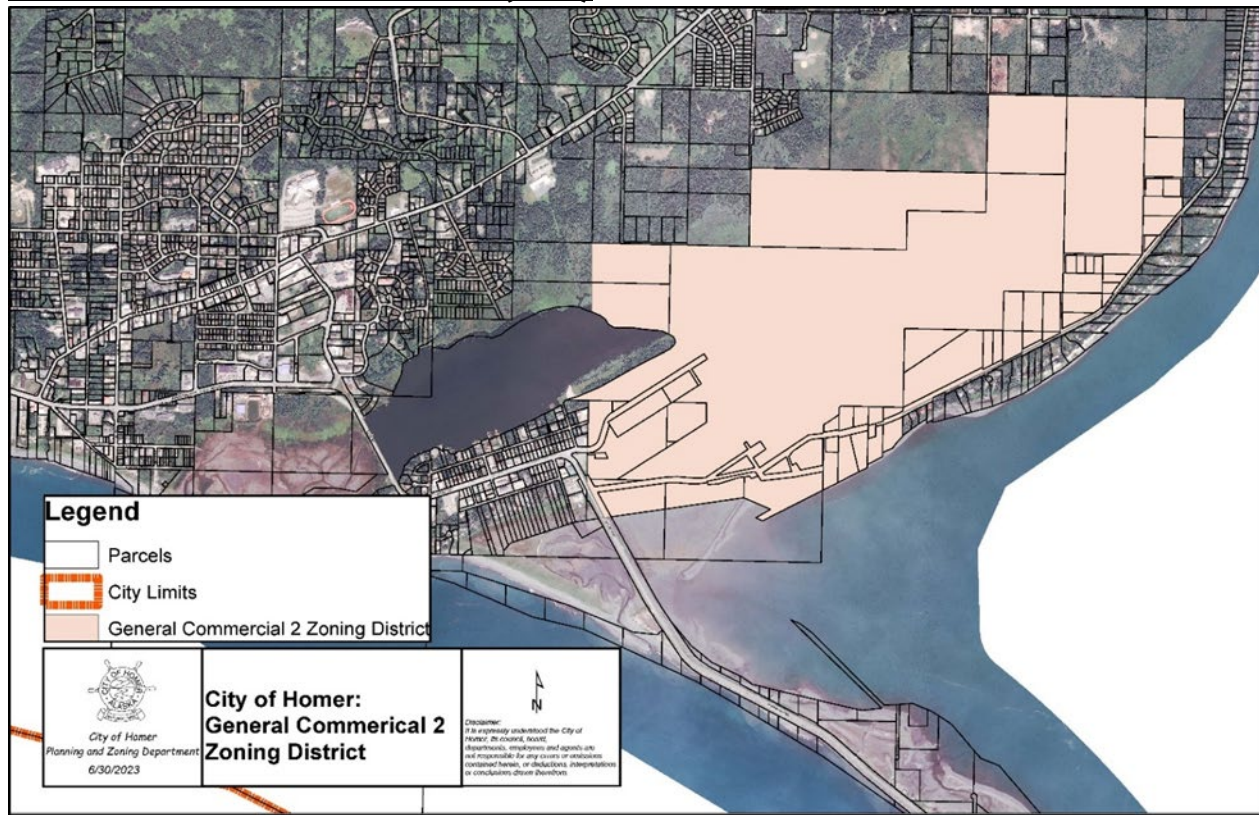
The following uses are permitted outright in the General Commercial 1 District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reason set forth in this chapter:

~~pp. More than one building containing a permitted principal use on a lot.~~

21.24.030 Conditional Uses and Structures.

j. More than one building containing a permitted principal use on a lot

General Commercial District 2(GC2)



Comprehensive Plan

- **Intent** The intent of the GC-2 district is to locate commercial and industrial uses where access to transportation infrastructure is a primary consideration. This district will also serve as a reserve to allow for future commercial and industrial expansion.
- **Primary Use** Promote a sound heavy commercial area within the community with good access to main roads, and reserve land for future industrial expansion. Designed to permit manufacturing, processing, assembly, packaging, or treatment of products within enclosed utilities and facilities required to serve these uses. Residential uses permitted, recognizing the primacy of light industrial and commercial activities. Residential uses limited; certain retail enterprises limited. Performance standards for heavy commercial uses, especially where the district abuts other zoning districts. Allows for heavier commercial uses – manufacturing, processing, packaging, and support of airport activities / needs.
- **Other Uses, Allowances, and Specifications**
 - Accessible by vehicle/direct access.
 - Allows for mixed use, live/work, provides larger lots than would be available in CBD
 - On-site parking required.
- **Development standards include:**
 - Minimal – basic guidelines for parking, minimal setbacks
 - Encourage basic landscaping, screening

Homer City Code (HCC)

The purpose of the General Commercial 2 District is primarily to provide a sound area for heavy commercial and industrial uses within the community designed to permit manufacturing, processing,

assembly, packaging, or treatment of products and other uses described in this chapter. Residential uses and certain retail enterprises are purposely limited.

Proposed Changes in Ordinance 23-40:

Section 6. Homer City Code Chapter 21.26, General Commercial 2 District is amended as follows:

21.24.020 Permitted Uses and Structures.

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

~~y. More than one building containing a permitted principal use on a lot.~~

21.26.030 Conditional Uses and Structures.

I. More than one building containing a permitted principal use on a lot

Residential Office(RO)

Comprehensive Plan

- **Intent** The intent of the RO district is to allow for a range of residential and residential compatible uses. While allowing office, certain commercial and other business uses, buildings and sites must have a scale and character similar to single family detached or small multi-family homes. This district serves as a transition zone between commercial and residential neighborhoods.
- **Primary Use** Provide a mix of low-density to medium-density residential uses with certain specified businesses and offices which may include professional services, administrative services and/or personal services, but does not include direct retail or wholesale transactions except for sales which are incidental to the provision of services.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services, close to other urban services.
 - Moderate lot size minimums (for example, 7500 square feet); allows for attached housing.
 - Guide use to create/maintain an attractive highway environment
- **Development standards**
 - Required (not advisory) standards to maintain residential character/residential scale of buildings (e.g., height, setbacks, parking location, signage).
 - Advisory design guidelines regarding building style (e.g., use of materials, architectural style).
 - Allow for limited commercial signage, consistent with overall goal of retaining a largely residential character.

The Residential Office District is primarily intended for a mixture of low-density to medium-density residential uses and certain specified businesses and offices, which may include professional services, administrative services and personal services, but generally not including direct retail or wholesale transactions except for sales that are incidental to the provision of authorized services. A primary purpose of the district is to preserve and enhance the residential quality of the area while allowing certain services that typically have low traffic generation, similar scale and similar density. The district provides a transition zone between commercial and residential neighborhoods.

Proposed Changes in Ordinance 23-40:

Section 3. Homer City Code Chapter 21.16, Residential Office District is amended as follows:

21.16.020 Permitted Uses and Structures.

The following uses are permitted outright in the Residential Office District:

~~v. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)(a)&(b) excluding mobile homes.~~

21.16.030 Conditional uses and structures.

The following uses may be permitted in the Residential Office District when authorized by conditional use permit issued in accordance with HCC Chapter 21.71:

~~h. More than one building containing a permitted principal use on a lot, except as provided for in HCC 21.16.020(v);~~

Gateway Business District (GBD)

Comprehensive Plan (as Gateway Mixed Use)

- **Intent** The intent of the G-MU district is to provide land uses that primarily cater to the tourism and visitor industry of Homer and to promote year round activity. The gateway district serves as the primary roadway entry into Homer. It will provide an attractive built environment and promote those uses that will not compete with the DT, CBD and GC districts.
- **Primary Use** Promote mixed-use development, with emphasis on the visitor industry. Serve needs and interests of the visitor industry, as well as year-round residents and Homer's role as the Gateway to Kachemak Bay (not to conflict w/CBD). Minimize future traffic congestion along the Sterling Highway corridor and preserve the experience residents and visitors have when entering Homer by way of the Sterling Highway.
- **Other Uses, Allowances, and Specifications**
 - Areas served by public water and sewer, full range of other urban services.
 - Allow and encourage relatively high densities (sufficient concentration of uses to encourage circulation by foot).

- Residential densities – for example, multi-family up to 6 units per acre - allowed by right; higher densities with administrative review or use dimensional standards like CBD above.
- **Development standards**
 - Advisory guidelines re “Gateway” design character.
 - Encourage parking behind buildings (through appropriate set-back rules).
 - Design standards that create an entry point the community can be proud of - attractive, pedestrian-oriented to a degree (e.g., landscaped parking).
 - Control signage to maintain visual quality (for example, avoid large, highly illuminated signs).

Homer City Code (HCC)

The purpose of the Gateway Business District is primarily to promote mixed use development, with an emphasis on visitor-oriented business. Conflicts between residential and business uses are resolved in favor of business. Among the goals of the Gateway Business District regulations are the minimization of future traffic congestion along the Sterling Highway corridor, and preservation of the favorable experience residents and visitors have when entering Homer by way of the Sterling Highway.

Proposed Changes in Ordinance 23-40:

Section 5. Homer City Code Chapter 21.22, Gateway Business District is amended as follows:

21.22.020 Permitted Uses and Structures.

The following uses are permitted outright in the Gateway Business District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reason set forth in this chapter:

~~r. Up to 4 buildings on a lot for use as dwelling units subject to HCC 21.14.040(a)(2)&(b) excluding mobile homes.~~

21.22.030 Conditional Uses and Structures.

~~a. More than one building containing a permitted principal use on a lot, except as provided for in HCC 21.22.020(r).~~

Attachments:

Ordinance 23-40: Amending Title 21 Regarding Conditional Use Permits

City of Homer Zoning Map

Attachments:

Ordinance 23-40: Amending Title 21 Regarding Conditional Use Permits
City of Homer Zoning Map



City of Homer

www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us
(p) 907-235-3106
(f) 907-235-3118

Staff Report PL 23-46

TO: Homer Planning Commission
FROM: Ryan Foster, AICP, City Planner
DATE: July 26, 2023
SUBJECT: Ordinance 23-40 CUP Zoning Text Amendment Work Session Notes

Introduction

At the July 19, 2023 Joint Planning Commission and Economic Development Work Session City Planner Foster and Economic Development Manager Engebretsen facilitated discussion and answered questions regarding the following topics:

- The proposed changes represented in Ordinance 23-40
- The changes adopted by Ordinance 22-68(A)
- Density, zoning districts, infrastructure, and what that means for how the City is planned
- Some of the proposed changes are reversing the number of units back to one in addition to the principal allowed without a CUP
- Administrative burden of processing CUP applications within each zoning district

City Planner Foster reviewed the materials provided in the packet for each district and then addressed four questions for each district: What is the impact of the proposed text amendments, does it fit well with the district, any additional goals to consider, and comments or edits.

RR Impact: Removes FLUM UR Map as consideration for more dwelling units
Removes up to 4 units/need CUP
Fewer Opportunities for housing/labor
Fewer units per property would be more expensive

Fit: Good fit/low density of both Title 21 and Comp Plan

Goals: Slow sprawl, put density where it is planned

Comments: Commissions support the proposed ZTA

UR Impact: Removes up to 4 units dwellings outright

Could increase cost per dwelling unit for required CUP approval
Approved CUPs are tied to property and need to be managed
Density causes reduction in green space and wildlife corridors
Maintains existing character/density in established neighborhoods
More CUPs increases workload on Commission and Staff

Fit: None noted

Goals: Provide mix of housing types and can maintain neighborhood character
Get community buy-in for proposed density changes in existing neighborhoods

Comments/Edits: Commissions support the proposed ZTA

CBD Impact: Removes up to 4 buildings on a lot
Requiring CUPs for more buildings
Maintains character of existing neighborhood
Potential impact to business opportunity and growth for property owner
CUP difficult CUP process
Potential for misuse and disturbances with more structures/STR

Fit: Not an efficient use of time or effort for CUP
Reducing the number of buildings could reduce density in high density district

Goals: Need certainty for development/expansion
More buildings result in fewer strip malls

Comments: Commissions do not support the proposed ZTA

GC1 Impact: More than one building is not the typical trigger for CUP in district
More than 1 building requires CUP
Possible impact to property/business for construction/expansion

Fit: None noted

Goals: District is difficult to safely accommodate pedestrians

Comments: **Commissions do not support the proposed ZTA**
When to address wildlife/wetlands?
Typographical error in City Code, pp not on website, oo is correct

GC2 **Not reviewed, all present support the proposed ZTA**

RO Impact: Removes by rights for up to 4 buildings dwellings
Discourages dwellings units construction/expansion
Reduces residential infill/affordable housing

Fit: Infill would be a good fit with current code
Residential is more the focus and office has to fit in the
residential aspect

Goals: Could use affordable housing

Comments: Commissions do not support the proposed ZTA

GBD Impacts: Removes by-right up to 4 buildings on a lot as dwelling units

Fit: Fits the Purpose of the district with exception of dwelling
rentals/business

Goals: None noted

Comments: Commissions support the proposed ZTA

Consider similarities/differences between districts in HCC

Attachments:

Ordinance 23-40: Amending Title 21 Regarding Conditional Use Permits

City of Homer Zoning Map



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 Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: July 31, 2023
SUBJECT: City of Homer Draft 2024-29 Capital Improvement Plan (CIP)

- I. **Issue:** The purpose of this Memorandum is to present the City's draft 2024-29 CIP for review and consideration by the Economic Development Advisory Commission.
- II. **Background:** The CIP is the City's 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) that result in a fixed asset with an anticipated life of at least three years.

The CIP contains written descriptions of City prioritized projects and is submitted to our State Legislators, and as needed our Federal Legislators and appropriate agencies so they have the information necessary to make funding decisions. The CIP also positions capital projects for potential grant funding and for consideration in the City's biennial budget process.

Projects in the CIP are organized in four sections:

- 1) Legislative Priority Projects are a short list of high priority **City of Homer projects** which are selected by City Council for promotion to State representatives for capital funding assistance, as well as the Federal appropriations process, in which projects must meet nuanced eligibility criteria set out by the appropriations committees, and be selected to move forward in the process to possibly be selected for Federal funding.
- 2) Mid-range projects which may be initiated within the next six years;
- 3) Long range projects; and
- 4) A section for State and local non-profit projects that benefit the Homer community.

Projects being proposed for inclusion in the CIP are in a separate section. They require City Council approval to be added to the CIP. Some of the projects in the Proposed New Project Section are in extremely draft form. I am awaiting input from staff to complete the project descriptions.

The CIP is updated annually. I will be out of town and unable to give a presentation on the CIP at your August 8, 2023 Regular meeting. Julie Engebretsen is capable of assisting you with any questions on the process and requested actions. Thank you for your input.

III. Requested Actions:

- **Review the draft 2024-2029 CIP in your packet.** The draft CIP is a work in progress. Substantive updates and/or recommended changes from last year’s CIP (to date) are indicated in red font.
- **Discuss and provide input on specific changes or updates you would recommend for current or new projects EDC staff.**

- **Be prepared to take the following actions:**
 - Pass a motion naming **three projects** the EDC recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Commission’s #1 and #2 Federal Legislative Priority projects.
 - Any **City** project in the CIP is eligible.
 - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
 - For reference, last year, the Economic Development Commission selected the following:
 1. Green Infrastructure/Stormwater Management Program.
 2. Multi-Use Community Center (HERC Redevelopment)
 3. Homer Spit Coastal Erosion Mitigation

- Additionally, the Commission **may** choose to pass motion(s) that
 - Supports or opposes projects proposed to be added or removed from the CIP.

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession on August 28. The CIP will remain a draft document City Council formally adopts the CIP via Resolution in September 2023.



EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER CAPITAL IMPROVEMENT PLAN

Q: What is a CIP?

A: The CIP (or Capital Improvement Plan) identifies capital projects that are community priorities. The plan includes a description of proposed capital improvement projects ranked by priority, their benefits to the community, an estimate of project costs and progress to date (money raised, plans drawn up, etc.). An estimated timeline for completion is also included for City of Homer projects. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, City Council priorities and funding opportunities.

There are several reasons to maintain a CIP. It 1) helps focus attention on community needs; 2) helps leverage funding if the project has been identified as a community priority in the CIP; and 3) highlights community priorities for our state/federal legislative representatives.

NOTE: The Capital Improvement Plan is not a funding request. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources. Nominating a project for inclusion in the CIP is *not* a request for City funding.

Q: What is a capital project?

A: Capital projects are the acquisition and/or development of a major, non-recurring asset such as land, buildings, public road/utility infrastructure and equipment with a useful life of at least three years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by non-profit organizations and state or federal agencies (e.g., Alaska DOT&PF). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Is the CIP a “wish list?”

A: Though projects can stay a long time on the CIP, it is not a wish list. Funding sources are not always readily available, and aligning partners and funders for large capital projects takes time. The CIP is segregated into sections, City of Homer legislative priority projects, mid-range projects (that *may* be undertaken in the next six years) and long range projects. This allows the CIP to be a forward thinking plan for City projects.

Q: What is the process for developing the Capital Improvement Plan?

A: CIP development is a multi-step process that starts around May of each year and ends in October.

Step 1 involves the City’s Special Projects & Communications Coordinator developing a CIP update schedule that will be approved by the City Council in early May of each year.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, and updates to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are given the opportunity to select their top Legislative priority projects. Their recommendations are passed on to the City Council. Commissions can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP. Public comment on projects under consideration is welcome. Throughout this time, City staff will continuously update the draft CIP. The CIP will be labeled *DRAFT* until it is approved by City Council.

Step 5 The City Council will hold a work session to discuss the CIP and will they take public comment as advertised at regular City Council meetings. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 6 is to finalize the CIP as per City Council approval, and make digital and bound copies. These should be ready to post on the website and for distribution in October.

Q: What are “legislative priorities”?

A: Legislative priorities are a special subset of the CIP. The full CIP might contain 50 projects that have gone through the public hearing process and are approved by the City Council. From those 50, City Council selects a “short list” of projects for the City to highlight during the upcoming legislative session. It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.)

Staff, lobbyists and City Council promote these projects to State and Federal legislators, Commissioners, etc. Five of the legislative priority projects are submitted to our State Legislators for prioritization among all projects submitted from our District for funding through the State’s Capital budget.

Members of the Alaska congressional delegation also invite local governments and other groups to submit Congressionally Designated Spending requests (or Appropriation requests) each year. Typically 3-6 Legislative Priority projects that align with Federal CDS priorities and guidelines will be forwarded to our Federal legislators for consideration for CDS funding.

Q: Does the City seek grant funding for CIP projects also?

A: Yes. The City applies for grants to fund capital projects; grant programs almost always require projects be identified in a CIP or other major Plan and that the City provides local matching funds.



City of Homer

Draft 2024-2029 Capital Improvement Plan

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



September 23, 2024

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2024 through 2029 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 2023-2028 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.

The City updates 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,

Rob Dumouchel
City Manager



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Funded Projects from the 2023-2028 Capital Improvement Plan

The City of Homer is pleased to report that the following projects have been completed:

Ben Walters Lane Sidewalk Facility
 \$1.7M allcoted in the City of Homer FY24/25 Capital Budget for construction.

Other Orgnaizations: SPARC: Flooring Replacement

The following projects have been partially funded:

Homer Harbor Expansion
 \$3M in local, State and Federal funding was secured to complete funding for the USACE General Investigation.

Fire Department Fleet Management
 Partial completion with purchase of a Ladder Truck utilizing funds approved from FY23 Capital Budget.



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. A capital expenditure is a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years.

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.
- 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 funding capital projects as part of the biennial budget process.
- Understand the impact of new capital projects on maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a general target construction schedule. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, however, such inclusion does not indicate that the City intends to provide funding for the project. 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.

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 six-year plan is updated annually in accordance with a planning schedule approved 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.

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. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the 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?
- Is the project specifically recommended in other City of Homer long-range plans?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Is the project strongly supported by one or more City advisory bodies?
- 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?

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.



Legislative Request FY2025

**City of Homer FY2025 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 23-XXX**

List of Legislative Priority projects will be updated after City Council selections.

1. Homer Harbor Expansion
2. Slope Stability & Erosion Mitigation Program
3. Pioneer Avenue Gateway Redevelopment:
Multi-Use Community Center
4. Karen Hornaday Park Public Restroom Facility
5. Homer Harbor Critical Float System Replacement:
Float Systems 4 & 1
6. New Public Works Facility
7. A-Frame Water Transmission Line Replacement
8. Homer Spit Erosion Mitigation

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1. Homer Harbor Expansion

Project Description & Benefit: This project proposes to expand Homer Harbor by constructing a new harbor basin for large vessels to the north of Homer’s existing Port and Harbor. The expanded harbor will correct navigational safety hazards posed by overcrowding in Homer’s current small boat harbor, meet moorage demands of the marine transportation sector on which forty-seven non-road connected Alaskan communities, and regional industries, the Port of Alaska and internationally significant commercial fisheries depend. It’s design could have the potential to advance national security interests and be a backup port for marine transportation and cargo handling which is critical for Alaska’s resilience and recovery in the event a major disaster disables the Port of Alaska.

Currently, large vessels are moored at System 4 and System 5 transient floats in Homer’s Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two or three or more abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.

FY 2025 - DRAFT Document

- The new facility fills unmet moorage, maintenance and repair needs which currently send Alaska’s marine industrial, cargo and commercial fishing fleet to ports in the Lower 48 due to their overall size, draft, and simply lack of moorage space. Data show that 63% of Alaska homeported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska’s marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project could also meet the US Coast Guard’s long-term mooring needs for Search & Rescue and Arctic Security missions, if the design alternative includes space for the USCG Aspen and/or fast cutters and other assets deployed to the Arctic.

Centrally located in the Gulf of Alaska, Homer’s Port & Harbor is the region’s only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance, and is the marine industrial and transportation system hub for central and Western Alaska.

Plans & Progress: An earlier feasibility study (funded by the City, State of Alaska DOT, and Army Corps of Engineers (USACE) was put on hold in 2009 because preliminary results indicated the project’s Benefit to Cost ratio would be non-competitive for Federal funding. High demand and favorable changes in cost drivers since prompted the City and USACE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program grant in 2019. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) commencing March 2023.

Estimated Project Cost: \$278,000,000
 General Investigation: \$ 3,000,000 (Secured)
 Construction Estimate: \$275,000,000
 FY2025 State Request: \$ 46,000,000
 FY2025 Federal Request: \$183,000,000
 City of Homer Match: \$ 46,000,000



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 as shown below..



| Funding Secured | Prior to July '23 | FY24 | FY25 |
|-----------------|-------------------|-----------|-----------|
| GI USACE | \$300,000 | \$600,000 | \$600,000 |
| GI COH match | \$150,000 | \$300,000 | \$300,000 |
| GI SOA match | \$150,000 | \$150,000 | \$150,000 |



2. Slope Stability & Erosion Mitigation Program

Project Description & Benefit: Instability of steep slopes and coastal bluffs present hazards to Homer’s natural and built environment. Their instability is due in large part to the movement of both surface water and ground water. When these waters combine, they saturate the soil, which makes the soil particles “slippery” and creates potential for slumping. The annual freeze-thaw cycle further exacerbates erosional loss. An increase of impervious surfaces due to commercial and residential development booms also contributes to coastal erosion. When stormwater quickly exits developed areas, discharge events down gradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

Erosional impacts include homes that have slid down steep slopes, forcing abandonment. Roads have failed, and with them water/sewer, electrical and natural gas distribution line infrastructure, requiring emergency repairs to restore access. This is a problem affecting both the City and the State of Alaska, as multiple state highways have been, and are continuing to be, adversely affected by slope instability – including the Sterling Highway, Homer’s only road connection to the rest of mainland Alaska and Kachemak Drive, a tsunami evacuation route and connector road for commuter, recreational and commercial traffic to Homer’s regionally active Port and Harbor facility on the Homer Spit.

After studying how these waters collectively affect steep slopes and coastline erosion, the City developed innovative mitigation plans for four projects. Together they form the City’s Green Infrastructure Slope Stability & Erosion Mitigation Program. They include (1) Kachemak Sponge Wetland Treatment System, a nature-based infrastructure project that protects private and public properties as well as state-owned Kachemak Drive by acquiring using natural wetlands to collect and treat storm water. The project mitigates flooding and coastal erosion as well as recharges valuable peatlands. (2) Baycrest Storm Drain Conveyance and Treatment System protects the state-owned Sterling Highway and downhill properties by mitigating flooding and coastal erosion. This project features a micro-hydro energy generating unit. (3) Beluga Lake and (4) Beluga Slough Wetland Treatment Systems also use natural wetlands to manage storm water, protecting two state-owned roads, Main Street and Sterling Highway. They also protect the water quality of Beluga Slough and Beluga Lake, important habitat for shorebirds. Together, these projects will protect and recharge valuable peatlands, protect water quality, conserve critical moose and waterfowl habitat and mitigate coastal erosion for the long term.



The Slope Stability Program utilizes nature based and low impact development techniques to mitigate erosional damage and protect water quality.

Plans & Progress: The Kachemak Sponge and Beluga Slough systems are Phase 1 and are underway. The City completed preliminary water quality, flow rate and peatland data collection. Design work and initial appraisals of peatlands to be acquired for the Kachemak Sponge project is complete. **Federal IJJA funds from a FY23 NOAA grant will assist with peatlands acquisition. The City also secured a FY23-25 Alaska Clean Water Act grant for the Beluga Slough Storm Water Treatment System.**

| | |
|--|--------------------|
| Project Cost (Phase 1): | \$5,028,791) |
| Kachemak Drive Wetland Treatment System | \$4,388,791 |
| Beluga Slough & Bishops Beach Stormwater Treatment Systems | <u>\$ 690,000</u> |
| Total Phase 1 Cost: | \$5,028,791 |
| City of Homer grant & match funds secured | \$1,845,310 |
| FY2025 State Request Beluga Slough: | \$ 429,484 |
| FY2025 Federal Request Kachemak Sponge: | \$2,799,381 |

| Funding Secured | Prior to July '23 | FY24/25 |
|--------------------|-------------------|------------|
| COH Data Collect | \$ 180,000 | - |
| Kachemak Sponge | | |
| NOAA IJJA grant | \$1,171,410 | - |
| COH HART Road | - | \$418,000 |
| Beluga Slough | | |
| FY23-25 ACWA grant | \$ 11,866 | \$ 141,441 |
| COH HART Road | \$ 81,313 | - |
| COH In-kind | \$ 25,896 | - |

FY 2025 - DRAFT Document



3. Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center

Awaiting City Council HERC worksession for project update.

Project Description & Benefit: The Pioneer Avenue Gateway Redevelopment project completes a comprehensive revitalization plan and initiates cleanup on a 4.3-acre Brownfield site located in the heart of Homer’s commercial district at the corner of the Sterling Highway and Pioneer Avenue. This project creates an economically viable reuse program that will catalyze site cleanup and construction of a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development of Homer’s central business district. This project is 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.

The community has long prioritized re-developing this site to better serve recreation needs and to create a welcoming gateway for visitors to Homer. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community’s high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for safe walking/running, meeting and convention or events space, dedicated space for youth and emergency shelter as priority features.

Over the years, the City has performed a variety of structural and feasibility analyses. However, contamination in the two former school buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The building is in a state of disrepair; it is only a matter of a few years before it can no longer be utilized for recreation or for City maintenance and community recreation staff currently housed in the building. The next steps to accomplishing the community goal of a new facility is twofold: finalizing design and site cleanup.

Plans & Progress: In 2018, a City Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the current building. The retrofits needed to bring the building into modern code compliance exceeds the cost of new construction. In September 2021, the City expended \$49,964 to update the recreation needs analysis, engage the public and produce concept designs and construction cost estimates for different options for a new multi-use center. This was a big step towards refining the scope of the project and moving it forward.

The next step is finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance. In spring of 2022, the City determined the smaller of the two former school buildings was unsafe for occupancy, and began planning demolition of that building. The City will proceed with demolition of the smaller building while planning for a new community facility.

Budget to be updated. Capital budget allocates \$311,216 in Natural Gas Free Main Allowance funds.

| | |
|----------------------------------|---------------|
| Total Project Cost: | \$15,795,666 |
| FY24 | |
| Phase 1: Abate HazMat | \$ 176,377 |
| Phase 2: Demolish HERC2 | \$ 78,094 |
| Final Design & Feasibility Study | \$ 350,000 |
| FY25 | |
| Phase 3: Demolish HERC1 | \$ 191,195 |
| Construction | \$ 15,000,000 |
| FY25 State Request: | |
| Phase 1, 2 & 3 | \$ 350,000 |
| (City of Homer Match: \$ | 445,666) |
| FY25 Federal Request: | |
| Phase 3 | \$15,000,000 |



Conceptual design for a new community recreation facility to revitalize a Brownsfields site at the gateway to Homer.

FY 2025 - DRAFT Document



4. Karen Hornaday Park Public Restroom Facility

Project Description & Benefit: Karen Hornaday Park is Homer’s largest, most diverse public recreation space. At 40 acres in size, it offers a wide variety of activities, including camping, ballfields, playgrounds and two public pavilions with picnic facilities, barbecue grills and campfire circles. For those looking to relax, the park offers benches to view Kachemak Bay and the surrounding mountains and glaciers, as well as access to a more intimate, natural area along Woodard Creek on the park’s eastern boundary. The park hosts an estimated 92,000 user days each year. This includes Little League participants and spectators, plus general use park visitors and attendees of small gatherings and large events that reserved the park annually, such as reunions, the Scottish Highland Games festival and concerts.

The Karen Hornaday Park Master Plan, first approved in 2009, is outdated. Development of a new plan by the Park, Arts, Recreation and Culture Advisory Commission and adoption by City Council is underway. The plan will develop a site plan and designs for two high priority park needs to improve safety and provide accessibility: an entry road, parking area and accessible pathway to park amenities and public restrooms facilities. Significant volunteer efforts and HART Program funding in 2017 constructed two new footpaths providing pedestrian access to the park along Fairview Avenue on the southern border of the park and from Danview Avenue. Neither of these trails are ADA accessible and they do not address safety issues of children running across the road from the parking lot to access the park.

The highest need is an ADA accessible public restroom facility. The former restroom facility was demolished in 2020 due to safety concerns. The physical structure had deteriorated over the years. Its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The portable toilets currently provided are inadequate to support the needs of the

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer’s premier public park. The first step of the current project is to create a new Park Master Plan, extend water/wastewater utility to the site selected for the public restroom and construct the restroom facility. The second phase will be road, parking lot and accessible trail construction.

Project Cost (Phase 1): **\$1,080,000**

Master Plan Update: **\$ 50,000 (COH funds)**

Water Sewer Utility Extension: **\$ 530,000 (COH funds)**

Restroom Construction: **\$ 500,000**

FY25 State Request: \$500,000

(City of Homer Match: **\$580,000**)



Public restroom facilities and safe, accessible pedestrian access for the many park users is lacking in the park.

| Funding Secured | FY24 | FY25 |
|-------------------|-----------|-----------|
| Park Master Plan | | |
| COH General CARMA | \$ 50,000 | - |
| Public Restrooms | | |
| COH HAWSP | \$ 10,000 | \$150,000 |
| COH GF Balance | \$ 20,000 | \$350,000 |



FY 2025 - DRAFT Document



5. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1

Project Description & Benefit: System 4 is made up mostly of floats that were constructed in 1964 for the original Homer Harbor. In the 2002 Transfer of Responsibility Agreement (TORA) project, those original floats were moved to create System 4. Within two years, the System’s 207 slips for vessels ranging in size from 24 feet to 60 feet in length and over 1,000 linear feet of transient moorage was filled to maximum capacity. System 4 provides dockage for the Seldovia Fast Ferry *Kachemak Explorer* for passenger and freight loading. System 4 has two accessible gangways on ramps 6 and 7 and is supported by a public restroom and public fish cleaning station located at the top of ramp 6.

The 1964 timber floats are 30 years beyond their engineered life expectancy and should be replaced before they are condemned and need to be decommissioned. Major maintenance (adding flotation to the end of main floats and replacing timber piles, decking, and stall floats) has allowed continued use of these floats. Despite these efforts, many conditions have combined to produce a critical loss of structural capacity. Bullrails, used for securing mooring lines, are cracked or deteriorated; older timber piles have areas of rot; flotation foam has disintegrated throughout these floats, reducing freeboard, which ultimately reduces load capacity and increases rates of corrosion. The lack of flotation and deteriorated structural members makes the entire main float lists to one side; snow has to be removed in the winter to prevent sinking. Lack of flotation also causes the stall floats to be unstable or bouncy when walking on them, resulting in a potential safety hazard. Parts of System 1 dates back to 1986 The lack of freeboard flotation, concrete and timber deterioration and broken structural elements at end floats and failures in some headwalk floats likewise puts these components of System 1 in critical to serious categories.

Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023. It recommended replacing floats categorized as serious and critical and upgrading shore power, fire suppression and potable water. AAA float can be expanded towards the load and launch ramp to open up narrow fairways between the floats, giving vessels more room to safely navigate between the float systems. The City submitted a Federal grant application for FY23 Port Infrastructure Development Program funds to assist with design, engineering and construction. State matching funds help leverage federal dollars in support of Homer’s regionally critical port infrastructure.

| | |
|----------------------------|--------------|
| Total Project Cost: | \$59,289,547 |
| FY25 State Request: | \$ 6,077,178 |
| FY23 Federal PIDP Request: | \$47,135,190 |
| City of Homer Match | \$ 6,077,179 |



System 4 floats to be replaced.



The Headwalk Float AAA is warped, suggesting a failure in the structural members below the deck and lack of flotation..



Low freeboard resulting in submerged pile collar. Decking has rot and hardware connections protrude through it.

FY 2025 - DRAFT Document



6. New Public Works Facility

FY 2025 - DRAFT Document

Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. The current mechanic shops are too small to accommodate the city’s large equipment and are out of space to house any new machinery. Due to lack of space the building maintenance shop was relocated to a derelict building off site will soon need a new location. Additionally, Homer’s new Tsunami Inundation Map shows the potential risk of a 30’ high wave to move through the Public Works complex. Public Works and associated heavy equipment are critical infrastructure for response and recovery activities before, during and after a disaster.

To help evaluate the risks to Public Works of personal injury and property damage from a tsunami and recommend possible mitigation options, Homer City Council appointed a Public Works Campus Task Force in 2020. The Task Force confirmed risks to the public works campus and additionally identified that the facility is suffering from obsolescence due to growth and technological changes over time. After evaluating different mitigation strategies (including creating tsunami resistant seawalls or perimeter mounds and constructing tsunami resistant buildings in same location), the Task Force advised relocating the mission critical portions of the Public Works campus (administration, building maintenance, City fueling station, rolling stock, piping, culverts, mechanics shop, motor pool shop and other essential equipment and materials) to a new location to mitigate loss and damage during a tsunami event and to provide for long-term sustainability.

Based on a needs assessment, the new facility would require a 4.6 acre site. Ideally, the site would be located within or close to the Central Business District, and be compatible with adjacent land uses. The facility will be sized to provide for current and future administrative and customer support services; road, drainage, building, water, sewer, motor pool maintenance activities; and equipment/materials storage

The existing Public Works site could be converted into public summer use open space (adjacent to the animal shelter, Beluga Slough, and conservation land) and provide space for environmentally sensitive snow storage in the winter.

Plans & Progress: This project will most likely be completed in three phases consisting of concept design and property acquisition followed by full design and construction. The proposed time frame is to purchase property in 2023; design the facility in 2024-25 and begin construction in 2026. Availability of funding would adjust these time periods.



The City of Homer Public Works department’s equipment and fleet and personnel have outgrown the current facility, which is also located in a tsunami inundation zone.

Total Project Cost: \$11,377,750

Schedule: 2024

2023: Property Acquisition \$ 600,000
 2024-2025: Facility Design \$ 828,500
 2026-27: Construction \$9,949,250

FY25 State/Federal Request: \$9,949,250

City of Homer Match: \$1,428,500

| Funding Secured | FY24 | FY25 |
|----------------------|------------|------|
| Property Acquisition | | |
| COH Land Reserves | \$ 600,000 | - |



7. A-Frame Water Transmission Line Replacement

Project Description and Benefit: This project replaces an 800-foot section of cast iron water supply line in Homer’s water utility system. The pipe, at 57-years-old, is brittle, corroded and on a 52-degree slope, making it extremely susceptible to catastrophic damage during seismic events.

This supply line is the only line transmitting water to the west side of Homer. It serves hundreds of customers, South Peninsula Hospital and two schools. Loss of this line, our sole drinking water utility, would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to serious, but repairable seismic damage to the supply line) has serious consequences. The expedient availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water are additional challenges/concerns.

Replacing the cast iron pipes with HPDE pipes protects this critical water utility infrastructure from seismic damage, and significantly mitigates potential life, health and public safety losses associated with a major earthquake event. Loss of supply in the area’s sole drinking water utility would have a devastating impact on overall public health and safety, fire protection capability and the economy. To mitigate the likelihood of a catastrophic break that would disrupt water supply and smaller ruptures that could compromise water quality, the obsolete cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

The water main is critical infrastructure that assures the life, health and safety of Homer’s 5,522 residents and additional residents in surrounding unincorporated areas who rely on the system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution doubles during the summer (June to August), compared to the height of winter (December and January) due to the influx of seasonal residents and a burgeoning tourism industry.

Plans & Progress: The City’s FY24-25 Capital Budget allocates \$90,000 to complete the design for the distribution line. The A-Frame Transmission Line Replacement is included on Alaska Drinking Water Fund’s FY24 Intended Use Plan. **This project, combined with the design and installation of a 250,000-gallon water storage tank on the west side for drinking water resiliency (also on the FY24 Intended Use Plan) is under consideration for a FY24 Federal appropriation.**

Total Project Cost: \$804,092

Design: \$90,000

Construction: \$714,092

FY25 State/Federal Request: \$634,274

City of Homer Match: \$ 160,818

| Funding Secured | FY24 |
|-----------------|-----------|
| Design | |
| COH Water CARMA | \$ 90,000 |



Replacing the water transmission line is critical for the life, health and safety of residents who rely on the system for delivery of residential and commercial potable water.

FY 2025 - DRAFT Document



8. Homer Spit Coastal Erosion Mitigation

FY 2025 - DRAFT Document

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (AK DOT&PF) work cooperatively with the Army Corps of Engineers (USACE) and the City of Homer to design, permit and implement a long term erosion mitigation and maintenance plan to mitigate and stabilize erosion conditions on the Homer Spit. This project is needed to protect critical infrastructure on the Homer Spit.

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat. While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT&PF armored the highway in two emergency revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

Erosional damage on the Spit is undermining the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway. The road is also an essential tsunami evacuation route. If left unchecked, erosion will ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska, including the commercial fishing industry and the marine trades. Erosion is actively undermining public recreational facilities and private commercial enterprises to the point that properties have been abandoned or condemned. A coordinated, long-term maintenance plan is needed.

Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. More recently, in 2019, HDR analyzed environmental conditions and sediment transport and produced a Coastal Erosion Assessment of the Sterling Highway Termini on the Homer Spit which also considered concept alternatives (perched bench, groin field, offshore breakwater, sediment management and rock revetment) for improving resilience of existing roadway embankment. A rough order of magnitude for revetment is \$1.5 M per 100-foot station.

Due to the importance of road access on Homer Spit, a traditional revetment was recommended; however it strongly encouraged coupling any rock project with a beach renourishment program and sediment management plan for long term viability of the Spit. Dredging operations in Homer Small Boat harbor and during construction of Homer’s new large vessel harbor will provide sufficient material to renourish the beach.

The project could progress through a USACE General Investigation, **or through a State of Alaska/City of Homer application for Federal PROTECT planning grant funds.** The GI would progress from phase 1 (USACE authorization to implement the Dredged Material Management Plan to immediately mitigate erosional damage, while concurrently, initiating Phase 2: design and engineering of erosion mitigation measures through a USACE General Investigation.

Phase 1 & 2 Project Cost: \$3,960,000

Phase 1: Beach Renourishment Authorization, dredging and placing materials: \$960,000

Phase 2: USACE General Investigation: \$3,000,000

FY25 State Request \$1,980,000
(City of Homer match: \$ 480,000)

FY25 Federal Request \$1,500,000

Contact Mayor Ken Castner or or Rob Dum



Example of recent active erosion on the Homer Spit.



9. Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer’s emergency services space needs. Initial plans to correct building and space inadequacies called for co-locating the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion plans for the Fire Department.

In the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets, but nothing was done to address inadequate facility space or increased demands on service requirements.

The current fire station was built in the early 1980’s. It has five bays to hold four fire trucks and two ambulances. Vehicles are double-stacked in the bays with barely with enough room for a person to move between the trucks, much less accommodate new, modern fire apparatus, which are longer and wider than the vehicles the bays were originally designed for. Storage, training, parking and apron space are also very limited. Expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

This project resumes the planning/conceptual design process for a new fire station facility that will adequately meet the community’s current need for well-prepared, safe, and timely emergency response. It (1) updates the needs assessment to reflect current departmental conditions and needs for a stand-alone Fire Station facility; (2) conducts site feasibility analysis, including the potential to incorporate the former Police Station property into a design at the current site, either through expansion or rebuilding; and (3) conceptual designs and cost estimates.

Plans & Progress: This project can progress in phases. Phase 1 is pre-development and design work.

Total Project Cost: \$20,000,000

Phase 1, Design: \$ 1,500,000

Construction: \$18,500,000

FY25 State/Federal Request: \$1,200,000 Phase 1
(City of Homer match: \$300,000)

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Two examples illustrating the department’s need for additional space: parking area in the equipment bay does not meet minimum space requirements for firefighting apparatus and insufficient storage capacity.



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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City Hall Access Barrier Removal

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Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Advisory Board and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City’s Facilities Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36” width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32” width requirement; and
- front door entrance threshold height.

Plans & Progress: Public Works Staff assisted the ADA Advisory Board during the self-evaluation process, and together developed solutions and remedies that are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. **In 2022, the City allocated funds to design a new City Hall Ramp to bring it into ADA compliance.**

Total Project Cost: \$400,000

Schedule: 2024-2025

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24/25 |
|---------------------------|-------------------|---------|
| Design ADA City Hall Ramp | | |
| COH Comm Assist Program | \$ 14,400 | - |



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.



Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit is a man-made marine basin that the Alaska Department of Fish and Game annually stocks with king and silver salmon smolts to provide an easily accessible recreational sport fishing opportunity. This road accessible, shore based salmon fishing site attracts a wide array of sport anglers. When salmon return to the terminal fishery from May through September, over 250 anglers line the bank at any one time.

Due to its popularity, the City of Homer enlarged the lagoon to five acres (twice its original size) in 1994, and in 1999 added accessibility features (handicapped parking and a series of ramps and landings inside the fishing lagoon) to expand recreational sport fishing opportunities to anglers with mobility challenges. The City also maintains fish cleaning tables, restroom facilities, a small picnic area and adjacent campground to serve fishermen’s needs.

The existing twenty-year old ADA platform is subject to damage from tidal action, gravel build-up and ice scouring. Over the years, despite annual maintenance, it has succumbed to these forces and no longer serves its purpose of providing ADA access to the fishing waters. Parts of it have detached from the main body and are a safety hazard. A new access ramp and fishing platform, designed and located to resist these forces, is needed to restore accessibility to the Fishing Lagoon, improve the fishing experience, and if possible, reduce maintenance.

Once a final design and Fishing Hole location is determined, Phase 2 of the project will be to make improvements necessary to connect the ramp to uplands amenities such as accessible parking spaces, restrooms, the Fishing Hole campground and fish cleaning tables.

Plans & Progress: The City has been working in concert with Alaska Department of Fish and Game to design and seek funding to replace the ramp. In 2022, the City and State prepared conceptual design options for consideration. Initially, the preferred option is for floating access (similar to a dock) that provides over-water fishing opportunities. The floats will allow the dock to move up and down during tidal swings to provide ADA access to fishing for the entire tidal fluctuation. A gangway to the dock would be affixed to a fixed pier above the high water level. The floating portion of the dock and the gangway would be designed to be removable to avoid seasonal ice damage and to perform maintenance as necessary.

Total Project Cost: \$ 770,000

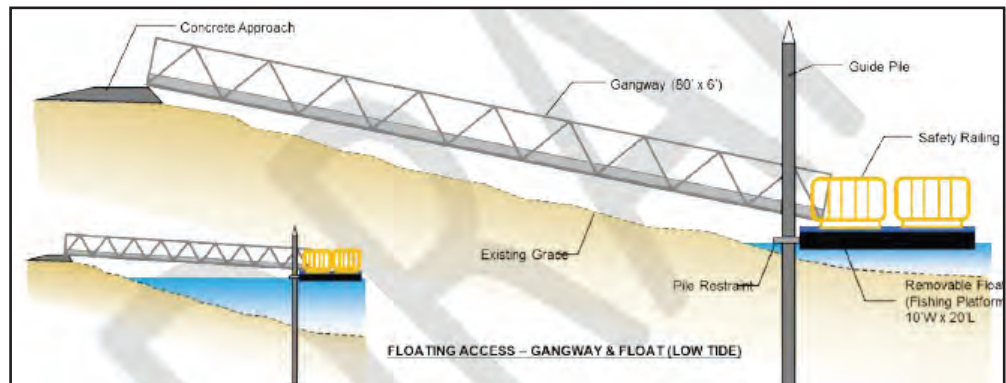
Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2024
Construction 2025

Priority Level: 1



A concept design of a removable gangway and floating fishing platform to restore ADA angler access to the Nick Dudiak Fishing Lagoon.



Removing Parking and Pavement Accessibility Barriers at City Facilities

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers in the vicinity of the Homer Harbor, at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

Plans & Progress: City staff assisted the ADA Advisory Board during the self-evaluation process and together developed solutions and remedies that were included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project is expected to proceed incrementally. In 2021, accessible vehicle and van parking spaces were paved at Harbor Ramps 3, 4 and 5, and at public restrooms and compliant signage and pavement markings were completed.

Total Project Cost: \$385,600

Phase 1: Harbor Accessible Parking, completed \$49,100

Schedule:

2026: Facility Parking Lot Cross Slopes & Signage \$336,500

Priority Level: 1



While inaccessibility issues in these spaces has been remedied since this photo was taken, it provides an example of spaces needing to be paved and a path of travel to the sidewalk provided .



Parks, Art, Recreation & Culture

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Bayview Park Restoration

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Project Description & Benefit: Bayview Park is a neighborhood park at the top of Main Street in the heart of Homer intended to serve preschool age children and their families. The park, the only park in Homer dedicated to serve preschool age children, has been undeveloped since its formation.

This project seeks to transform Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes:

- finalizing the park’s site plan and specifications after gathering community input;
- pave Bayview Park parking area and delineate ADA parking and construct accessible park pathways;
- procure and install inclusive playground equipment and natural playground features; and
- install accessible rubber tile safety surfacing under the playground equipment and replace rickety white picket fence with a more durable, low-maintenance fence that provides a level of safety for young children playing near busy roads.

Plans & Progress: In 2022, the City installed an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The sidewalk design replaced the existing open ditch on the east side of Bayview Park with a closed storm drain system to create a space where a parking lot and access into the park can be built. A donation by the Kachemak Bay Rotary Club will help procure new playground equipment. In 2023, the City worked with a landscape architect to develop a conceptual park plan and dedicated 2023 Healthy and Equitable Communities grant funds from the Alaska Department of Health and Social Services to assist with park improvements.



Bayview Park, dedicated to serve pre-school age children and their families is undeveloped. A more practical chain length fence will also be needed to keep young children out of roads and ditches.

Total Project Cost: \$190,000

Phase 1: Finalize park design and specifications, construct parking lot and paths, procure and install playground equipment with safety surfacing. \$139,330 (Funding complete 2023)

Phase 2: Install accessible rubber tile safety surfacing under playground equipment and replace perimeter fence. \$50,670

Schedule: 2023-2026

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24 |
|---------------------------|-------------------|-----------|
| Design & install features | | |
| KBay Rotary | \$ 12,000 | - |
| HEC Round 2 Grant | \$ 74,916 | - |
| Drainage/Parking | | |
| COH HART Roads | - | \$ 32,000 |
| Accessible Pathways | | |
| COH HART Trails | - | \$ 20,314 |



Homer Spit Campground Renovations

Project Description and Benefit: The Mariner Park and Fishing Hole campgrounds are situated on the Homer Spit. Their waterfront locations and close proximity to recreational activities and visitor support services make the campgrounds very popular with both Alaskans and out-of-state visitors. City campgrounds are heavily used in the summer and shoulder seasons, hosting over roughly 20,000 campers annually and generating up to \$200,000 in revenue through camping fees.

The campgrounds are primitive. Campers use porta potties and have no means of hand washing. Campsites are pot holed, poorly marked and without tent pads. Many lack picnic tables and fire rings.

This renovation project greatly improves the camping experience and makes it easier to maintain the campgrounds to a higher standard of cleanliness and safety. Renovations include installing hand wash stations, grading campgrounds, delineating and labeling campsites, developing tent pads in tent camping areas and installing picnic tables and fire rings at sites that currently lack these basic amenities. Mariner Park Campground would also benefit from landscaping.

Completing these renovations bring the campgrounds to a minimum standard to keep them healthy, attractive and competitive. Visitors have a choice of where to stay on the Kenai Peninsula. We anticipate these upgrades will attract new visitors and motivate existing visitors to extend their stays or come back. Summer and shoulder season visitors contribute significantly to Homer’s overall economy through their patronage of local businesses throughout their stay.

Plans and Progress: This project is 80% shovel ready.

Total Project Cost: \$95,000

| | |
|-------------------------|----------|
| Mariner Park Campground | \$50,000 |
| Fishing Hole Campground | \$45,000 |

Schedule: 2025-2026

Priority Level: 2



Mariner Campground at the base of the Homer Spit.

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Homer Spit Trailhead Restroom

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular 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. An ADA accessible restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$400,000

Schedule: 2027

Priority Level: 3



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



Jack Gist Park Improvements, ~~Phase 2~~

Project description is in draft form until staff gets clarification on project scope.

FY 2025 - DRAFT Document

Project Description & Benefit: Jack Gist Park was founded in 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. Park development took place on top of a retired landfill that was capped. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for soft ball fields. It also features a disc golf course. Changes in usage patterns, deferred maintenance, and adjacent residential development have highlighted the need for various improvements within the Park. The need for these improvements and the impacts of deferred maintenance will only continue to grow as the residential density increases in the neighborhood around the park.

The park hosts numerous softball tournaments annually, and disc golfers. Improvements for the health and safety of park users includes a public restroom facility, irrigation for field turf maintenance and remediation of drainage issues that have led to poor quality athletic turf. Drainage improvements are also needed address persistent standing water in ditches and in low spots in the parking lots, bleacher areas and the ball field access. Development of drainage routes will encourage groundwater (which is expected to be amplified by residential development adjacent to the park) into existing drainage routes to the east and west of the park and through culvert crossings.

The park's two parking lots are small, uneven, poorly drained and poorly delineated. The plan is to grade and expand them in conjunction with the needed drainage work. The existing area between fields and property line allows for increasing available parking spaces, as well as provide ADA parking.

Plans & Progress: Capital funds approved for FY23 and in the FY24-25 budget will extend water, sewer and electrical utilities to the park from the adjacent development. These will initially be stubbed off in a location central to the lower fields to provide irrigation for the fields during dry spells and assist in turf maintenance practices. Plans also include providing the necessary infrastructure for the eventual construction of public restrooms.



One of the softball fields at Jack Gist Park.

Project Cost: \$470,000

| | |
|------------|-----------|
| Utilities | \$ 42,500 |
| Drainage: | \$ 25,000 |
| Parking: | \$ 30,000 |
| Site prep: | \$ 22,500 |

Phase 2: Restroom cost estimate: \$350,000

Schedule: 2023-2025

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24 |
|------------------|-------------------|-----------|
| Utiity Extension | | |
| COH HAWSP | \$ 42,500 | - |
| Drainage/Parking | | |
| COH General Fund | - | \$ 55,000 |
| Site Prep | - | |
| COH General Fund | | \$ 22,500 |



Port and Harbor

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Barge Mooring & Large Vessel Haul Out Repair Facility

Project Description & Benefit: This project constructs 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 elsewhere to perform annually required maintenance and repairs, which could otherwise be completed here in Homer. The new facility benefits the needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

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 six work sites with water, electrical pedestals, lighting, and security fencing and cameras. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer large vessels the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Completing repairs locally gives the marine trades sector greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense.

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 design and permitting utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.



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

Total Project Cost: \$5,297,626

2019: Phase 2 Engineering/Permitting/ Geotechnical/Design: \$297,626 (Design completed June 2020).

2025: Phase 3 Construction: \$5,000,000 (Project is shovel ready.)

FY 2025 - DRAFT Document



Fish Grinding Building Replacement

FY 2025 - DRAFT Document

Project Description and Benefit: This project replaces the Fish Grinding Building located on the uplands within the Homer Small Boat Harbor, and completes site drainage improvements to meet DEC permitting requirements.

The building requiring replacement secures and protects a DEC-permitted industrial fish waste grinding system. The system processes a large volume of fish carcasses (on average 304,600 pounds annually) generated by non-commercial sport fishing activity and collected from the City’s public fish cleaning tables for environmentally sound disposal. This sport-caught fish waste is transported to the Fish Grinding Building in totes where it is mixed with salt water and ground, and then pumped to an underwater outfall located in Kachemak Bay adjacent to Homer’s Pioneer Dock.

The current building is a twenty-one year old, 600 square foot metal clad building. Over time, the humid, salty sea air and the saltwater slurry used in the fish grinding process have taken a corrosive toll on the building. The building is rusting out in several areas, compromising its structural integrity and degrading electrical fixtures. The new proposed building will be constructed on the same concrete footprint, utilize existing utility hook ups and designed with corrosion-resistant materials to protect the fish grinder and associated equipment from the elements, saving on costly equipment maintenance and repairs.

The project also completes site work to correct a site drainage/water quality issue cited in the recent EPA permit review to prevent fish slurry that leaks onto the ground from entering a storm drain. Site work will create a drainage system in the tote storage area to insure leakage is channeled into the outfall line. These two improvements insure that this important facility can continue to meet sport angler need, while remaining compliant with EPA regulations.

Plans & Progress: Preliminary project design and cost estimates are complete. The building replacement project will be awarded a Federal Aid in Sport Fish Restoration Act (Dingle-Johnson Act) grant, which will fund up to 75% of project costs. **The project is also listed on the AK DEC Intended Use Plan for the Alaska Clean Water Fund.**

Total Project Cost: \$374,978

- Phase 1: Engineering and Design: \$25,000
- Phase 2: Construction: **\$289,978**
- Site Drainage: **\$ 60,000**

Schedule: 2024

Priority Level: 1



Corrosion is compromising the Fish Grinding building’s structural integrity and degrading interior fixtures.

| Funding Secured | Prior to July '23 | FY24/25 |
|-----------------------|-------------------|---------|
| Engineering/Design | \$ 25,000 | - |
| ADF&G Dingell-Johnson | (pending) | |



Harbor Ramp 8 Public Restroom

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: \$400,000

Schedule: 2027

Priority Level: 3

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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.



Homer Harbor Dredging

Project Description and Benefit: Due to sediment infiltration, Homer’s small boat harbor is in need of dredging to restore design depth. The US Corps of Engineers is authorized as part of their mission to maintain the navigable channel from the harbor entrance all the way to the load and launch ramp. However, all the rest of the harbor is a local responsibility.

The dredged materials can be used to renourish beaches on the west side of the Homer Spit, where erosional damage is actively undermining the State-owned Sterling Highway. Recreational properties and commercial properties are impacted to the point that properties have been abandoned or condemned. Beach renourishing will follow the US Corps of Engineers Dredged Material Management Plan approved for the Homer Spit.

Plans & Progress: Dredging requires a survey of the entire basin by a certified Marine surveyor capable of conducting a multi-beam survey that provides quantities of dredged material that would need to be removed to get the basin back to the original depths. **The City’s FY24-25 allocates funds to complete the survey work.**

Phase 2 will create a request for proposals to solicit bids for dredging the harbor. Depending on the results of the bids, the City may need to prioritize efforts and focus on specific areas of concern first.

Total Project Cost: \$980,000

Phase 1: Harbor bottom survey: \$25,000

Phase 2: Dredging: \$955,000

Schedule: 2023-24

| Funding Secured | Prior to July '23 | FY24/25 |
|-----------------|-------------------|-----------|
| Harbor Survey | - | \$ 25,000 |



A dredge in Homer Harbor during the US Corps of Engineer’s annual dredging of the harbor’s navigable channel.

FY 2025 - DRAFT Document



Homer Harbor Security Cameras: Ramp 1-5 Access Points

Project Description and Benefit: This project will expand and enhance coverage capabilities of Homer Harbor's current security camera system. The Port and Harbor Advisory Commission and staff have a long term goal of installing cameras on the west side of the basin at the access points to Ramp 1 through Ramp 5. Expanding the current camera system allows harbor officers to keep a monitored eye on these heavily trafficked areas.

Over the years, security cameras have come to play an ever increasing role in assisting staff to monitor harbor and vessel security because of the advantages they provide. Cameras allow harbor officers to monitor situations while completing other tasks in the field or while on the radio helping other customers. Quick review of a recorded incident will also help an officer verify vessel status while not having to actually dedicate time to watching and waiting on scene. Cameras also provided an element of safety by allowing responding officers to view a situation before arrival; they can also be used to assist in monitoring evacuations from the Spit in the case of a tsunami or other natural disaster without putting officers in harms way.

Plans & Progress: City Council approved a capital budget request of \$20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget and a cost estimate obtained.

Total Project Cost: **\$364,000**

System Design: \$5,728 (funding completed)

Equipment Purchase and Installation: **\$358,272**

Schedule: 2025

Priority Level: 1



Security cameras, pictured here, center, allow harbor officers to gain situational awareness before responding to an event, to verify details of recorded events and monitor progress of evacuations or check on inundation during tsunami events.

FY 2025 - DRAFT Document



Ice Plant Upgrade

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

Although the Ice Plant has been maintained very well since being built in 1983, efficiencies may be gained by upgrading certain key components of the plant with current technologies, which 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.

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 consisted of contracting with Coffman Engineering from Anchorage to assess Homer's Ice Plant and provide a list of options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. Two recommendations from the study to optimize energy savings comprise Phase 2 and Phase 3 of the project: upgrading the evaporator fans and condensers with variable frequency drives.

Total Project Cost:

Phase 1: \$40,000 (Design and engineering study)

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2024: Phase 2

Priority: 1



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



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, the system 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.. A lift in a local commercial yard is being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger than 150 tons.

A sling lift has been proposed as a possible haulout solution for vessels 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 away. 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.

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include 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.

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 consider location 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. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

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

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

Schedule: 2027

Priority Level: 3



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



Steel Grid Repair

FY 2025 - DRAFT Document

Project Description and Benefit: The Steel Grid is a series of benches (steel 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 Steel 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 Steel Grid was originally built 42 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders have kept this grid patched up and going for a good long while, but we’re now at the point where a larger replacement project is required. More may be revealed after an engineering inspection during Phase 1, but to date, staff believe that the piers and wooden fenders are still serviceable. It is anticipated that only the grid itself would 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, including what permitting is required. The second phase would be construction or repair.

Total Project Cost:

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

Phase 2: Construction: (TBD after engineering and design phase.)

Schedule: 2025

Priority Level: 2



A marine vessel utilizing Homer Harbor’s steel grid for repairs.



Wood Grid Replacement

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 50 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 attention 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 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, including what permitting is required. 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: 2026

Priority Level: 2



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

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Public Safety

- **Fire Department Fleet Management32**

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Fire Department Fleet Management

Project Description & Benefit: To meet the community’s fire protection needs and Insurance Services Office (ISO) requirements, Homer requires two Tankers for off-hydrant operations, two front-line Fire Engines and one Reserve Fire Engine. National Fire Protection Agency codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize firefighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus should then be used in a reserve status for an additional ten years and decommissioned once it is 25-years old.

While the City has made great strides to update its aged fleet of aged-out apparatus and specialized vehicles, two pieces of equipment critical to safe and effective fire response . two priority pieces of equipment are 15 years to over 30 years old and at the end of their functional life. The Department has developed a strategic, cost saving approach to meeting Homer’s fire protection needs with the following top-prioritized replacements:

Quick Attack Brush Truck. In 2022, after 33 years of service, HVFD’s single front-line wildland firefighting apparatus (a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit) was decommissioned. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. A quick attack pumper truck will allow the department access to areas that will not support the weight or dimensions of larger fire trucks and can be used as a backup brush unit. **\$575,000**

Engine-4, at over 40-years old has well exceeded its functional lifespan and lacks modern safety and capability features that cause concern for operational ability and the safety of our first responders and the public. Functional capabilities and safety features of fire apparatus has greatly improved in the last fifteen years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems. Apparatus over 25 years old also become unreliable. Systems fail, sidelining vehicles for lengthy repairs and putting both firefighters and the public at great risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk. **\$850,000**

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. **Funds were allocated for a used ladder truck in the FY23 Capital budget.** Replacing Brush-1 and Engine-4 are the highest priority.

Total Project Cost: **\$1,655,000**
 Quint/Ladder Truck: **\$230,000 (complete)**
 Quick Attack/Brush Truck: **\$575,000**
 Engine 4 Replacement: **\$850,000**

| Funding Secured | Prior to July '23 | FY24/25 |
|-----------------|-------------------|---------|
| Ladder Truck | | |
| COH Fleet CARMA | \$ 230,000 | - |

Schedule: 2025-2026

Priority Level: 1



HVFD’s Brush-1 is a converted 1990 Ford truck which is NFPA non-compliant, has aged out of its functional life by 17 years and has been decommissioned.

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Public Works Projects

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Beluga Sewage Lift Station

Project Description and Benefit: This project replaces aging sewer collection components. A dependable sewage collection and treatment system ensures public safety and environmental stewardship, and contributes to Homer’s growth and economic vitality.

The Beluga Sewer Lift Station consists of a concrete control vault and an 8’ diameter concrete wet well. All the waste water from the Homer Spit, as well as many residential and commercial neighborhoods, flows into the wet well on its way to the Waste Water Treatment Plant. The septic waste water contains hydrogen sulfide gas, which oxidizes in the presence of moisture, producing sulfuric acid. The acid eats concrete and metal, damaging the piping, mechanical controls and concrete structure itself. A breach of the concrete structure would cause raw, septic sewage to flow into Beluga Slough, part of Kachemak Bay’s Critical Habitat and home to, among other wildlife, nesting sand hill cranes. Failure of the mechanical equipment could cause the pumps to fail and the wet well to overflow, creating an ecological disaster.

The need to renovate this critical infrastructure was first identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan. The City invested in the development of a conceptual engineering design, which has been completed. The Conceptual Engineering Report evaluated various options for renovating the lift station and developed a cost effective solution, which includes:

- Installing a fiberglass wet well into the existing concrete structure
- Replacing the valves and piping with stainless steel or plastic components;
- Installing more energy efficient and durable pumps; and
- Upgrading the instrumentation and control systems.

Plans & Progress: Conceptual project design was completed in 2020, funded by the City’s Capital Asset Repair and Maintenance Account. **The Project is listed on the Alaska Department of Environmental Conservation’s FY24 Intended Use Plan for State Revolving Loan funds, and is under consideration for a Federal appropriation. ADEC has offered a Principal Forgiveness Subsidy in the amount of \$500,000. The City will proceed with Final Design in FY24 and hopes to implement construction in FY25..**

FY 2025 - DRAFT Document



The Beluga Lift Station is located on a causeway that crosses Beluga Slough, pictured above, a tidal estuary wetland about 0.6 miles long.

| | |
|-----------------------------|----------------------|
| Total Project Cost: | \$2,937,353 |
| Engineering Concept Design: | \$ 18,023 (complete) |
| Final Design: | \$ 100,000 (funded) |

Schedule: 2024-2025

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24/25 |
|-------------------|-------------------|------------|
| Conceptual Design | \$ 18,023 | - |
| Final Design | | |
| COH HAWSP | - | \$ 100,000 |



Ben Walters Lane Sidewalk Facility

Funded. Will move project to funding completed section.

Project Description and Benefit: This project will provide approximately 6,150 feet of ADA-compliant sidewalk, curb and gutter on Ben Walters Lane from Lake Street to East End Road. The need for a sidewalk on Ben Walters Lane was first articulated in Homer’s 2004 Non-Motorized Transportation and Trail Plan and has been included in the 2021 update. This project also aligns with transportation goals articulated in the City’s Comprehensive Plan.

Ben Walters Lane is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to two of Homer’s main thoroughfares: East End Road and Lake Street. Ben Walters Lane supports both residential and commercial traffic. For example, the street is home to many single family residences, some multi-family residences, two City parks, multiple businesses and health care facilities. Further, Ben Walters provides access to two schools located on East End Road and numerous businesses located on Lake Street.

Ben Walters traffic is not just leisure neighborhood traffic; motorists travel Ben Walters at times to bypass the East End Road and Lake Street intersection, hoping to move more quickly to the Sterling Highway, and on their way to and from work places located on Ben Walters Lane. Because Ben Walters Lane has no sidewalks, pedestrians travel along the side of the road, which is hazardous. The road is narrow and side drainage ditches are deep and often flowing with water. A sidewalk facility will create a safe environment for pedestrians as well as young children biking to school and will fill a missing gap in connectivity between East Road and lower Lake Street sidewalks and connect to the East End Road bicycle and pedestrian path.

Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer’s conceptual cost estimate for the project has been developed. The City has commissioned the design of the facility and City Council has allocated funds for construction in the FY24-25 Capital Budget.

Total Project Cost: \$1,800,000

Schedule: 2024

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24/25 |
|----------------------------|-------------------|-------------|
| Sidewalk Design and Survey | | |
| COH HART Road | \$ 100,000 | - |
| Construction | | |
| COH HART Road | - | \$1,700,000 |



FY 2025 - DRAFT Document



Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer’s public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska’s Kenai Peninsula College, a 55,000 square foot commercial building, financial institutions and the Homer Public Library.

Heath Street is a paved road that is showing signs of failing. The vehicle wheel tracks are depressed, almost like ruts in the asphalt. Public Works believe this is being caused by a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed causing soft spots. The condition is getting worse with each freeze-thaw cycle.

Rehabilitation work should include improvements to the curb, gutter and sidewalk, including proper curb cuts to make the sidewalk and street crossings accessible.

Plans & Progress: The City is in the process of performing soils investigations, survey and preliminary design to better understand the scope of the problem. **has invested in a storm drain condition survey and extensive value engineering in the final design to make the project affordable .-**

Estimated Project Cost: \$4,100,000 **953,339**

Schedule: 2025

Priority Level: 2

| Funding Secured | Prior to July '23 | FY24/25 |
|------------------|-------------------|---------|
| Storm Drain | \$ 30,136.55 | - |
| Condition Survey | | |



Photo showing the beginning of soft spots mid-way down Heath Street.

FY 2025 - DRAFT Document



Homer Airport Terminal Improvements

FY 2025 - DRAFT Document

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The interior also needs renovation and refreshing to improve the desirability and function. The exterior is showing its age – peeling paint is allowing the weather to penetrate the building’s protective siding. Broken and uneven sidewalks compromise ADA accessibility to the building, as does poorly delineated ADA accessible parking.

This project will complete repairs and renovations needed for ADA-compliance, energy efficiency, security and resilience. Improvements will benefit the Homer Airport, a regional Airport that provides access to the intrastate air transportation system for all of the Southern Kenai Peninsula and Kachemak Bay region and supports light plane service to several small communities on the south shore of Kachemak Bay which otherwise are only accessed by boat. Aviation plays a critical role in the everyday life of rural Alaska towns; our economy, citizens, businesses, industries, and government agencies depend on aviation, often as a primary mode of transportation for travel, medical services, shipment of goods, and tourism. At times when highways are shut down, the airport facility is a lifeline. Addition of an emergency backup power generator will keep the terminal operational in times of emergency and power outages.

The project additionally benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer’s gateways are the highest priority in Homer’s Wayfinding Plan. This project implements wayfinding designed for the Airport Terminal to help people get where they want to go and improve the visitor experience.

The AK Department of Transportation and Public Facilities owns the airport and leases space upon which the Homer Airport Terminal sits to the City of Homer. The City is responsible for building maintenance, repair and renovations. The Terminal is a joint use passenger/cargo terminal comprised of a 8,673 SF, single-story building, including 1,200 SF of cargo terminal. The functional areas in the building include departure lounge/security, lobby/waiting area, airline space, baggage claim/bag car unloading, concessions, circulation, and administration/mechanical.

Plans & Progress: The City’s FY24-25 capital budget allocates funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and repairing uneven sidewalk segments.

- Total Project Cost:** \$1,402,570
- Interior Renovations \$378,000
 - ADA restroom and other ADA compliance issues
 - Furniture upgrade for ADA compliance
- Fire/Life Safety Systems \$159,156
 - Replace HVAC and fire alarm systems
 - Replace automatic entry doors for security/energy efficiency
- Exterior Renovations \$659,812
 - Provide ADA-compliant parking and access
 - EV Charging Station
 - Paint exterior siding
 - Install wayfinding signage/kiosk
- Resilience Measures: \$205,602
 - Install backup generator for emergency power
 - Solar installation -



Schedule: 2024

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24/25 |
|-------------------------------|-------------------|-----------|
| ADA Restroom | | - |
| COH Design Gen CARMA | \$ 14,400 | |
| COH Construct Gen CARMA | - | \$ 50,000 |
| COH Sidewalk Repair Gen CARMA | - | \$ 76,175 |



Homer All Ages & Abilities Pedestrian Path

FY 2025 - DRAFT Document

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer’s non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing “Accessible Homer” and a “Blue Path” online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City’s recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City has funding to provide wayfinding improvements at several locations along the HAPP **and allocated funds to design the Svedlund/Herndon sidewalk segments. The project is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding.**



HAPP completes important sidewalk connections and installs high visibility crosswalks to improve non-motorized transportation and safety..

Total Project Cost: \$3,900,000
 Svedlund/Herndon & Lee Street: \$1,600,000
 Main Street South to Ohlson Lane: \$2,000,000
 Crosswalk improvements: \$ 300,000

Schedule: 2024

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24/25 |
|-------------------------|-------------------|----------|
| Svedlund/Herndon Design | | |
| COH HART Roads | - | \$75,000 |



Svedlund/Herndon Street Sidewalks

FY 2025 - DRAFT Document

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street, which are currently lacking sidewalk facilities. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue, the Independent Living Center and everyday services provided by Homer’s central business district and a few blocks to Main Street and several medical providers. The construction of a safe, accessible route for residents to travel to Homer’s Central Business District and Medical District is a relatively small project with great impact.

Seniors and disabled citizens face challenges with regard to mobility and independence in an automobile oriented society. For those who do not drive, maintaining a high quality of life depends upon the proximity and accessibility of the non-motorized transportation system. Being able to move about the community without having to rely on others is vital for maintaining physical and emotional wellbeing, reduces the risk of isolation and quality of life improves.

Plans & Progress: The project (as part of the Homer All Ages and Abilities Pedestrian Path) is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding. If unsuccessful, the City can begin design work for sidewalk facilities (including curb and gutter) for the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street with funds allocated in the City’s FY24/25 Capital budget.



Total Project Cost: \$1,600,000

Phase 1: Design \$ 75,000 (secured)
Phase 2: Construction \$1,525,000

Schedule: 2024

Priority Level: 1

| Funding Secured | Prior to July '23 | FY24/25 |
|-------------------------|-------------------|----------|
| Svedlund/Herndon Design | | |
| COH HART Roads | - | \$75,000 |



The sidewalk that might connect Homer Senior Center and independent senior housing to Pioneer Avenue ends after only a few steps north on Svedlund Street. Herndon Street, pictured above also has no sidewalk.



Water Storage/Distribution Improvements, Phase 3

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.

The project also builds drinking water resilience. The storage tank on the water supply system's west trunk will alleviate a drinking water storage deficiency. Current storage capacity gives Homer only a two-day supply of stored drinking water, creating vulnerability to critical water shortages. A 500-foot trunk line from the new tank will provide domestic water and firefighting capabilities to an unserved area in the city, and the pressure-reducing vault on this line will add system resiliency. The pressure-reducing vault will interconnect the two lines, allowing either trunk to distribute water to the other in the event one is damaged or out-of-service.

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 demolition of the A-Frame pressure reducing vault (PRV).
- Phase 3: consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV stations 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 should be completed in 2024 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

2024-2025 Phase 2 Construction: \$1,600,000

2026 Phase 3 Construction: \$5,974,000

Priority Level: 1

FY 2025 - DRAFT Document



Wayfinding & Streetscape Plan Implementation

FY 2025 - DRAFT Document

Project Description and Benefit: Homer lacks coherent wayfinding for visitors and residents alike to find destinations by vehicle or on foot. The City hired Corvus Design to create a wayfinding plan for the City in 2021, which was adopted in 2022. Recommended improvements include working with the Alaska Department of Transportation (DOT) to revise many Sterling Highway signs, and install themed signage for drivers and pedestrians so they can easily find destinations. The work also included recommendations on benches, trash cans and landscaping which contribute to the small town character of downtown Homer.

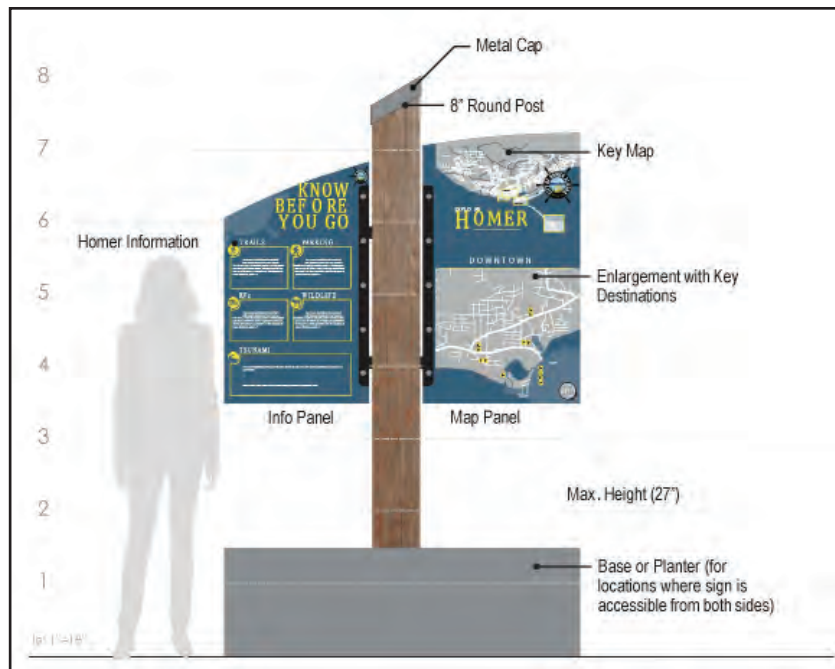
Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City’s FY24 capital budget, with the goal to fabricate and install basic bollard style trail marker signs on both ends of five routes. The City will also work with Alaska Department of Transportation (AK DOT) to update road signage during the Sterling Highway the repaving project (likely in FY25/26) and during other future AK DOT road projects in Homer. Goals of phase two is to install 26 wayfinding signs, two gateway signs and an additional ten benches.

Total Project Cost: \$277,500

Phase 1: \$126,500 (\$56,500 secured)
Phase 2: \$151,000

| Funding Secured | Prior to July '23 | FY24/25 |
|--------------------------------|-------------------|-----------|
| Phase 1 Wayfinding Streetscape | | |
| Pioneer Avenue banners | \$ 6,500 | - |
| Wayfinding trail marker signs | | |
| COH HART Fund | - | \$ 50,000 |

Schedule: Phase 1 2023-2025



Schematic design of wayfinding sign.



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:

- **Baycrest Overlook Gateway Improvements, Phase 3 .. 43**
- **East Hill Road Bike Lane 44**
- **Kachemak Drive Rehabilitation/Pathway 45**
- **Main Street Rehabilitation 46**
- **Main Street Sidewalk: Pioneer Avenue South
To Ohlson Lane 47**
- **Sterling Highway Milepost 172:
Drainage Improvements 48**
- **West Hill Road Bike Lane..... 49**



Baycrest Overlook Gateway Improvements Phase 3

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. and creates a powerful first impression. 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 three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

The City of Homer's ADA Transition Plan identified immediate needs to bring the site into ADA compliance, making the site accommodating for all visitors. The Van Accessible parking space needs clear demarcation with new painted lines and a "Van Accessible" sign. Public restroom improvements include relocating the grab bars to meet all location requirements, specifically addressing objects below the grab bar, and marking the restroom for the visually impaired.

Plans & Progress: The 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.

In 2013, the City and State of Alaska DOT continued the focus on Homer's gateway sites by collaboratively producing the Baycrest Overlook Interpretive Plan which outlines three phases for improving the overlook. Many of the goals of the first two phases have been achieved, including making the site more welcoming, orienting visitors to the natural landscape and community, helping encourage commerce and allowing travelers a comfortable place to linger, rest and enjoy the spectacular setting.

To address the immediate accessibility issues, the City of Homer Public Works Department will evaluate the options of scheduling repairs in house as time and budget allow, and preparing cost estimates and requesting funds for a contractor to correct accessibility barriers cited in the ADA Transition plan.



FY 2025 - DRAFT Document



East Hill Road Bike Lane

Project Description and Benefit: This project would create a bike lane, in conjunction with an Alaska Department of Transportation project to repave East Hill Road.

The need for a non-motorized transportation element on East Hill Road was identified in the 2021 Updated to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. The AK Department of Transportation is planning to repave East Hill Road. It should be feasible to add an adjacent bike path to this project.

Plans & Progress: The subject project is conceived as one lane for non-motorized traffic on one side of East Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.



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Kachemak Drive Non-Motorized Pathway

FY 2025 - DRAFT Document

Project Description & Benefit: This project constructs a separated non-motorized pathway along Kachemak Drive from East End Road to Ocean Drive. Kachemak Drive, a State-owned/operated road in the City of Homer, is a primary east-west transportation corridor. It is a 35-miles per hour, narrow, winding road with essentially no shoulders, only side-slopes and drainage ditches along most of its length.

The road provides access to a state airport with general aviation businesses, light industrial businesses, private residents and connects the Homer Spit to several marine storage and repair businesses, most notably Northern Enterprises, the largest industrial marine storage, repair and boat launch complex on the southern Kenai Peninsula. As a major truck route and commuter route for residents in Kachemak City and other communities further out East End Road, traffic is often heavy, with over 1,500 vehicles daily. Kachemak Drive is also a tsunami evacuation route and is the only alternate route connecting Homer to East End Road should emergencies close the primary west to east Pioneer Avenue route.

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer’s increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced 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 condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike. The project, if coupled with the Green Infrastructure Erosion Mitigation project will aid in road longevity by mitigating significant frost heaving caused by ground water.

Plans & Progress: The City has long identified this route as a high priority safety issue. In 2012, the City invested \$20,000 to develop a conceptual design for the first half-mile of a Kachemak Drive Path, from the intersection of Kachemak Drive and Ocean Drive to a parking area at the crest of a hill on Kachemak Drive. This work resulted in a recommended trail cross-section for an 8-foot wide path to be built on the south side of Kachemak Drive.

When Alaska DOT&PF began scoping a “1R” road project for Kachemak Drive, Homer City Council passed Resolution 21-065 requesting that DOT include accommodations for non-motorized users in the 1R project plan and evaluate a future project to create safe and sustainable pedestrian amenities along Kachemak Drive. The AK DOT&PF Preconstruction Manual states, “Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians.”

The City proposes to partner with the State to accomplish this goal.

Estimated Project Cost: \$2,000,000



Bicyclists riding in the right-of-way after turning onto Kachemak Drive from the Homer Spit bicycle path..



Main Street Rehabilitation

Project Description & Benefit: This project will rehabilitate storm drains and pavement on the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane. Ideally this project will include a curb gutter and sidewalks to provide a safe means for pedestrians to travel from Ohlson Lane in Old Town north to Pioneer Avenue, making it a complete street.

Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It is a main commercial corridor and supports residential traffic as the street is also home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

The road condition has deteriorated over the past several years. The pavement is raveling and the drainage system is inadequate, allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze/thaw cycles. The lower portion suffers from potholes, triggering continual complaints from the traveling public. The storm drain systems needs to be rehabilitated.

Any road rehabilitation should be coupled with addition of a sidewalk facility to fill a gap on this busy mixed-use collector street.

Plans & Progress: The City has held off doing any technical work because it is a State road. **A funding request for AK Department of Transportation FY22-25 Community Transportation Program grant funding is under consideration and is a mechanism to make these much needed improvements to Main Street.**

Estimated Project Cost: \$4,300,000



State-owned portion of Main Street in Homer, Alaska.

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Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

Project Description & Benefit: This project will provide curb and gutter, sidewalks and storm drainage for the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer's main thoroughfare – the Sterling Highway, which is part of the state's highway system. It also supports residential traffic as the street is home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

Despite its proximity to 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 city-owned 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. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.4M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF 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 then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

The City strongly supports development of a continuous pedestrian facility along the whole of Main Street, leveraging it's funding to help secure State funding for the construction of an ADA accessible sidewalk located within the vehicular right-of-way on the west side of Main Street from Pioneer Avenue to its southern terminus. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

The City needs State partnership in this important nonmotorized transportation improvement.

Estimated Total Project Cost:
\$2,000,000

Cost includes a WAG of \$100,000 for storm drain improvements.



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 Milepost 172 Drainage Improvements

Project Description & Benefit: The Baycrest Subdivision neighborhood (downslope from a beehive collector installed at milepost 172 on the Sterling Highway by the Alaska Department of Transportation (ADOT)) is built on sloping terrain of unconsolidated soils containing blue clay with a high water table and incidental springs. Properties in this subdivision experience unusually high levels of flooding, runoff and erosion.

Some Judy Rebecca Court properties in this neighborhood in particular have suffered damage due to water saturation including cracked windows and shifting foundations. The property damage is related to the amount of water in the soil and every effort needs to be extended to control the amount of water introduced into the soil, including water runoff from the Sterling Highway. These homes are located 750 linear feet distant and 125 feet vertical downslope from the beehive collector outfall. While certainly not all the problematic water is coming from the outfall, attention to drainage in the area is important to reduce the potential for slope failure and possible loss of property and life.

Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector outfall off the slope and into a natural drainage similar to the one that exists below the next Sterling Highway concrete encased cross-drain some 80 paces east of the Mt. Augustine Drive intersection with the Sterling Highway.

Keeping water off this slope where possible helps mitigate the potential for catastrophic slope failure; discharging the beehive collector outfall into a naturally occurring drainage mitigates the potential for impacting other area properties with the additional runoff.

Plans & Progress: At the request of affected home owners and Homer City Council members, a local retired geologist studied and provided mitigation recommendations to the City of Homer and ADOT. Additionally, Newton Bingham, a PE with ADOT evaluated the situation in November of 2017. In recognition of the potential hazard to property and life, Homer City Council passed Resolution 17-082 in September 2017 directing the Homer Advisory Planning Commission to consider a Natural Hazards Overlay District or other appropriate zoning regulation on and around Baycrest Subdivision. In line with an Alaska Administrative Order 175 under Order item 1 which states, "To the maximum extent possible consistent with existing law, all state agencies with construction ...shall encourage a broad and united effort to lessen the risk of flood and erosion losses in connection with State lands and installations and state-financed or supported improvements...", City Council passed Resolution 18-008 in January 2018 requesting ADOT fix Sterling Highway drainage effecting the Baycrest Subdivision.

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer's request. A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision.

In 2022, Sterling Highway Reconstruction project managers engaged with the City of Homer Public Works Director about analyzing water flow and drainage related to the project.



Aerial photo of the area downslope of the outfall from a



West Hill Road Bike Lane

Project Description and Benefit: This project creates a bike lane on West Hill Road.

West Hill Road is one of Homer’s key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer’s Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City’s Comprehensive Plan. An engineer’s conceptual cost estimate of \$2,300,000 for the project has been developed by the City of Homer.



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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:

- **Homer Hockey Association:**
Kevin Bell Ice Arena Condenser Project51
- **Homer Senior Citizens Inc.:**
Alzheimer’s Unit52
- **Kachemak Shellfish Growers Association:**
FLUPSY & Otter Predation Assistance53
- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades54
- **SPARC: Flooring Replacement.....55**

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Homer Hockey Association Kevin Bell Ice Arena Condenser Project

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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 with a yearly budget of \$300,000 to \$375,000. HHA is seeking financial support to replace the condenser unit. The current cool-air condensers have been in use since 2005 when the facility opened, and they need to be replaced and updated. The condenser unit is an essential part of the refrigeration system that cools the refrigerant down, in order to get the temperature reduced to maintain the quality of the ice. The proposed replacement condenser is an evaporative condenser and will be more efficient to operate and maintain.

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 almost two decades 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 frequent community and school skating events. KBA is also home ice for the Mariner-High School Co-Op Team with includes players from all the secondary schools on the southern Kenai Peninsula.

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 2022-23 these games brought over 1,740 out of town players to Homer, accompanied by family and fans that contributed to the local economy through lodging, transportation, dining, and merchandise purchases..

Plans and Progress: The purchase and replacement of the condenser would enable HHA to remain open. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. Covid-19 has taken away so much over the past two years with restricted social interactions and limited activities and exercise that has led to mental and physical health instability in communities everywhere. HHA has done our best to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together and exercise their minds and bodies.

We had amazing results from the no cost recreational options we offered to the public and school groups last season. In the winter of 2022-2023, there were approximately 1,135 people who attended the free public skating provided every Sunday afternoon. The Kevin Bell Arena also hosted 17 separate school group events with approximately 435 total students enjoying a one hour no cost skating session. These events helped aid our community's recovery from the lingering social and health impacts of Covid-19.

HHA has an active and committed Board of Directors and membership base. The volunteer hours are leveraged by several successful fundraisers, sponsorships and advertising campaigns, grant awards and donations each year. This covers approximately one half of the annual operating and capital expenses. The remaining expenses are covered by user fees. However, a project as large as replacing the condensers is outside the scope of our annual operating budget.

Total Project Cost: \$140,000



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



Homer Senior Citizens Inc. Alzheimer's Unit

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the city in the State which will see the second most significant growth in this demographic. Homer Senior Citizens operates a 40-bed assisted living facility. We have had to relocate 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. Most of our seniors have families remaining in the Homer community.

To maintain the health of a senior, a full continuum of care is required. Maintaining physical, mental, and social capacity supports the dignity of our most vulnerable adults. HSC Alzheimer's Wing has been a strategic priority for the Board of Directors to keep our seniors' home in the community. We will not need a certificate of need for this project.

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

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

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

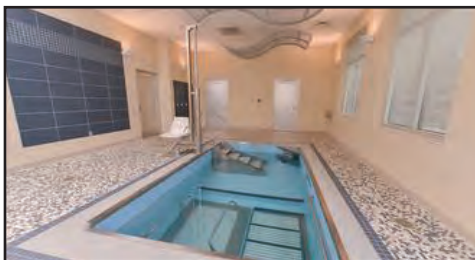
Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of \$99,550 in fundraising for this valuable project.

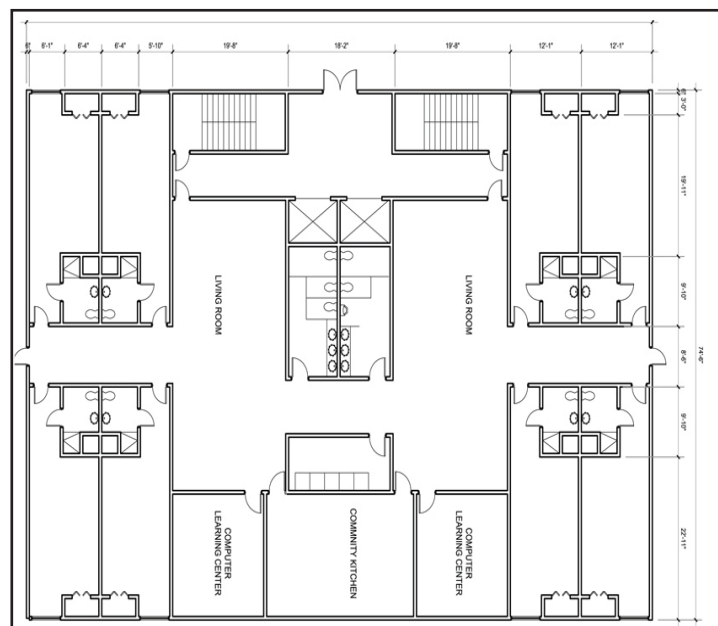
We will be working with the architectural firm to develop a new plan for the wing to be located in The Terrace existing space.

Total Project Cost: \$750,000

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Example of a HydroWorx Therapy Pool Room .





Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

FY 2025 - DRAFT Document

Project Description and Benefit: Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership and rental lease with the Kachemak Shellfish Growers' Coop (KSGC), local aquatic farms are providing jobs for processing, marketing, and shipping live oysters for the half-shell market, and retail sales from KSMA's processing facility. This lease to the Coop also includes a portion of the facility to grow out oyster larvae which has been successfully grown and sold to member farms and farms outside of Kachemak Bay for the last ten years.

To date the small hatchery continues to set millions of seed every year. Once the seed is large enough, the "spat" can then be transplanted into the nutrient rich waters of Kachemak Bay, and a critical piece of equipment then comes into to play. This piece of anchored equipment is called a FLUPSY, an acronym for Floating Upwelling System. The microscopic spat need six months to a year a year to grow to size large enough to be transferred to the permitted aquatic farm sites for final grow out. Great amounts of time and expensive labor is needed to clean and grade the spat during the time they are in the FLUPSY. KSMA's FLUPSY is over 23 years old and in great disrepair due to age and the harsh marine environment. The FLUPSY is poorly anchored, a vandalism target, and needs new operational & safety equipment along with DEC-compliant floatation, and covered, lockable dry storage for tools and laborers' needs.

In addition, the federally protected sea otter population in Kachemak Bay has exploded in recent years. The otters have learned how to gain access to a new food source, oysters, by tearing into the mesh lantern nets that have been the industry standard of growing suspended cultured oysters for the last 32 years. The farms now need to use coated 16-gauge wire cages, at a substantial increase in cost.

Alaska's Comprehensive Economic Development Strategy has prioritized mariculture development for many years. Now is a critical time to move mariculture in Kachemak Bay ahead. The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round staple to Homer's seafood options for locals and tourists alike. The local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students. Mariculture courses can further be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: KSMA is working closely with the Kenai Peninsula Economic Development District (KPEDD) to secure grant money to build a new FLUPSY to benefit the Kachemak Bay farmers and other in-state farms. The cost to secure pile driven anchoring piles, update the present electrical system, and locally build a new FLUPSY is estimated to be \$750,000. Additionally, KPEDD is aware and supportive of financial assistance to purchase, in bulk, hundreds of coated 16 gauge wire cages for each farm. The price tag for this new system is currently being researched and discussed by the mariculture community, but is estimated at a minimum \$50-\$75/cage.

Total Project Cost: \$750,000 - \$950,000



Left: Oyster spat ready to sell to growers. Right: FLUPSY bins taken out of the water. Spat in the right bin have been cleaned,sorted, graded and counted.



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 just off Ohlson Mountain Road 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 of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

This project improves the safety of skier access to the area, as well as the skier experience on the slopes, making it more welcoming for youngsters and newcomers. It relocates and refurbishes the hill’s aging electric bullwheel at the top of the hill. It grades the upper towpath to lower the rope’s haul angle, to diminish the physical strain on skiers riding to the top of the hill. It also purchases a portable rope tow device that can be positioned on the lower, more gently sloping part of the hill. This will increase the number of skiers who can be accommodated on busy days and improve access and skill development for new riders. It will also be used for snowsport instructional classes and special events, leaving the main rope tow open for other riders.

To augment natural features and offer entertaining challenges for more advanced skiers and snow boarders the project seeks to acquire terrain park features. These would include brushing and mulching a gully next to the entrance trail to the lodge, thus creating a natural ‘half-pipe’ type feature. Also planned: creation of two mid-mountain earthen ‘table tops’ for jumps and aerial maneuvers for advanced skiers and snow boarders.

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 quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club is developing a shared parking area with Homer’s Snowmads snow machine club, directly across Ohlson Mountain Road from the Section Line entrance point, on Kenai Peninsula Borough lands. This new, expanded parking area minimizes the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that has occurred during crowded weekends. KSC has already cost-shared an expansion of the pre-existing Snomads parking lot at the Watermelon Trailhead in 2022. And also paid to have a sizable new area brushed and mulched, serving as a primitive frozen earth parking lot during the 2022-2023 season.

While alternative grant funds and KSC cash reserves will likely be used to complete additional grading and gravel work on the parking area’s construction to harden it for year-round use, additional funds will be needed for new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

Parking/access improvements: \$15,000

Relocation of Bull Wheel & Slope Grading: \$40,000

Equipment (auxiliary rope tow & terrain park features): \$35,000



Youth enjoying Homer’s own downhill ski area.

FY 2025 - DRAFT Document



SPARC: Flooring Replacement

Project funding complete. Listed in Completed project section.

Project Description and Benefit: South Peninsula Athletic and Recreational Committee owns and manages the SPARC building on land abutting the Homer Middle School campus, leased for \$1/year from the Kenai Peninsula Borough, per a 20 year lease. This facility is a non-governmental recreational facility available for community use on a daily basis. A wide variety of activities occur there including pickleball, walking, soccer, roller-skating, and basketball. It also hosts large community events such as performances, celebrations of life, youth dances, and even a recent car/motorcycle show with food trucks and a vendor fair.

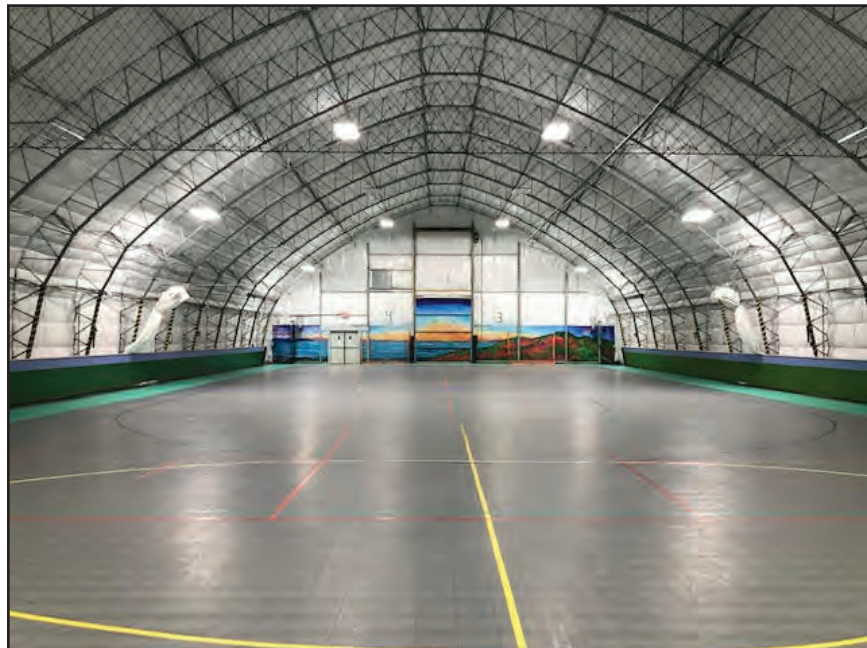
The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive first floor, which was already well used when installed in 2017. The first step in replacing the floor will be the installation of a concrete slab to support whatever new flooring is selected. Currently the building has a layer of sand below the floor. The sand will be utilized for the base of the concrete for any replacement floor.

Plans & Progress: Since 2017, SPARC has been setting aside funds in a capital account to be applied to the costs of a floor upgrade. Currently the account is funded at \$45,000. In 2020, SPARC formed a Flooring Committee which was tasked with selecting the specific flooring by winter of 2021. The Flooring Committee was composed of representatives of various sports to provide input on the design and choice of flooring. The SPARC Board of Directors and committee members consulted with Alaskan Industries, Inc., an Alaskan firm that has installed dozens of gym floors around the state. Based on consultations with this firm, including a site visit from their founder, the SPARC chose a “Mondo Advanced” Flooring package, which meets all our unique uses and circumstances. A Letter of Interest to the Murdock Charitable Trust requesting funding for half the cost in the winter of 2021 resulted in an invitation to submit a full application for project funding. The application is pending.

Total Project Cost: \$478,681

Preconstruction and Administration: \$155,917

Construction: \$322,764



Flooring inside the SPARC.

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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 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

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.

Recommend removal since road connections have been established to West Hill Road.

Cost: \$3 million

Parks And Recreation

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



Capital Improvement Long-Range Projects

Port & Harbor

Deep Water/Cruise Ship Dock Expansion, Phase 1: Upgrades to and expansion of the Deep Water Dock Expansion will boost Homer Port & Harbor 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. Dock improvements will also fulfill a contingency planning requirement under Homeland Security provisions. The Port of Alaska, 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. A \$1,250,000 feasibility study was completed in September 2016.

Cost: Cost estimates are \$1,750,000 for design and \$32,000,000 for construction.

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. In the next three years, the City will be conducting a US Corps of Engineers General Investigation into building a new harbor basin dedicated to these large vessels. Once constructed, the large vessel fleet will move off System 5, freeing up the area around System 5 (approximately 20% of the small boat harbor) to be redesigned. A newly designed System 5 will better accommodate the needs of the many small vessels on the harbor stall wait list and help define the maximum benefits of building the large harbor expansion. Conceptually, System 5's main float could be built closer to the bank and extend further toward the harbor entrance with a Tee out provide more moorage than the current system. This would also provide the option to prioritize the use of the float closest to the harbor entrance for vessels needing that kind of access (such as a Coast Guard small boat station, water taxi pickup and drop off, and emergency medical transport vessels) and to explore upgrading the old commercial ramp near System 5 to a drive down float to meet the needs of small cargo vessels, passenger loading and commercial fishing vessels.

Cost: This project works with engineers to conceptually design options for System 5 and produce rough order magnitude cost estimates.

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. 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 as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown



Capital Improvement Long-Range Projects

Utilities

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and constructed of 10-inch cast iron pipe. 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 versus replacing the line will reduce cost while ensuring an uninterrupted water supply for public health, fire/life and safety needs, and protecting economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: \$400,000

Bridge Creek Watershed Acquisition: Bridge Creek Reservoir is Homer's sole water source; land in this area owned by the City is protected by a watershed protection district. The City seeks to acquire additional land for the district to protect the watershed from development that could threaten the water supply, and to ensure the availability of land for future water supply. Conservation easements may also be utilized to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. 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 has reduced surface water availability. These factors demonstrate the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: \$16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water 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 plans for over 20 years.

Cost: Design—\$500,000 Construction—\$4.5 M

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It sees a great deal of traffic, particularly in the summer, and has become a safety concern. Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for vehicles to use the bicycle lane to get around vehicles that have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, following complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.



Capital Improvement Plan Appendices

- **CIP Development Schedule61**
- **Resolution 23-0xx62**
- **City of Homer Financing Assumptions64**



Capital Improvement Plan Appendices

**CITY OF HOMER
2024-2029 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2025 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

| ACTION | TIME FRAME |
|---|-----------------------------|
| City Council Approval of CIP Planning Schedule | May 8, 2023 |
| Solicit new/revised project information from City Departments, local agencies and non-profits | May 9, 2023 |
| Input for New Draft Requested By | June 2, 2023 |
| Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input: | Meeting Dates: |
| ADA Compliance Committee | July 13 |
| Planning Commission | July 19 or August 2 |
| Park, Art, Recreation and Culture Advisory Commission | June 15 |
| Economic Development Advisory Commission | August 8 |
| Port and Harbor Advisory Commission | June 28 and August 23 |
| Administrative Review and Compilation | August 29 - September 6 |
| City Council Worksession to Review Proposed Projects | August 28 |
| Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request | September 11 |
| Administration Forwards Requests for Governor’s Budget | September 25 |
| Distribution of CIP and State Legislative Request | September 25 |
| Compilation/Distribution of Federal Legislative Request | October 2023 & January 2024 |



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.



Capital Improvement Plan 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 ¾ percent 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

1. Homer Waste Water Treatment Plant Improvements

Other Organizations

1. Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

FY25 PROPOSED NEW PROJECTS - DRAFT



Homer Waste Water Treatment Plant Improvements

FY25 PROPOSED NEW PROJECTS - DRAFT

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and operate in an extremely corrosive environment.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, the maintenance crew noted excessive wear on the rollers, links and support pin for the flights of belts in both tanks, prompting an emergency replacement.

This project seeks to slow future corrosion and mitigate similar malfunction in the future by removing the existing coating in the clarifiers and digesters in the Waste Water Treatment plant and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It replaces the WWTP's generator transfer switch and rebuilds the electrical components of the effluent box at the sewage lagoon.

Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

| | |
|-----------------------------------|-----------|
| Total Project Cost: | \$707,245 |
| Clarifier Coating Replacement | \$369,439 |
| Digester Coating Replacement | \$231,806 |
| Electrical Component Replacements | \$103,000 |

Schedule: 2024

Priority Level: 1



Kachemak Nordic Ski Club: Roger's Loop Trailhead Storage Shed

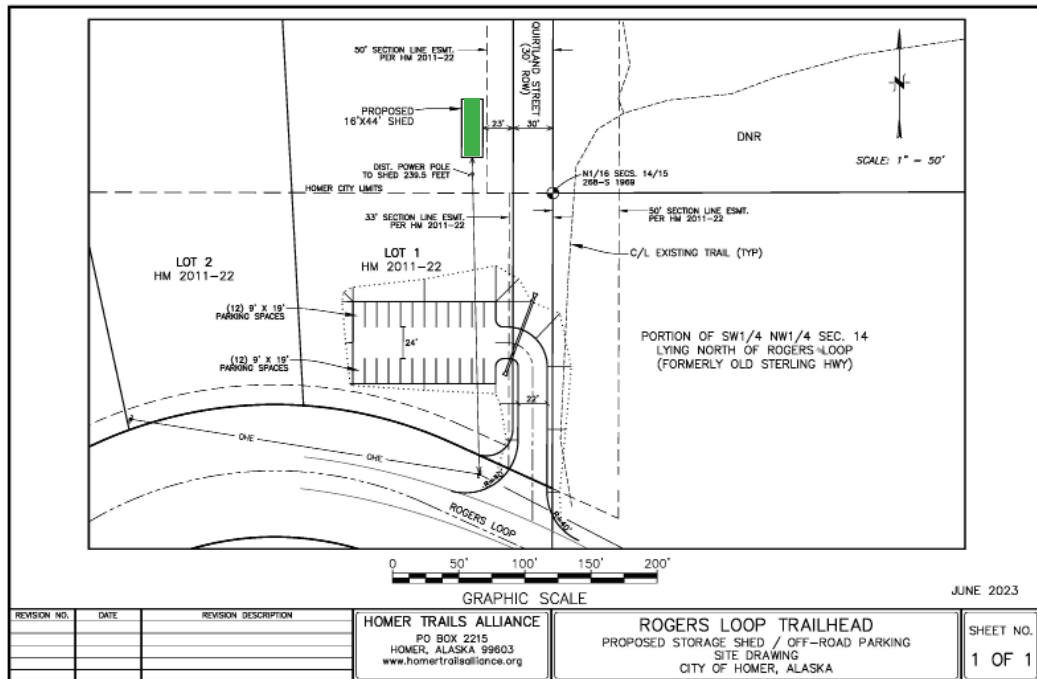
FY25 PROPOSED NEW PROJECTS - DRAFT

Project Description and Benefit: This project builds 16 foot by 44 foot shed on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for lower Baycrest ski trails. Currently the equipment is kept outdoors. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The proposed building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts.

The community of Homer will benefit by having a better skiing experience on trails that are consistently maintained. It is a cost savings to the community in that KNSC will not have to raise membership fees to cover the cost of the additional maintenance and shortened lifespan of this equipment that is kept outdoors. It is also a volunteer cost benefit in that it makes it easier to be a KNSC volunteer when they have working equipment. Well maintained equipment means better grooming which means a better ski experience for all users.

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are all complete. Zoning code & other legalities are currently being reviewed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.

Alaska Department of Transportation & Public Facilities' (DOT&PF) Sterling Highway Project MP 157-169 has been in the works for several years. The design phase is complete though funding for the project has been tabled until at least fiscal year 2024. Homer Trails Alliance (HTA) has, since its inception, lobbied DOT &PF to incorporate a pedestrian underpass at the Diamond Creek crossing at MP 167.5, as proposed in the Diamond Creek Recreation Area (DCRA) Multi Resource Management Plan prepared by Homer Soil and Water Conservation District and adopted by the City of Homer in May of 2013. The underpass would provide pedestrian connectivity between the 270 acre DCRA, the 360 acre Homer Demonstration Forest, and the 300 acre Alaska State Parks (ASP) Diamond Creek State Recreation Site (DCSRS). These parcels total nearly 1000 acres of public recreation land and are surrounded by rapidly expanding residential neighborhoods.

Recently installed trail counters at the Roger's Loop Trailhead recorded 700 users per week accessing the trail system during the summer months of 2022. Data compiled during winter months of 2023 indicate 1000 visitors per week using this trailhead to access the area's ski and snowshoe trails.

The delay in funding allows for the opportunity for the underpass to be designed and added to the upcoming project. The new project engineer is Aaron Hunting who was raised on Green Timbers Road. Aaron is well aware of the growth of this area and is very supportive of the plan. City of Homer (COH) support is essential for him to move forward with his efforts to incorporate the plan into the highway project.

The underpass would provide a safe pedestrian crossing of the Sterling Highway that would benefit user groups of these recreation areas and surrounding businesses. Implementation of the DCRA Management Plan would greatly enhance the area's trail system for summer use, creating a robust environment for sustainable small business growth along Homer's gateway district. It would relieve stress at the DCSRS trailhead in regards to parking, as it would connect additional trailheads to the ASP trail system.

HTA is requesting the support for the pedestrian underpass from the Economic Development Advisory Commission (EDAC). HTA believes that the EDAC's support can assist in developing a dialogue between the City of Homer and DOT P&F that will be helpful in convincing DOT engineers of the importance to the community of incorporating the underpass into the highway project.

I am available to answer any questions regarding the management plan and the impacts the highway project will have on the DCRA.

--

Billy Day
HTA Board Member
907 399-7278



AGENDA ITEM REPORT

Recommendation to City Council on a Sterling Highway underpass at Diamond Creek

Item Type: Action Memorandum
Prepared For: Economic Development Advisory Commission
Meeting Date: August 8, 2023
Staff Contact: Julie Engebretsen, Economic Development Manager

Summary Statement: Request from the Homer Trails Alliance for support for a pedestrian underpass on the Sterling Highway at Diamond Creek

Synopsis: Billy Day of the Homer Trails Alliance (HTA) reached out the Chair Marks requesting support for this project. Please see the attached letter and action requested.

Suggested Action: Recommend to the Homer City Council to support HTA's request.

Attachment

Letter from HTA



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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: July 18, 2023
SUBJECT: City Manager's Report for July 24, 2023 Council Meeting

Tsunami Warning on 15JUL23

A 7+ magnitude earthquake outside of Sand Point at 10:48pm automatically triggered the tsunami warning phone system based on size and proximity to Homer. Chief Kirko, Chief Robl, and I were able to report to City facilities by 11pm, other key emergency operations members were onsite shortly thereafter. When the NOAA Tsunami Center began to issue bulletins, the affected area was truncated to exclude Homer and the rest of the Kenai Peninsula. Unfortunately our local sirens were also triggered around the same time by an external source causing confusion for residents and visitors. The entire event was concluded and an all clear given within an hour of the original notification. Between submittal of this report and the Council Meeting on the 24th Chiefs Robl and Kirko should be attending a meeting with Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to discuss this warning and how it was managed. In the meantime, staff have taken this event as an opportunity to review and critique how we respond when an alarm goes out.

Hazmat Reports for HERC Buildings

Draft hazmat test results are in for the HERC buildings and under review by staff. The test results show the presence of PCBs at both sites. We are reworking the planned August 14th HERC work session to focus on what we've learned and how it is likely to impact our options for moving forward at the HERC campus. When the draft reports are finalized, they will be posted to the City's website.

HERC 1, the larger building which is still used for recreation, underwent a limited amount of exploratory testing in places most like to contain PCBs to take advantage of the mobilization of a hazmat testing professional to the HERC campus for the more expansive HERC 2 testing project. We found that HERC 1 does have materials that contain PCBs. For instance, the paint on the building's exterior window trim and the varnish on the interior wood paneling contain PCBs. Much more thorough testing will be needed prior to major construction or demolition in the building. HERC 2, was found to have PCBs as well. It also has more lead paint than anticipated and a significant amount of asbestos. We expect that demolition will be costly and complex for both buildings.

The test results provide important information for moving forward on the re-use of this site. Staff is researching EPA Brownfields grants which may help fund a cleanup plan and allow the City to apply for remediation funds in the future. These funding opportunities will be announced in September.

Fritz Creek General Store Fire



Below is a report from Chief Kirko regarding the Homer Volunteer Fire Department's mutual aid involvement in the recent Fritz Creek General Store fire:

At approximately 04:01 on July 6th the Homer fire department responded to an auto-aid request for Kachemak Emergency Services Area (KESA) to provide assistance with a confirmed structure fire out East End road. It was not clear until we approached the scene that it was at the Fritz Creek General store. HVFD responded with Tanker-2 staffed with 2 on duty personnel, Firefighter's Arndt and Harvey, Deputy Chief Kahles and Chief Kirko also responded directly to the scene. Assistant Chief Cunningham remained in town for ambulance coverage in our response area. There were no volunteers that responded for the fire or to provide station cover for EMS calls while the duty crew was out of our response area.

Tanker-2 was the first unit to arrive at 04:23, and KESA C-2 was next on scene less than a minute later. Chief Kahles and I arrived on scene approximately 1 minute later. KESA ladder-1 arrived about 2 minutes after Tanker -2 and took up a tactical position for fire attack on the A-side of the building. Homer firefighter Harvey and a firefighter from KESA pulled a hand-line to the front door and began making an aggressive attack on the fire. Deputy Chief Kahles also made entry with the attack team with a thermal imaging unit to guide the attack team in suppressing the fire. The interior temps at the ceiling were 900 plus degrees and temps at the 6' level ranged from 400-600 degrees.

Firefighter Arndt was responsible for supplying water to KESA ladder-1 from our tanker and assisting with exterior operations to support the internal attack team. I was assigned by KESA command to help operations on the exterior which included forcible entry into the rear of the building to provide a second means of egress for the attack team inside. I also instructed a crew in ventilation operations to relieve the heat inside providing the attack teams a more tenable working environment inside.

When the majority of the fire was knocked down we began extensive overhaul work that lasted several hours. Overhaul is the process of looking at all areas of the structure that were involved in fire and assuring that there will not be any rekindles. Also during overhaul, crews will focus on preservation of property assuring not to disturb potential evidence of cause.

Overhaul in this case took quite a while due to the nature of the building construction, allowing for fire to continue to burn in concealed spaces between the metal roofing and the roof decking. The roof structure was compromised due to the degradation of support members inside destroyed by the fire which hampered our ability to effectively remove the metal roofing and extinguish the remaining smoldering fires. When we get our ladder truck in service this work can be done much more safely and efficiently.

The Homer crews that were there performed flawlessly and played a key role in the quick extinguishment of this fire. All crews returned to Homer at around 10:00.

When crews arrived back at station-1 we began the extensive cleanup process of getting the equipment cleaned, inspected and placed back in service. During the cleanup process we also responded to a car accident and 2 medical calls. The day concluded with 7 calls for service in total.

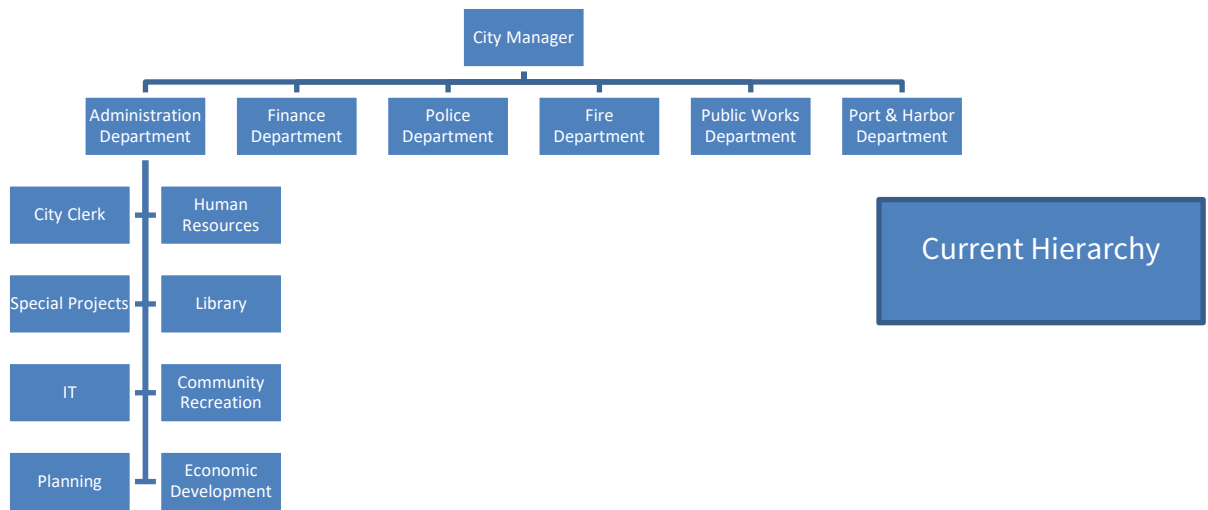
Since the fire, tanker-2 has come out of service with several repairable maintenance issues and PW has been notified. KC tanker-1 is now at the Homer station.

Reorganization Update

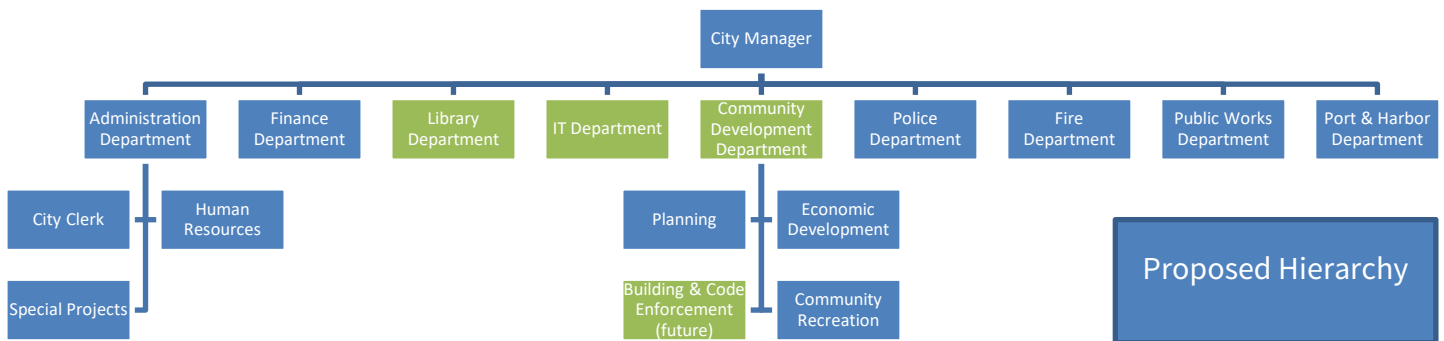
A little more than a year ago, I shared with Council a vision for reorganizing the Administration Department by spinning out a handful of divisions that don't fit within the traditional umbrella of Administration. The proposed departments were Community Development (consisting of planning, economic development, community recreation, and a future building & code enforcement division) and Library & IT Services. I've been test driving the parts of the modified structure for quite some time, and I'm ready to come back to Council with some actions to consider.

The creation of a Community Development Department would involve removing Planning, Economic Development, and Community Recreation from the Administration Department. I am also including room for a future Building & Code Enforcement Division. We don't have the funds to staff such a division at this time, but I expect that will change over the next few years. Especially if we are successful in winning a FEMA BRIC grant that is intended to help the City adopt and implement a building code. This vision has remained virtually unchanged since presented in 2022.

I am looking at taking a different approach to the Library and IT divisions. Originally I wanted to spin them out together under one director. We have operated in this fashion for a couple years now and it was hugely beneficial to the organization. That said, the concept wasn't particularly popular with the Library Advisory Board. Since the original pitch, we've grown IT one additional position and the lead IT position turned over was redeveloped into a Chief Technical Officer role instead of an IT manager. This new format has been working very well for us and I am more comfortable pursuing separate Library and IT Departments at this time (which was the preference of the LAB).



Current Hierarchy



Proposed Hierarchy

Last year I also pitched the idea of folding Finance into Administration, it's a very common combination in local government. I've been experimenting with that design operationally for the last year and I'm not quite ready to suggest a change to City Code to make it permanent. Once we find the right balance for that combination I'll bring that back to Council. In the meantime, I will bring forward the ordinances necessary to officially create departments of Community Development, Library, and IT at the next City Council meeting.

City Council Candidacy Filing Period Opens August 1st

The City Clerk's office will accept Candidacy Declarations for two City Council seats beginning Tuesday, August 1st through Tuesday, August 15th at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the City for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage <https://www.cityofhomer-ak.gov/cityclerk/regular-city-election-candidate-filing-information> or at the City Clerk's office located at 491 E. Pioneer Avenue. If you have any questions, please contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us

KPB Siren Project

The Kenai Peninsula Borough's Office of Emergency Management began a siren upgrade project on July 7th. They are making improvements to tsunami sirens throughout the Borough. Work in Homer will include the installation of a new siren at Northern Enterprises Boatyard on Kachemak Drive.

Homer Projects Proposed for STIP

The City has been successful in promoting three Homer-area transportation projects for inclusion in the Statewide Transportation Improvement Plan (STIP). Alaska Department of Transportation Statewide planners have indicated that the Homer Harbor Expansion (currently in the study phase utilizing local, State and Federal funding) will be added in the forthcoming STIP Amendment. Two other projects, currently without identified Federal funding, will also be added as “illustrative” projects: Homer Harbor Float System 1 and 4 Replacement and Spit Road Erosion Mitigation. These two projects have or will be applying for Federal discretionary funding through the Infrastructure Improvement and Jobs Act (IIJA). We are pleased that the State developed the illustrative category for projects vying for Federal grant funding. A project’s inclusion in the STIP can be a benefit in the competitive Federal grant application environment, and, most importantly, is required for municipalities to qualify to apply for Federal Department of Transportation low interest loans like TIFIA (Transportation Infrastructure Finance and Innovation Act). Access to these loans can be important part of a financing plan to help municipalities achieve significant local match requirements.

Meeting with New USACE Colonel

The City had its first meeting with the new commander of the US Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor Visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects management Division for the US Army Corps of Engineers, Alaska District. Representing Homer were Mayor Castner, Councilmember Aderhold, myself, Port Director Hawkins, Special Projects Coordinator Carroll, Port Administration Supervisor Woodruff, and Port Commissioners Matthews and Friend. We oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After our meeting, staff provided a brief tour of the port and harbor. We look forward to working with Colonel Palazzini and continuing to have a strong relationship with USACE leadership in Alaska.

Cathodic Protection System Corrections Underway

We recently reported through the City Newsletter that the harbor’s cathodic protection project had been successfully completed. This was a large and complicated project meant to increase the life of existing harbor infrastructure. It has since been determined that not all anodes were installed at the correct elevations on the piles. The contractor, Global Diving, sent a small team immediately upon discovery to assess the situation and make some initial fixes. The week after they returned with a full dive team to begin fixing any other misplaced anodes.

FEMA BRIC Grant Update

Our application to FEMA for the BRIC program to fund adoption and implementation of a building code (identified as a Council vision priority in 2022) has been “identified for further review.” This means that we are a serious contender for funding and can expect further follow up from FEMA Region 10 for information as they make decisions regarding which applications are to be funded in this grant cycle. We originally expected an answer in summer, but State Homeland Security staff have told us that it could be much later in the year before we get awarded funds if our application is successful.

National Flood Insurance Program Compliance

The City is actively working to maintain National Floodplain Insurance Program (NFIP) compliance and improve the floodplain program. City staff met with Harmony Curtis, State of Alaska NFIP Coordinator, on April 6, 2023, for a Community Assistance Contact (CAC) meeting. During the meeting, Planning staff received

technical advice and guidance to ensure compliance with NFIP regulations. The meeting focused on the development permit process within the regulated floodplain, enabling the City to access federal grants and loans for flood hazard area development. On July 6th, we received a follow up letter from Harmony regarding the City's compliance after the CAC meeting.

Key findings from the CAC meeting include:

- NFIP training materials shared with the Planning Department
- City of Homer's Ordinance found to comply with NFIP standards
- NFIP presentation conducted for the Planning Commission
- Thorough review of the City's floodplain program and processes
- Efficient permit review and issuance practices implemented

The City remains committed to NFIP compliance, seeking continuous education and staying connected with the State NFIP Coordinator. Their efforts ensure eligibility for grant funds and protection against erosion and flood damages.

Follow up to Resolution 23-045

In late April, Council passed a resolution directing me to connect with the Kenai Peninsula Borough School District regarding the future of the operations of the Mariner Theater and the Kate Kuhns Aquatic Center and report back by August 2023. I had a pre-existing meeting on my schedule with the Homer High School principal the next week, and we integrated the Council's resolution into our meeting. It was suggested that there would likely be minimal action until the State budget actually passed and was signed by the Governor. After the budget passed, and the Governor made his vetoes, I connected with the District. The Assistant Superintendent put me together with the Director of Planning and Operations. The District was still figuring out what the impact of the funding change would be and how they wanted to approach operations for the next year, however, it sounded like the District would be able to maintain operations of both facilities in the next year without assistance. It appears that through adjustments to the District's final budget, the District will be able to maintain staffing for the pools and theaters for the next year. That said, depending on decisions made in Juneau, they may be in a similar place next year and we may need to revisit this offer of assistance and partnerships if needed to maintain public access to the facilities.

Enclosures:

- 1. July Employee Anniversaries**
- 2. Memo from Special Projects Coordinator Jenny Carroll re: Update on Federal and State Grant Applications**
- 3. Letter from State NFIP Coordinator Harmony Curtis re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)**
- 4. ADA BBQ Flyer from Independent Living Center**



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(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: July 24, 2023
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.

| | | | |
|--------------------------|---------------------|-----------|--------------|
| Lori Sorrows | Finance | 24 | Years |
| Dan Olsen | Public Works | 22 | Years |
| Julie Engebretsen | Planning | 21 | Years |
| Dave Welty | Public Works | 15 | Years |
| David Bernard | Library | 12 | Years |
| Jason Hoffman | Public Works | 8 | Years |
| Jason Hanenberger | Public Works | 4 | Years |
| Mark Kirko | Fire | 4 | Years |
| Owen Meyer | Public Works | 2 | Years |
| Ryan Foster | Planning | 1 | Year |



MEMORANDUM

Homer Harbor Expansion Study Monthly Written Update

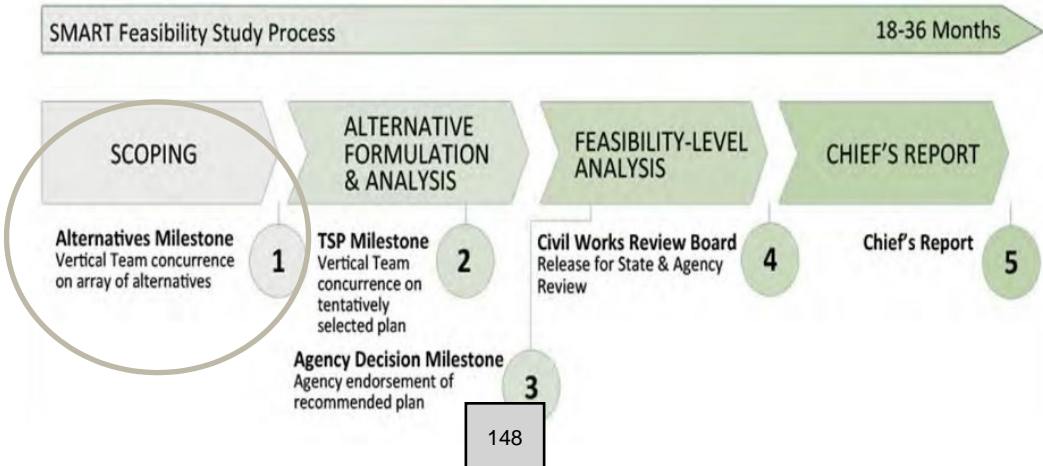
Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: July 18, 2023
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Rob Dumouchel, City Manager and Bryan Hawkins, Port Director

Purpose: This memorandum provides the third Homer Harbor Expansion Study written update to Homer City Council per Resolution 23-037.

Study Activities Update: The U.S. Army Corps of Engineers (USACE) is nearing the completion of the Scoping Phase of the General Investigation; they have qualitatively rated each potential harbor expansion location and a variety of design measures (identified during the three-day design charrette) according to a set of criteria to arrive at an initial array of alternatives to carry forward into the Alternative Formulation & Analysis Phase of the study.

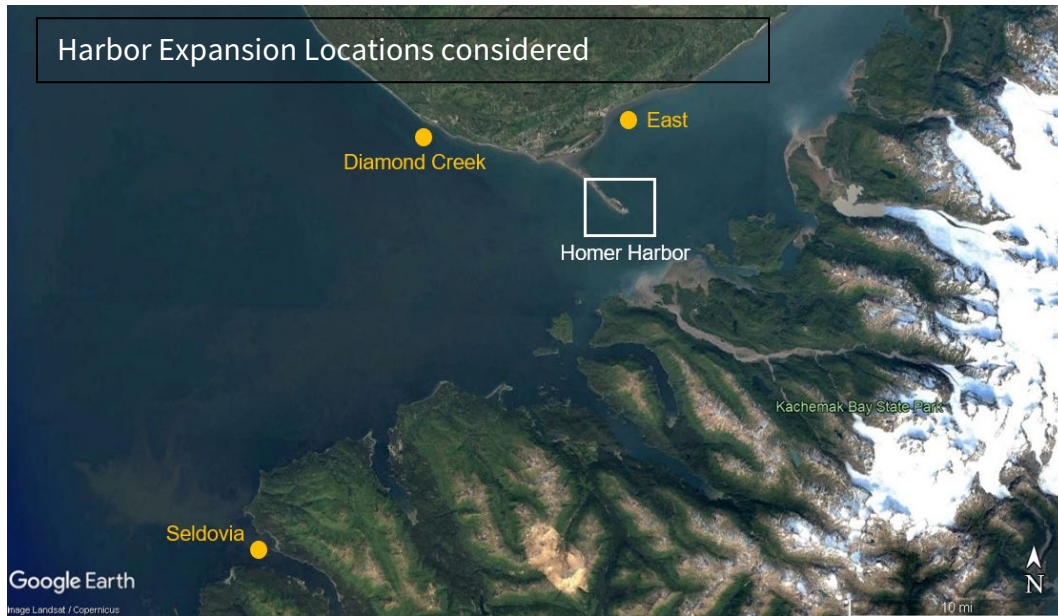
On June 30, 2023, the USACE Project Development Team (PDT) presented their selected array of alternatives to the USACE Vertical Team which consists of USACE Regional and Head Quarters Leadership. The PDT then obtained conditional approval that the study has successfully completed the Alternatives Milestone. After the USACE PDT completes some additional reporting, the study will move into the second phase of the study in which the USACE conducts a more in-depth analysis on the selected alternative design solutions, identifies the fleet and conducts modeling. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

The proposed timeline is to arrive at TSP Milestone by the end of the first year of the study.



Screening Results

Locations: Three of the four potential harbor locations identified and considered in the initial alternative screenings were screened out: Diamond Creek area, East of the Homer Airport, and the City of Seldovia. The location adjacent to or in the vicinity of existing Homer Harbor will move forward.



| Location Alternative | Carried Forward | Screening Comments |
|----------------------------------|-----------------|---|
| New harbor at Diamond Creek | No | <ul style="list-style-type: none"> Parts of the area around Diamond Creek are under environmental protections, others are privately owned. Concerns about erosion and disruption of longshore transport of sediments |
| New harbor east of Homer Airport | No | <ul style="list-style-type: none"> Requires a road/causeway out to the site to reach appropriate depth. Would cause inefficiencies to marine trades businesses by separating their client base into two locations. |
| New harbor at Seldovia | No | <ul style="list-style-type: none"> Outside City limits Historical natural harbor Following opening of the small boat harbor in 1964, Homer replaced Seldovia as the economic, cultural, and recreational hub of Kachemak Bay |

Structural Measures: All structural measures proposed will be carried forward in the study, except floating breakwaters which were determined to be inefficient for the location’s wave climate and ineffective for the harbor depth. The table below summarizes the measures. As the study progresses additional measures could be identified, and others could be screened out. (A measure is a feature or activity that can be implemented at a specific geographic site to address one or more of the planning objectives.)

| Measures | Carried Forward (Yes/No) |
|---|--|
| General Navigation Features – Structural (Features eligible for Federal construction & operations/maintenance funding.) | |
| Aquatic organism passage (AOP) | Yes |
| Dredging | Yes |
| Entrance Channel | Yes |
| Floating breakwater | No: Inefficient for wave climate. Ineffective for Harbor Depth |
| Non-floating structure breakwater | Yes |
| Rubble mound breakwater | Yes |
| Turning basin | Yes |
| Local Service Facilities – Structural (Facilities under the jurisdiction of the City). | |
| Boat launch | Yes |
| Boat wastewater disposal facility | Yes |
| Cargo loading infrastructure | Yes |
| Coast Guard berthing space | Yes |
| Docks | Yes |
| Float system | Yes |
| Harbor support facilities- fuel, potable water, electricity, sewage disposal, dock facilities | Yes |
| Moorage basin | Yes |
| Uplands | Yes |

Non-structural measures: The following table summarizes the screening results of the non-structural measures.

| Non-Structural Measures | Carried Forward (Yes/No) | Screening Comments |
|----------------------------|--------------------------|---|
| ADA Compliance | Yes | |
| Harbor float restructuring | No | <ul style="list-style-type: none"> Does not meet planning objectives Currently Utilized by Homer Harbor |
| Use of natural tides | No | |
| Traffic management system | No | |

Initial Design Alternatives:

| Alternative Description | Carried Forward (Yes/No) | Screening Comments |
|--|--------------------------|--|
| 1a: Enclosed basin, minimal footprint (no uplands) | Yes | <ul style="list-style-type: none"> Addresses planning objectives Cost effective |
| 1b: Enclosed basin, moderate footprint (uplands) | Yes | <ul style="list-style-type: none"> Addresses planning objectives Allows for uplands and associated benefits |
| 1c: Enclosed basin (extended), moderate footprint (uplands) | Yes | <ul style="list-style-type: none"> Addresses planning objectives Allows for Harbor expansion to accommodate future fleet growth of larger vessels |
| 1d: Enclosed basin (crescent), maximum footprint | Yes | <ul style="list-style-type: none"> Addresses planning objectives Allows for Harbor expansion to accommodate future fleet growth Allows inclusion of significantly larger vessels Allows significant space for expansion of uplands |
| 2: Detached breakwater | Yes | <ul style="list-style-type: none"> Addresses planning objectives |
| 3a: Floating breakwaters with enclosed basin: Floating breakwaters creating single enclosed basin adjacent to existing harbor with no associated uplands. Provides moorage for design fleet. Re-configure current harbor to accommodate future fleet (and waitlist boats). Provides minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities) | No | <ul style="list-style-type: none"> Addresses planning objectives May allow more cost-effective alternative to rubble mound construction dependent upon depth Inefficient for wave climate Ineffective for harbor depth |

| | | |
|--|-----------|---|
| <p>3b: Floating breakwater and non-floating breakwater: Combination of floating breakwater and rubble mound breakwater or similar non-floating breakwater creating single enclosed basin adjacent to existing harbor with or without uplands. Provide moorage for design fleet. Reconfigure current harbor to accommodate future fleet (including boats on waitlist). Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)</p> | <p>No</p> | <ul style="list-style-type: none"> • Addresses planning objectives • May allow more cost-effective alternative to rubble mound construction dependent upon depth. • Inefficient for wave climate • Ineffective for harbor depth |
| <p>4: Material removal and inside harbor modification: Remove material from inside the spit to enlarge the harbor. Reconfigure harbor floats and move essential infrastructure. Does not accommodate design fleet or future fleet. Minimal federal action.</p> | <p>No</p> | <ul style="list-style-type: none"> • Provides insufficient additional moorage to address overcrowding and inefficiency issues • Not Cost effective; High cost to Non-Federal Sponsor for minimal additional moorage |
| <p>5a: New harbor at Diamond Creek: Construct new harbor in Diamond Creek vicinity that accommodates design fleet and future fleet. (cost prohibitive, exposed, construct roads, no city services, and all new facilities west of Homer). Relieves road traffic congestion.</p> | <p>No</p> | <ul style="list-style-type: none"> • Parts of the area around Diamond Creek are under environmental protections, others are privately owned. • Concerns about erosion and disruption of longshore transport of sediments |
| <p>5b: New harbor east of Homer airport: Construct new harbor location east of Homer Airport. (road needed, would require a causeway to reach appropriate depth.) Relieves road traffic congestion.</p> | <p>No</p> | <ul style="list-style-type: none"> • Would require a road/causeway out to the site to reach appropriate depth. • Would require an additional harbor master's office and staff. • Would have very high Non-Federal Sponsor costs due to all-new LSF infrastructure. • Would cause inefficiencies to marine trades businesses by separating their client base into two locations. |
| <p>5c: New harbor at Seldovia: Construct new harbor in Seldovia. (road needed, would require a causeway to reach 30' depth.) Relieves road traffic congestion</p> | <p>No</p> | <ul style="list-style-type: none"> • Outside city limits |

| | | |
|--|-----------|---|
| <p>6: Enclosed basin, external small boat harbor: Rubble mound or similar non-floating structure breakwater creating single enclosed basin adjacent to existing harbor with no associated uplands. Provide moorage for small boats outside of current harbor. Reconfigure current harbor to accommodate large vessels, including dredging and new float system. Provide minimum local service facilities required for design fleet. (fuel, water, potable water, electricity, sewage disposal, dock facilities)</p> | <p>No</p> | <ul style="list-style-type: none"> • Repurposing the current harbor for large vessels would require significant changes to inner harbor dock and float configuration. • Inner harbor would require more dredging to accommodate larger vessels. |
| <p>7: Nonstructural float restructuring: Modify float configuration in existing harbor to reduce need for side-tie moorage by accommodate diagonal moorage for larger vessels currently on transient dock. Does not accommodate design fleet or future fleet and involves no federal action (all LSF).</p> | <p>No</p> | <ul style="list-style-type: none"> • May increase harbor efficiency for some users but would make it unusable for others depending on boat type and would not address other planning objectives. |

Summary of Major Plan Components: Below are the major plan components under consideration for the alternatives moving forward.

| Alternative | | Major Plan Components | | |
|-------------|---|---|---|---|
| | | General Navigation Features | Possible Local Service Facilities | |
| 1a | Enclosed basin, minimal footprint | <ul style="list-style-type: none"> • Rubble mound breakwater or similar non-floating structure breakwater • Dredging • Aquatic Organism Passage (AOP) as needed • Turning Basin • Entrance Channel | <ul style="list-style-type: none"> • Float system | |
| 1b | Enclosed basin, moderate footprint | | <ul style="list-style-type: none"> • Coast Guard berthing | <ul style="list-style-type: none"> • Potential for uplands |
| 1c | Enclosed basin with extension, moderate footprint | | <ul style="list-style-type: none"> • Harbor support facilities • Docks | |
| 1d | Enclosed basin (crescent), maximum footprint | | <ul style="list-style-type: none"> • Boat launch • Cargo loading infrastructure | |
| 2 | Detached breakwater | <ul style="list-style-type: none"> • Boat wastewater disposal facility • Moorage basin | | |

Project Development Team Meetings

City staff attended three USACE project meetings in the past month. At the June 28 meeting, the USACE PTD coordinated the Alternatives Array and Screening presentation they would be making to the Vertical Team. At the June 5 meeting, the USACE team discussed the additional information that the Vertical Team wanted to see in the Project Management Plan, and began discussions of data collection necessary for the study (e.g. survey/mapping, geotechnical sampling and simulating ship movements), the study's overall budget forecast and cost effective ways to collect that data and accessing any existing data. At the July 12 meeting, the PDT discussed completing the risk register, which identifies risks to completing the study in the time period and identifies ways to address those potential risks. Other focus meetings (to detail geotechnical sampling needs, engaging US Coast Guard planners and an economic simulation model better designed for small boat harbors) were also arranged.

On July 10, Kayla Campbell of the USACE convened an Environmental Stakeholder Working Group meeting. The purpose of the group is to engage local and agency environmental stakeholders to facilitate information exchange regarding natural resources and potential impacts. There are several agencies formally cooperating on the study in addition. This includes, among others, the Environmental Protection Agency, U.S. Coast Guard, U.S. Fish and Wildlife Service, Alaska Department of Fish and Game, National Marine Fisheries Service.

Communications

City staff are actively coordinating with the HDR communications team to provide outreach and public information about the study with a current focus on social media posts sharing goals of the study established in the City Council adopted Charter, and communicating information on the USACE's Alternatives and Measures Milestone.

- In addition to typical public notice, the July 24th City Council Worksession was publicized via email to the harbor expansion study contacts list, social media and via flyers posted in about 20 local businesses to drive public awareness and engagement.
- A summary chart, list of terms, and a unique web page within homerharboexpansion.com have been developed for the initial array of alternatives.
- Additional email and flyer publicity will drive traffic to the website to encourage public input.

Study information and updates are consistently being shared in the City's monthly newsletter, through social media (FB and Instagram), and on the Homer Harbor Expansion website.

A public event, Homer Harbor Expansion Update, is being tentatively scheduled for Saturday, September 23rd. More information will be forthcoming once details are confirmed.

RECOMMENDATION:

Informational Only.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Commerce,
Community, and Economic
Development

DIVISION OF COMMUNITY AND REGIONAL AFFAIRS
Anchorage Office

550 West Seventh Avenue, Suite 1640
Anchorage, Alaska 99501
Main: 907.269.4581
Fax: 907.269.453

June 28, 2023

Mayor Ken Castner
City of Homer
491 East Pioneer Ave
Homer AK 99603
mayor@ci.homer.ak.us

Re: National Flood Insurance Program (NFIP) Community Assistance Contact (CAC)

I accepted the invitation to meet with city planning staff on April 06, 2023, to discuss the City of Homer's participation in the National Flood Insurance Program (NFIP). This meeting is called a Community Assistance Contact (CAV) and was conducted with Planning Staff, Bella Vaz, and Courtney Dodge.

The primary purpose of this CAC was to offer technical advice and answer any specific question to help the City of Homer comply with the program. The focus was the development permit process within the regulated floodplain. The enforcement of floodplain development regulations qualifies the community to apply for federal grants or federal backed loans for development within flood hazard areas, and provides businesses, renters, and homeowners the ability to purchase flood insurance for protection against much of the devastating financial loss resulting from flood disasters.

This visit was, also, intended to provide the most current information on NFIP regulations, and giving staff an opportunity to discuss any issues concerning the floodplain management program.

This letter summarizes findings during this Community Assistance Contact (CAC).

1. NFIP training was requested to familiarized with the program and onboarding plan for new staff.
 - 4/10/23 NFIP Online Trainings emailed to Courtney Dodge, Planning Department.
 - Substantial Damages and Substantial Improvement Reference Book left as resource material with Planning Department.
 - 6/02/23 NFIP Q&A Reference Guide mailed to City of Homer, Planning Department.
2. The City of Homer's Ordinance was reviewed during the meeting for compliance with the minimum standards of the 44 CFR 60.3 and no deficiencies were found at this time.
3. A NFIP presentation was requested for Planning Commission that occurred on 6/07/23 to help provide a wider knowledge base about NFIP and the floodplain regulations within the community.
4. The city's floodplain program and processes were reviewed. Digital Floodplain Insurance Rate Maps, DFIRMs, permit applications, Floodplain Ordinances and technical bulletins were available on the city's website.
5. A permit site review occurred, and the Planning Department used proper methods for permit review and issuance.
 - The City of Homer had copies of current permits on hand and information was easily located.
 - Due to having minimal staffing, the City of Homer Planning staff uses an acceptable method of requiring pictures provided by applicant to complete before and after inspections of the project to show the work is completed and the project complied with permit requirements (building elevated, flood vents were added, fuel tanks anchored, etc.).
 - 4/10/23 Planning Department was emailed a permit checklist and example copies of development permits for their resources.

In summary, the City of Homer is compliant with the agreement made with FEMA to participate in the NFIP and continues to try to improve the program by participating in training and staying in contact with State NFIP Coordinator to assist with general technical advice. The City of Homer's staff continues to seek out continued education and information to ensure that the program is being implemented within the community to stay in compliance with the NFIP ensuring the community qualifies for grant funds after storm events and grants that may be available to protect the community from erosion and flood damages.

I am committed to working with the City of Homer to ensure their continued participation in the NFIP and helping your continued efforts to be in the Community Rating System, CRS, program. If you have any questions, please feel free to contact me at (907) 269-7904, harmony.curtis@alaska.gov.

Sincerely,



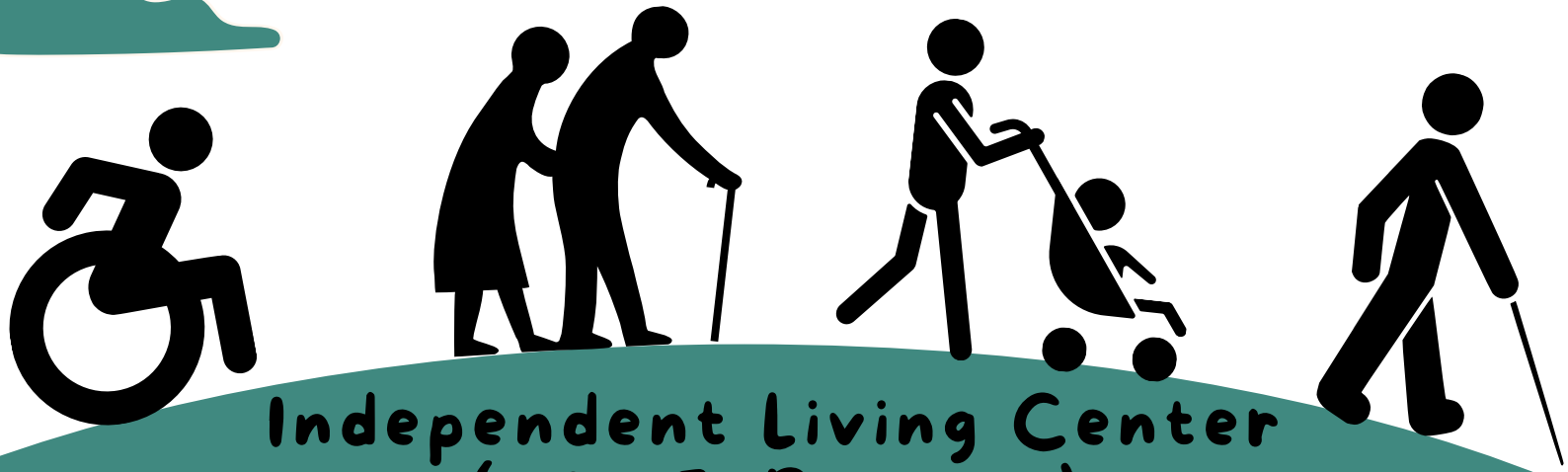
Harmony J. Curtis, CFM
Local Government Specialist 4,
State of Alaska NFIP Coordinator

cc: Rob Dumouchel, City Manager, City of Homer
Bella Vaz, Assistant to the City Manager, City of Homer
Courtney Dodge, Planning Director, City of Homer
Nichole Tham, Operations Division Manager, State of AK, DCCED, DCRA
John Graves, Floodplain Management and Insurance Branch Chief, FEMA Region 10



Wednesday July 26
11:30-2:30

AMERICAN WITH DISABILITIES ACT CELEBRATION



Independent Living Center
(265 E. Pioneer)
Homer

Celebrate with us the 33rd anniversary of the passing of ADA with a BBQ, lawn games, outside art project followed by a group walk.

All are welcome. Free event.

CITY OF HOMER NEWSLETTER



VOL. II - ISSUE X | JULY 2023

MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

SEASIDE SERENADES

Celebrate our city as the summer sun illuminates (we hope!!) our coastal haven, and stay informed by reading our latest articles, including the harbor's cathodic protection system, updates on the Homer Harbor expansion study, water system flushing, the Borough's siren project, a swift response to a boat fire, an introduction of new city staff, and more!

PIONEER AVENUE BANNERS

The City's Economic Development Commission collaborated with Homer artist Lucas Elliot and Corvus Design to create new street banners for Pioneer Avenue. After careful attention to detail, the final design was refined, and the banners are now proudly adorning Pioneer Avenue. They showcase characters and natural beauty found in and around Homer.



WHAT'S INSIDE?

- Library Events
- Community Corner
- 2024 City Budget Adopted
- Special Event Permits
- Port and Harbor
- Homer Harbor Expansion Study Update
- Public Works
- Hazard Mitigation Plan
- Public Safety Corner
- Fire Department
- Economic Development
- Meet the Staff
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

Subscribe to the Monthly Newsletter:

www.cityofhomer-

ak.gov/citymanager/monthly-email-newsletter

"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

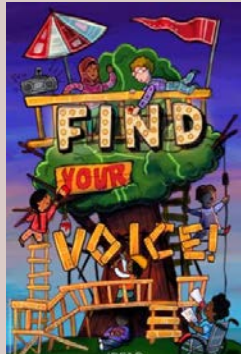
Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to <https://libraryc.org/homerlibrary/upcoming>

- July 15** *Daredevil and She-Hulk* by Charles Soule 10 - 11 a.m.
- July 20** *Chatter* by Ethan Kross 9 - 10 a.m.
- July 25** *Crying in the Bathroom* by Erika Sánchez 12 - 1 p.m.

END OF SUMMER READING PARTY

End of summer reading party includes music, games, ice cream and hot dogs, with prizes for reading-challenge participants and LEGO contest winners.

Saturday, July 29
5 to 7 p.m.



STORIES AND S'MORES AT BISHOPS BEACH



Join us for an evening story time at Bishop's Beach, featuring talking and singing games, stories and s'mores! We'll meet at the pavilion near the beach. S'mores provided.

Tuesday, July 18
7 to 8 p.m.

LIBRARY EVENTS CONTINUED

- | | | |
|----------------|--|--------------------|
| July 3 | Pre-parade meet-up | 3 - 5 p.m. |
| July 4 | Bookmobile in the 4th of July Parade | 3 p.m. |
| July 7 | Intermediate Readers book club | 4 - 5 p.m. |
| July 11 | Family Storytime in the Boat House Pavilion | 10:30 - 11:15 a.m. |
| July 12 | Leap Into Science | 10:30 - 11:30 a.m. |
| July 18 | Evening Storytime at Bishop's Beach Pavilion | 7 - 8 p.m. |
| July 19 | LEGO contest | 10 - 11 a.m. |
| July 19 | Movie showing at Library | 6 - 7:30 p.m. |
| July 24 | Teens and Tweens Get Crafty! | 4 - 5:30 p.m. |
| July 27 | Science in the Summer | 3:30 - 4:30 p.m. |
| July 28 | Science in the Summer | 3:30 - 5:30 p.m. |

Check out the complete line-up of library programs 



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer-ak.gov/library



COMMUNITY CORNER



4TH OF JULY PARADE
July 4 at 3 p.m., Pioneer Avenue
www.homerak.org/events/annual-events



4TH ANNUAL HOMER PEONY CELEBRATION
July 7-30
www.homerak.org/events/annual-events



FARMERS MARKET
Saturdays 10 a.m. - 3 p.m.
Wednesdays 2 p.m. - 5 p.m.
www.homerfarmersmarket.org



PICKLEBALL CLINICS
July 22-23, HERC Gym
www.worldteampickleball.com/shop/homer

CITY MANAGER'S OFFICE

CITY COUNCIL ADOPTS 2024/25 CITY BUDGET

The City Council adopted the FY24/25 Operating Budget on May 22 and the Capital Budget on June 26. The Operating and Capital budgets create the City's financial foundation for the next two years.

The Operating Budget includes approximately \$26.2 million in operational spending for FY24 and \$26.8 million for FY25. While the City has benefitted from strong revenue growth the last few years, some of those gains have been eroded by the difficult inflationary conditions which have characterized markets around the world. Additionally, the Capital Budget allocates \$6.1 million for new projects during the FY24/25 biennium. One of the most popular capital projects on deck in this budget is the extension of a sidewalk along Ben Walters Lane, plus others that are highlighted at the right. Learn more about the budget on the City's website: www.cityofhomer-ak.gov/finance/operating-capital-budgets

Capital Budget Highlights

1. Ben Walters Lane Sidewalk
2. Homer Volunteer Fire Department replacement of outdated fire hose and fleet upgrades including a ladder truck and an off-road firefighting apparatus
3. ADA family restroom at the airport terminal
4. Improvements to Bayview Park, a Karen Hornaday Park Master Plan update and an extension of water and sewer to support future public restroom facilities
5. Comprehensive Plan update to capture the vision of where the community wants to be going forward and a subsequent zoning code update. The plan will provide guidance for Homer's physical development, with an emphasis on future land use, transportation network and infrastructure capacity.

REFLECTING ON POSITIVE CHANGES: MOBILE FOOD SERVICE AND SPECIAL EVENTS PERMITS

Since the adoption of [Ordinances 22-15\(S\)\(A\)](#) and [22-14](#) in March 2022, the City's processes for mobile food service and special events have improved. Mobile food service permitting has shifted smoothly to the Planning department, making it more accessible and user-friendly. Most permits are now conveniently handled online. Food truck operators and the Chamber of Commerce have praised the changes, including the allowance of food trucks in parks for special events. Special event permitting is running smoothly under the City Manager's office. Pre-event meetings have been introduced to ensure seamless implementation and minimize surprises. Though fines for code violations were added, we haven't had to impose any punitive fees for public health and safety. We're preparing to discuss further improvements internally. These updates have had a positive impact, fostering growth and enjoyable experiences for our community. We're committed to continuous refinement and improvement.

Hosting a special event?

CHECK TO SEE IF A PERMIT IS REQUIRED

www.cityofhomer-ak.gov

Special Event Permits: www.cityofhomer-ak.gov/citymanager/special-event-permit-information

Mobile Food Service Vendor Permit: www.cityofhomer-ak.gov/economicdevelopment/mobile-food-service-permits

HOMER HARBOR COMPLETES CATHODIC PROTECTION SYSTEM PROJECT

The City is pleased to announce the successful completion of a project in Homer Harbor that was made possible through the collaborative efforts of the City, R&M Consulting, Global Diving, and Coffman Engineering. The project installed a passive cathodic protection system to protect the float system steel pile from corrosion due to electrolysis.

The Harbor's float system, comprised of 161,000 square feet of concrete and wood floats is supported by 511 pile, of which 475 are made of steel. Over time, electrolysis had depleted the original protective coating on the steel pile. The City has been restoring cathodic protection to the pile through a multi-year endeavor that began in 2018. The initial phase placed protective anodes on sections of the B, C, D, E, and F floats, and a portion of System 5 large vessel moorage.

A FY23 Alaska Municipal Harbor Tier II grant of \$366,000, matched by Port and Harbor maintenance reserves, provided the necessary funding to furnish and install anodes on the remaining steel piling to provide electrical continuity to all pile and extend the benefits of the cathodic protection system harbor-wide.

It was no small task. Global Diving welded two 150-pound anodes onto 471 steel pilings for a total of 943 anodes and 141,450 pounds of sacrificial anode material. Coffman Engineering conducted pre and post-installation tests, confirming the system's optimal functionality and sufficient cathodic protection for the submerged dock pilings.



Photos by Global Diving

POWER-GENERATING DEVICE EMBARKS ON ANOTHER SEASON OF TESTING

Port Director Bryan Hawkins recently sent us an email starting with, "Walking around the port, sometimes you'll see something that'll make you ask, 'Wow, what's that thing.'" He attached this photo and noted that this is an experimental power-generating device that is being developed and tested in the Kvichak River for the Village of Igiugig. It's the third year that he's seen this device move through the port, and was told that they pull it in the fall because of the ice and because this experimental unit goes back to the shop for more tinkering over the winter.

The device's roundtrip route from Homer to Igiugig demonstrates the Homer Port and Harbor's vital role in statewide transportation:

1. Load onto landing craft Helenka B at the commercial barge ramp
2. Cross the Inlet into Iliamna Bay (Kamishak Bay)
3. Offload at Williams Port
4. Transport overland (16 miles) to Pile Bay Dock in Lake Iliamna
5. Load onto a small tug/barge for transport to Igiugig
6. Offload at Igiugig's barge landing

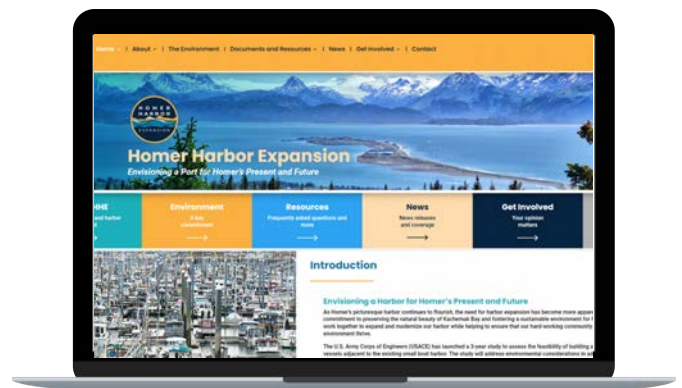


Remarkably, a total of 47 non-road-connected villages and work sites in southcentral and western Alaska rely on essential freight services provided by vessels moored in Homer Harbor. These shipments are a lifeline for these remote communities, ensuring the delivery of crucial supplies and sustaining their daily lives and economic activities. This exemplifies the effectiveness of the Port of Homer as a regional transportation hub.

HOMER HARBOR EXPANSION STUDY UPDATE

Over the past couple of months, the Homer Harbor Expansion study has made significant progress toward its first milestone, identifying a small array of design alternatives to advance to more in-depth study. Here are some of the recent key events and an outline of upcoming steps:

- The [Homer Harbor Expansion Charter](#), encompassing the vision, mission, goals, and factors for success, was drafted in a collaborative involving City Council and the Port and Harbor Advisory Commission and staff. It was adopted via [Resolution 23-058](#).
- The study's website, www.homerharborexansion.com, is fully built out and provides updates as the study progresses. Visit the website for the latest information.
- The U.S. Army Corps of Engineers (USACE) Design Charrette from May 17-19 involved community and industry input, along with environmental stakeholder meetings and produced 14 potential alternative designs.
- USACE is undergoing an internal review of each alternative according to a set of criteria to recommend the most feasible designs for further in-depth study. The "future without a project" alternative will be included in all comparisons.
- At the end of June, USACE will complete a Vertical Team Review where they present a study progress report and their initial alternatives screening to USACE leadership from the Pacific Ocean District and Headquarters for feedback. The USACE will share the selected designs once they have alignment with the USACE Vertical Team.



In July 2023, the study will reach the Alternatives Designs Milestone with the identification of design plans to carry forward. This will launch the alternatives evaluation and analysis phase, which is expected to last about nine months and will culminate in a Tentatively Selected Plan.

As part of the alternatives analysis phase, the study team will host another community scoping meeting, likely in September to collect additional public feedback.

Check back each month here for the latest progress reports on the Homer Harbor Expansion Study, or visit the study website.



WATER SYSTEM FLUSHING

Dates and Schedule

Water system flushing started on June 21 and will continue through August 2023. The Public Works Department will be working between 7 a.m. and 5:30 p.m., Mondays through Thursdays.

Areas Affected

Flushing will be systematically conducted throughout the city, including residential and commercial areas. During this period, please note that your water supply may experience temporary discoloration or a slight drop in pressure.

Impact on Water Supply

While we carry out the flushing process, you may experience brief interruptions in your water supply. However, these disruptions should be minimal and temporary, typically lasting for just a few minutes. We appreciate your understanding during this necessary maintenance activity.

Water Quality

The flushing process plays a vital role in removing sediment and mineral deposits that naturally accumulate in water mains over time. It is possible that the water may appear discolored or contain small particles during flushing. If you notice any unusual or persistent issues with your water quality, please contact the Public Works Department at 907-235-3170 or via email at publicworks@ci.homer.ak.us to report the matter.

Stay Informed

For updates on the progress of the flushing activities, visit the City of Homer's website at www.cityofhomer.ak.gov/publicworks/water-system-flushing-public-notice. If you have any questions or concerns related to the flushing activities, please feel free to reach out to the Public Works Department at 907-235-3170 or via email at publicworks@ci.homer.ak.us.



— HAZARD MITIGATION PLAN —

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

2 Create a healthy and safe community

The City of Homer's Local Hazard Mitigation Plan (LHMP) prioritizes the creation of a healthy and safe community. This goal focuses on safeguarding public health and safety by implementing proactive measures. Strategies include raising awareness about hazards, establishing emergency response plans, and promoting resilient infrastructure. The LHMP emphasizes inclusivity and equity, ensuring equal access to resources for all community members. By prioritizing a healthy and safe community, Homer aims to enhance resilience and protect the well-being of its residents.



Find the Local Hazard Mitigation Plan on the City's website:
<https://bit.ly/3pdCjKh>



In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

KPB SIREN PROJECT UPDATE

The Kenai Peninsula Borough (KPB) provided an update on the Siren Upgrade Project, part of the Mass Notification System, which will enhance safety and emergency communication in Homer. The upgrades address deficiencies identified in the Borough's All-Hazards Alert and Broadcast System (AHABS) assessment.

The project will:

- Boost current coverage
- Provide clearer warning messages
- Expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point)

Construction is set to begin in July, with completion expected by mid-August. Updates will be posted on the Facebook page [@KPBalerts](#). Thanks to the KPB Office of Emergency Management for working with the cities in the Borough on this important project.



FIRE DEPARTMENT

SWIFT RESPONSE TO BOAT FIRE

On June 20 at 10:15 p.m., the Homer Volunteer Fire Department swiftly responded to a distress call regarding a boat fire on Ocean Drive. With the support of volunteers and neighboring agencies, the fire was contained to the boat, preserving the surrounding structure with only minor damage to the eave. Thankfully, there were no injuries to the public or the crew, and all equipment performed flawlessly. An investigation is underway to determine the cause of the fire. We commend our dedicated firefighters and extend our gratitude to the Kachemak Emergency Service Area and the Anchor Point emergency response team for their invaluable assistance.



Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Zach and Matthew. We are thrilled to have them join the team!

- **Zach Pettit**, Deputy City Clerk I
- **Matthew Swerdzewski**, Firefighter/ EMT I

JUNE ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

| | | |
|-------------------|--------------|----------|
| Melissa Jacobson | Clerks | 19 Years |
| Mike Illg | Admin | 17 Years |
| Mike Szocinski | Public Works | 11 Years |
| Jessica Poling | Police | 6 Years |
| Bethany Christman | Public Works | 4 Years |
| Russell Anderson | Public Works | 4 Years |
| James Tingley | Public Works | 3 Years |
| Winifred Shigley | Police | 3 Years |

MEET CITY STAFF

INTRODUCING NEW CITY PLANNER: RYAN FOSTER TAKES THE HELM

Ryan Foster, previously a Special Project Coordinator in the City Manager's Office, has been appointed as our new City Planner, following the departure of Rick Abboud. Ryan's performance during the busy season led to his permanent appointment, effective July. He brings a deep understanding of planning and dedication to responsible community growth to the organization. Join us in congratulating Ryan on his well-deserved role as our City Planner.



ECONOMIC DEVELOPMENT

2023 LAND ALLOCATION PLAN

The 2023 Land Allocation Plan is now available for public review. In accordance with Homer City Code Title 18, which governs municipal property management, the Council annually adopts a comprehensive plan that outlines the allocation of lands within the city.

This plan serves as a valuable resource, identifying which properties are available for lease, providing details on lease rates and terms, and outlining any specific requirements or preferences. As per HCC 18.08.020, once the plan is adopted by resolution, the City ensures public notice is given regarding the availability of real estate.

For more information and to access the Land Allocation Plan, please visit the City's website at

www.cityofhomer-ak.gov/citymanager/land-allocation-plan.

NEW DEPUTY CITY CLERK



Zach Pettit is a dedicated professional serving as the newly appointed Deputy City Clerk. Originally hailing from the state of Virginia, Zach brings a unique blend of experiences and skills to his new role. Having resided in Alaska for a little over a year now, he has already embraced the breathtaking beauty and vibrant community spirit that the Last Frontier has to offer.

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

Donna Aderhold (2024)
Jason Davis (2025)
Shelley Erickson (2024)
Storm P. Hansen-Cavasos (2025)
Rachel Lord (2023)
Caroline Venuti (2023)

City Staff Leadership

Rob Dumouchel, City Manager
Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
Mark Robl, Chief of Police
Bill Jirsa, Chief Technology Officer
Mike Illg, Community Recreation Manager
Julie Engebretsen, Economic Development Manager
Elizabeth Walton, Finance Director
Mark Kirko, Fire Chief
Dave Berry, Library Director
Andrea Browning, Personnel Director
Bryan Hawkins, Port Director
Jan Keiser, Public Works Director/City Engineer
Ryan Foster, City Planner

Commissions and Boards

ADA Advisory Board
Economic Development Advisory Commission
Library Advisory Board
Parks, Art, Recreation and Culture Advisory Commission
Planning Commission
Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:

www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



*Teshio, Japan Artwork Collection, 2002
City Clerk's Office, City Hall*



*Teshio, Japan Artwork Collection, 2002
City Clerk's Office, City Hall*

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

| July | | |
|------|--------|--|
| 13 | 5 p.m. | ADA Advisory Board Regular Meeting |
| 19 | 6 p.m. | Planning Commission and Economic Development Advisory Commission Joint Worksession |
| 24 | 5 p.m. | City Council Committee of the Whole |

JOIN OUR TEAM

The City of Homer has current Job Openings. Sign up for Job Alerts or Apply Online at: cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- [Firefighter/EMT-Basic \(EMT-1\) or Firefighter/EMT-Advanced \(EMT II or III\), Full Time](#)
- [Ice Plant Operator I, Full Time](#)
- [Police Officer, Full Time](#)
- [Port Property Manager, Full Time](#)
- [Temporary Building Custodian, Seasonal](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact Bella Vaz at bvaz@ci.homer.ak.us.

City of Homer

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

www.cityofhomer-ak.gov

4th of July

**CITY OFFICES CLOSED ON
TUESDAY, JULY 4**

CITY OF HOMER NEWSLETTER



VOL. II - ISSUE XI | AUGUST 2023

MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

COAST GUARD CUTTER ASPEN ARRIVES IN HOMER

On July 18, the U.S. Coast Guard Cutter Aspen reached its new homeport in Homer after sailing for more than five months and over 8,746 miles from Baltimore, Maryland.

The Cutter Aspen assumes the important role of the "Bull of the North," taking over from the Coast Guard Cutter Hickory as Homer's 225-foot Juniper class buoy tender. Its responsibilities include servicing navigational aids throughout the Kenai Peninsula and north of the Aleutian chain. In May 2022, the Hickory left Homer and entered the Maintenance and Modernization Availability (MMA) in June 2022. After the MMA is completed, the Hickory will be re-homeported in Guam. ([USCG D17 Public Affairs](#)).

During the arrival of the Cutter Aspen, Port Director Bryan Hawkins caught the first line ashore, a role he had fulfilled previously during the arrival of the Cutter Hickory in Homer when he was a new harbor officer. The crew of the Aspen honored him by offering him the same privilege this time. As he stood on the pier that morning, Bryan was delighted to witness the warm welcome given by families gathered to greet the returning crew.



WHAT'S INSIDE?

- Library Events
- Community Corner
- City Clerk's Office
- City Manager's Office
- DOT&PF Updates and Info
- Port & Harbor
- Harbor Expansion Study Update
- Public Works
- Local Hazard Mitigation Plan
- Fire Department
- Public Safety Corner
- Meet the Staff
- Planning & Zoning
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

Discover something new today and see the latest City project updates information! Learn about ways community members can get involved at City Hall and in the Homer community.

Follow us on Social Media

- City Hall: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

Subscribe to the Monthly Newsletter:

www.cityofhomer-

ak.gov/citymanager/monthly-email-newsletter

"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to library.ci.homer.ak.us/homerlibrary/upcoming.

- Aug 15** *The Prophets* by Robert Jones, Jr. 12-1 p.m.
- Aug 23** *Chain of Thorns* by Cassandra Claire 4-5 p.m.
- Aug 30** *Who Gets In and Why: A Year Inside College Admissions* by Jeff Selingo 10-11 a.m.

LIBRARY

AUTOMATIC RENEWALS

Avoiding overdue materials is now easier than ever since the library provides automatic renewals! When your item comes due, the computer will renew it automatically unless:

1. The item is on hold for another patron,
2. The renewal limit has been reached, or
3. The card is blocked.

Like always, most items can be renewed twice. Patrons who have an email in the system will receive a notice telling them that the item has (or has not) been renewed. Automatic renewals are turned on for all patrons and no registration is necessary.

For more information, contact Library staff at circ@ci.homer.ak.us or 907-235-3180.



Check out more library programs and events



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer-ak.gov/library



COMMUNITY CORNER

CEREMONIAL RE-PLANTING OF THE PEACE TREE

The planting of a branch from the tree is a gesture of remembrance and peace in honor of the historical significance of the Hiroshima bombing, which occurred on August 6, 1945. Tea and refreshments will be available.

August 6 at 2 p.m., Homer Public Library
cityofhomer-ak.gov/library/programs-and-events

PICKLEBALL TOURNAMENT

September 1-3

City of Homer HERC

<https://bit.ly/3rMMLcB>

Must register by August 25
No late entries!

Register and Pay Online:
www.pickleballbrackets.com

"Cosmic Hamlet Open 2023"

Questions/Contact:
linreid@gmail.com

Hosted by Homer Pickleball Club and Homer Community Recreation

KNITTING CIRCLE

Mondays, 1:30 to 4:30 p.m.

Homer Public Library

cityofhomer-ak.gov/library/knitting-circle-1

CITY CLERK'S OFFICE

HOMER CITY COUNCIL CANDIDACY PERIOD OPEN ON TUESDAY, AUGUST 1

The City Clerk's office is accepting Candidacy Declarations for two City Council seats beginning Tuesday, August 1 through Tuesday, August 15 at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the city for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage www.cityofhomer-ak.gov/cityclerk/regular-city-election-candidate-filing-information or at the City Clerk's office located at 491 E Pioneer Avenue.

Contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us with any questions.

VOTER REGISTRATION

The City of Homer Election Day is Tuesday, October 3, 2023. Voters must be registered to vote at a residence within the City at least 30 days before the election date. The deadline to register to vote for the October 3 election is Sunday, September 3, 2023. If you need to register to vote or update your voter registration, visit www.elections.alaska.gov to register online or stop by the City Clerk's office or Homer Public Library to register in person during regular business hours. Contact the City Clerk's office at 907-235-3130 or email clerk@ci.homer.ak.us with questions.



Peonies at City Hall

CITY MANAGER'S OFFICE

SISTER CITY 40TH YEAR ANNIVERSARY

2024 marks the 40th year anniversary of Homer's Sister City relationship with Teshio, Japan. This journey of cultural exchange and friendship has left a lasting impact on both of our communities.

The City is forming a dedicated planning task force to plan programming and events to celebrate the anniversary year. If you're passionate about fostering international connections and cultural exchange, we need your enthusiasm and ideas!

Interested in joining the task force or learning more about the Sister City program? Contact the City Manager's Office at citymanager@ci.homer.ak.us. Let's celebrate this milestone and strengthen the bond between Homer and Teshio!

Stay tuned for updates on the festivities in 2024!

August is Teshio Sister City Month!

Teshio and Homer have enjoyed a profound camaraderie, sharing of families, student exchanges, ideals and memorabilia since 1985. City of Homer Mayor James C. Hornaday proclaimed August as Teshio - Sister City Month on August 26, 2005.



Teshio's mascot is **Teshio Kamen** (てしお仮面) who is a superhero basket clam. He is given a "te" (天)-shaped badge to symbolize being honored.

TSUNAMI WARNING SIRENS ON JULY 15

Late on July 15, a 7+ magnitude earthquake near Sand Point triggered a tsunami warning for Homer. The warning phone system activated automatically at 10:48 p.m., and Chief Kirko, Chief Robl, and other emergency management members of City staff were on-site by 11 p.m. The NOAA Tsunami Center later excluded Homer and the Kenai Peninsula from the affected area. Unfortunately, at the same time, local sirens were triggered by an external source, causing confusion for residents and visitors. Thankfully, the all-clear was given within an hour.

In response to the incident, Police Chief Robl met with the Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to review and discuss the warning's management.

The City acknowledges the confusion caused by conflicting alerts and is actively reviewing response procedures. Our focus is on improving emergency communication channels to ensure accurate information reaches everyone promptly.

Please sign up for our emergency alerts, stay tuned to reliable news sources, and familiarize yourself with evacuation routes and safety procedures at www.kpb.us/alerts.

VISIT FROM DOT&PF COMMISSIONER

In an effort to address transportation challenges in Alaska's Central Region, Representative Sarah Vance organized a visit with Alaska Department of Transportation and Public Facilities (DOT&PF) Commissioner Ryan Anderson to Homer on July 27. The visit aimed to familiarize the Commissioner with the area's needs and gain firsthand insights.

Accompanied by DOT&PF Legislative Liaison/Special Assistant Andy Mills, the delegation met with local officials to discuss projects and plans, including Homer Mayor Ken Castner, Kachemak City Mayor Connie Isenhour, Homer City Councilmember Shelly Erikson, and City of Homer Special Projects Coordinator Jenny Carroll.

Key topics covered included:

- Addressing safety concerns and managing increased traffic on East End Road.
- Evaluating road conditions and ensuring pedestrian safety on Kachemak Drive.
- Exploring stormwater and groundwater management during road construction and the importance of local knowledge.
- Analyzing Homer's Kachemak Sponge Project and its significance.
- Discussing erosion conditions on Homer Spit.

The City thanks Representative Sarah Vance for bringing this gathering together. Additionally, we appreciate Commissioner Ryan Anderson's sharing his valuable time and his commitment to engaging with local officials and understanding our region's unique challenges.



DOT&PF INVITES PUBLIC COMMENT ON THE DRAFT 2024-2027 STIP

The Alaska Department of Transportation & Public Facilities (DOT&PF) has released the draft of the updated [Statewide Transportation Improvement Program \(STIP\)](#) and is encouraging the public to provide their feedback.



If you have a project that you would like to see completed in Homer, this is your opportunity to tell the DOT&PF!

The STIP is a comprehensive four-year plan that encompasses various surface transportation preservation and development projects. It covers highways, roads, sidewalks, trails, bridges, ferries, and public transportation while excluding aviation-related initiatives.

2024-2027 Statewide Transportation Improvement Program (STIP)

3 ways to comment on the STIP:

- ONLINE** at dot.alaska.gov/stip or scan this QR code:
- TEXT** STIP to 855-925-2801
- CALL** 855-925-2801 & use PIN 2191 to leave a message

Various avenues for submitting comments are available on the [DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage](#). For more information, the DOT&PF is hosting a public open house on Thursday, August 3. Find the virtual meeting link on the webpage linked above.

PORT & HARBOR

STAFF HOSTS U.S. ARMY CORPS OF ENGINEERS PLANNING TEAM



Harbormaster Matt Clarke and Port Director Bryan Hawkins recently hosted Robin Carr, Megan Green, and Alex Ryan with the U.S. Army Corps of Engineers (USACE). Alex's main focus is on programming a model for estimating delay times and costs resulting from overcrowding in small boat harbors. This model is intended for use in USACE small-boat harbor project studies across the United States.

To aid Alex in refining his model, staff hosted him for a two-day visit, during which he had the opportunity to witness the boat harbor in action. The visit also provided a platform to discuss various challenges associated with small boat harbors, thus informing the setup of his model effectively.

Throughout the visit, the group had the privilege to observe the launch ramp and barge ramp in operation, and witnessing multiple boat tows required due to harbor congestion. Additionally, they had the chance to explore unique facilities, including the public-use cranes at the fish dock. This hands-on experience allowed everyone involved to gather valuable insights into boat behavior in the harbor, traffic seasonality, and the key factors influencing the demand for harbor services. The knowledge gained during this visit will undoubtedly contribute to the team's future planning endeavors and support Alex in refining his small boat harbor model.

U.S. ARMY CORPS OF ENGINEERS COMMANDER VISITS HOMER

The City had its first meeting with the new commander of the U.S. Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects Management Division for the U.S. Army Corps of Engineers, Alaska District. Representing Homer was Mayor Ken Castner, Councilmember Donna Aderhold, City Manager Rob Dumouchel, Port Director Bryan Hawkins, Special Projects Coordinator Jenny Carroll, Port Administration Supervisor Amy Woodruff, and Port Commissioners Crisi Matthews and Bruce Friend. Staff oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After the meeting, staff provided a brief tour of the port and harbor. The City looks forward to working with Colonel Palazzini and continuing our strong relationship with USACE leadership in Alaska.




HOMER HARBOR EXPANSION STUDY UPDATE

Study Update

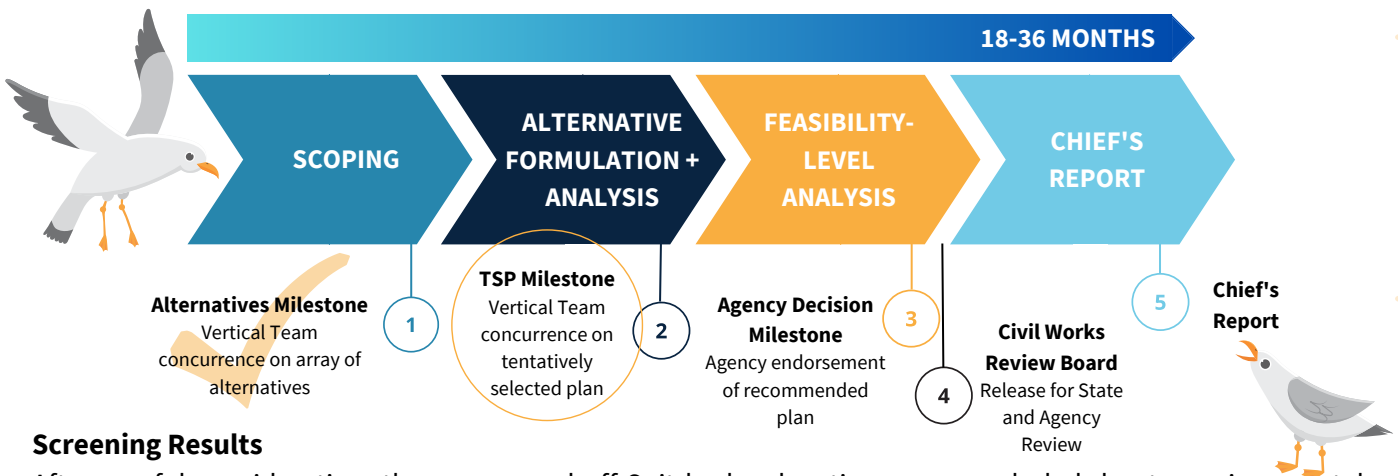
The USACE recently completed the scoping phase of the study, in which they evaluated and screened thirteen different alternative design concepts (developed at the May 17-19 public design charrette) according to a set of criteria. Their screening moved five of the most feasible design solutions onto the Alternative Formulation and Analysis phase of the study. The results of the screening have been presented to the USACE leadership for approval and shared in a City Council Worksession on July 24, 2023.

Mark Your Calendar!

 Saturday, September 23 at 11 a.m.

 Kenai Peninsula College Campus, Room P201

 www.homerharborexansion.com



Screening Results

After careful consideration, three proposed off-Spit harbor locations were excluded due to environmental and practical concerns. A location near the existing Homer Harbor has been chosen for further study. The five design concepts moving forward are all enclosed basins with rubble mound breakwaters. Three are single basins that vary according to the amount of uplands they provide. A fourth design features two enclosed basins. The fifth design is also an enclosed basin but is detached from the Spit to create a tranquil environment for moorage. Go to www.homerharborexansion.com for detailed information about the initial array of designs, the USACE screening criteria, and screening results.

What's Next

In the second phase of the study, the USACE will finalize the fleet to be served, develop more detail for each design (size, orientation, and suggested location), model wave, sediment, and fleet movements for each design, and continue environmental analysis. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

Community Engagement

Your input is vital to this study's success. On September 23, the City is hosting an event for the community to get updated on the study's progress and to review, offer suggestions to improve the developing designs, and provide feedback. Meanwhile, stay engaged at www.homerharborexansion.com and follow the City of Homer on [Facebook](#) and Instagram ([@cityofhomer](#))

PUBLIC WORKS



WATER SYSTEM EXCELLENCE AWARD

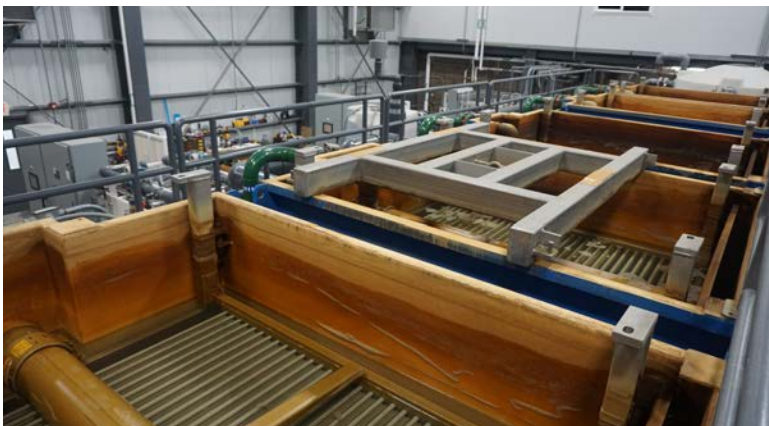
The City has achieved Ursa Major status in Water System Excellence for 2022. Recognized by the Department of Environmental Conservation (DEC), this award acknowledges compliance with the Drinking Water and Operator Certification Programs. The City is committed to the continuing professional development and training of its water system operators. Congratulations to our dedicated Public Works staff for setting a high standard of excellence. We remain dedicated to providing safe drinking water to our community.

TOURS OF WATER AND WASTEWATER

TREATMENT FACILITIES

Some newer staff in City Hall were given tours of the Wastewater and Water Treatment facilities on July 19. Guided by Todd Cook and Jim Tingley, the tour showcased the impressive operation levels of both facilities and the unwavering dedication and passion displayed by their operators. Notably, these operations have garnered numerous awards over the years, including a recent recognition from the Alaska Department of Conservation (DEC) as highlighted above.

The City of Homer Public Works Department is committed to delivering top-notch water and sewer services. They are proactive in anticipating future demand and efficiently catering to the city's growth by extending water and sewer services into areas identified in the land use plan.



Membrane Filters at Water Treatment Facility

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

3 Protect critical facilities and infrastructure against hazards

This goal recognizes the importance of safeguarding vital assets such as hospitals, water and wastewater treatment facilities, transportation networks, and communication systems from potential risks. By focusing on this objective, the city aims to ensure the continued functioning of essential services during and after disasters, minimizing disruptions and enabling swift recovery. Through the utilization of the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program, Homer's LHMP will address specific strategies and measures to fortify critical facilities and infrastructure, reinforcing the resilience of the community as a whole.

Find the Local Hazard Mitigation Plan on the City's website: <https://bit.ly/3pdCjKh>

FIRE DEPARTMENT

HVFD'S MUTUAL AID RESPONSE IN FRITZ CREEK GENERAL STORE FIRE

In the early hours of July 6, the Homer Volunteer Fire Department (HVFD) rushed to provide mutual aid to Kachemak Emergency Services Area (KESA) during a structure fire at Fritz Creek General Store. HVFD's Tanker-2, manned by Firefighters Arndt and Harvey, quickly arrived at the scene, supported by Deputy Chief Kahles and Chief Kirko.

Working in collaboration, HVFD and KESA crews swiftly initiated an aggressive attack on the fire. Despite intense interior conditions with temperatures exceeding 900 degrees, they successfully brought the blaze under control, preventing further damage and potential rekindling.

The incident showcased the effectiveness of their partnership and the importance of mutual aid in emergency response situations. HVFD's seamless coordination with KESA demonstrated the power of sharing resources and expertise during critical moments.

However, the response also highlighted some challenges. Tanker-2 faced repairable maintenance issues, underscoring the need for ongoing investment in equipment to enhance operational efficiency and safety. Additionally, the complex building construction posed difficulties during the extensive overhaul process.

Despite the challenges, Chief Kirko praises HVFD's flawless performance, emphasizing their crucial role in the quick extinguishment of the fire. The dedication of both HVFD and KESA personnel exemplifies the spirit of community and support, making our neighborhoods safer and more resilient.

The demonstration of mutual aid from HVFD with KESA during the Fritz Creek General Store fire serves as an inspiring example of effective collaboration between emergency services. By joining forces, these departments exemplify the spirit of community, dedication, and support, ensuring a swift and efficient response to emergencies.





In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

UPGRADED TSUNAMI SIRENS BEING INSTALLED IN AND AROUND HOMER

The Kenai Peninsula Borough Office of Emergency Management began the tsunami siren upgrade and testing project in late July with expected completion by mid-August. This project will enhance safety and emergency communication by addressing deficiencies identified in the Borough's All-Hazards Alert and Broadcast System assessment. The project will improve existing sirens to boost current coverage and provide clearer warning messages. It will also expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point).

Each site is projected to require one day for completion. The Borough anticipates only minimal traffic disruptions, such as reduced lanes at the Anchor Point transfer site. The Kenai Peninsula Borough will coordinate with the Alaska Department of Transportation to ensure efficient traffic management during the installation process. For more information about emergency preparedness, updates on the outdoor warning sirens, and other important information, visit and follow the [@KPBAlerts Facebook page](https://www.facebook.com/KPBAlerts), and go to <https://info.kpb.us> and sign up for KPBA Alerts.

The anticipated timeline for work on the siren sites in and around Homer, subject to weather conditions and logistical considerations, is as follows :

- July 24-25: Homer Harbormaster
- July 26-27: Homer Ice Rink
- July 28-29: Homer Mariner Park
- July 31-August 1: Nanwalek
- August 2-3: Port Graham
- August 4-5: Seldovia
- August 7-8: Homer Fish & Game
- August 8-9: Homer Bishops Beach
- August 9-10: Homer Northern Enterprises Boat Yard (New)
- August 10-11: Anchor Point (New)



The KPBA's tsunami tower rebuild team installed the new tsunami warning system on the pole next to the Harbormaster's office.



Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Keith and Tom. We are thrilled to have them join the team!

- **Keith Bohlken**, Custodian
- **Tom Gilbert**, Ice Plant Operator I

JULY ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

| | | |
|-------------------|--------------|----------|
| Lori Sorrows | Finance | 24 Years |
| Dan Olsen | Public Works | 22 Years |
| Julie Engebretsen | Planning | 21 Years |
| Dave Welty | Public Works | 15 Years |
| David Bernard | Library | 12 Years |
| Jason Hoffman | Public Works | 8 Years |
| Jason Hanenberger | Public Works | 4 Years |
| Mark Kirko | Fire | 4 Years |
| Owen Meyer | Public Works | 2 Years |
| Ryan Foster | Planning | 1 Year |

PLANNING & ZONING

NATIONAL FLOOD INSURANCE PROGRAM COMPLIANCE

We are actively improving our floodplain program to comply with the National Flood Insurance Program (NFIP) and protect our community. In a recent meeting with the State of Alaska NFIP Coordinator, Harmony Curtis, we received valuable technical advice on NFIP regulations, focusing on the development permit process in flood-prone areas.

Staying NFIP-compliant allows us to access federal grants and loans for flood hazard area development. We remain committed to your safety, protecting against erosion, and minimizing flood damages. If you have any questions or concerns about the City's floodplain program, please contact the Planning Department at planning@ci.homer.ak.us or 907-235-3106.

MEET CITY STAFF

Meet **Amber Baldus**, the dedicated Administrative Assistant to the Fire Chief at the City of Homer's Emergency Services Division. She coordinates daily administrative tasks, supporting the Fire Chief and staff with care and precision. Amber's true joy comes from



...serving the community, while outside of work, she enjoys roller skating, gardening, hiking, and camping. Her commitment to the City of Homer and its community members makes her a valued hometown hero.

"What I enjoy most about working for the City is literally being of service to this community. I very much enjoy working for a department who gives so much of their care, time, and hard work to the citizens of Homer, and I want to help support our staff and community in any way I can."

The meeting's positive outcomes include:

- NFIP training for our Planning Department
- Our floodplain ordinance complies with NFIP standards
- NFIP presentation for the Planning Commission
- Comprehensive review of our floodplain program
- Efficient permit review and issuance practices

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

Donna Aderhold (2024)
Jason Davis (2025)
Shelley Erickson (2024)
Storm P. Hansen-Cavasos (2025)
Rachel Lord (2023)
Caroline Venuti (2023)

City Staff Leadership

Rob Dumouchel, City Manager
Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
Mark Robl, Chief of Police
Bill Jirsa, Chief Technology Officer
Julie Engebretsen, Economic Development Manager
Elizabeth Walton, Finance Director
Mark Kirko, Fire Chief
Dave Berry, Library Director
Andrea Browning, Personnel Director
Bryan Hawkins, Port Director
Jan Keiser, Public Works Director/City Engineer
Ryan Foster, City Planner
Mike Illg, Community Recreation Manager

Commissions and Boards

ADA Advisory Board
Economic Development Advisory Commission
Library Advisory Board
Parks, Art, Recreation and Culture Advisory Commission
Planning Commission
Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:
www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



Harbor and Chart
Brenda Schwartz
City of Homer Harbormaster Office
Print, 18x22 inches

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

August

| | | |
|----|-----------|--|
| 2 | 6:30 p.m. | Planning Commission Regular Meeting |
| 8 | 6 p.m. | Economic Dev. Advisory Commission Regular Meeting |
| 10 | 5 p.m. | ADA Advisory Board Regular Meeting |
| 14 | 5 p.m. | City Council Committee of the Whole |
| 14 | 6 p.m. | City Council Regular Meeting |
| 15 | 5:30 p.m. | Library Advisory Board Regular Meeting |
| 16 | 6:30 p.m. | Planning Commission Regular Meeting |
| 17 | 5:30 p.m. | Parks, Art, Rec & Culture Commission Regular Meeting |
| 23 | 5:30 p.m. | Port & Harbor Advisory Commission Regular Meeting |
| 28 | 5 p.m. | City Council Committee of the Whole |
| 28 | 6 p.m. | City Council Regular Meeting |

JOIN OUR TEAM

The City of Homer has current Job Openings. Sign up for Job Alerts or Apply Online at: cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- [Assistant to the City Manager, Full-Time](#)
- [Building Custodian, Full-Time](#)
- [Mechanic I or II, Full-Time](#)
- [Port Property Manager, Full Time](#)
- [Public Works Director, Full-Time](#)
- [Temporary Building Custodian, Seasonal](#)
- [Utilities Laborer, Seasonal](#)



ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact the Office of the City Manager at citymanager@ci.homer.ak.us.

City of Homer

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

www.cityofhomer-ak.gov

**ECONOMIC DEVELOPMENT ADVISORY COMMISSION
2022-2023 STRATEGIC PLAN & GOALS**

| | |
|--|---|
| <p>Ongoing Goals</p> | <p>1. Use the Commission’s SWOT analysis to develop strategies to implement policies that support Homer’s quality of life.</p> |
| | <p>2. Keep our ears to the ground and seek out areas of "lack." Confer with Julie about communicating with City Council and advising them on ways to overcome barriers- "the nexus of economic goals."</p> |
| <p>Near Term Goals < 6 Months</p> | <p>1. Familiarize with smart growth principles and best practices, and also green infrastructure concepts. Have these in our toolbox when development decisions come our way for consideration.</p> <p><i>Task:</i> Staff to provide smart growth resources.</p> <p><i>Task:</i> Promote energy resiliency through diversity and efficiency. Invite a speaker to talk about energy as that impacts cost of doing business and cost of living. (Perez)</p> |
| | <p>2. View economic development through the lens of balancing growth with quality of life.</p> <p><i>Task:</i> Create an EDC Mission statement as a guiding principle for what the EDC does.</p> <p><i>Task:</i> Define positive economic development, and what is the role of the EDC is in balancing growth and quality of life.</p> <p>(Perez volunteered, first quarter 2023)</p> |
| | <p>3. Housing: affordable short and long term housing. Seasonal workers, general work force, seniors, etc. affordable year round housing. (Marks)</p> <p><i>Task:</i> Stay engaged with the City for all housing conversations</p> |
| | <p>4. Present an annual report of EDC accomplishments to the City Council</p> <p><i>Task:</i> Approve memo to Council, read accomplishments to Council</p> |
| | <p>5. Have a conversation with the Chamber of Commerce about other economic development beyond tourism. How can the City and the Chamber work together to promote quality of life, and economic development for industries other than tourism, including messaging?</p> <p><i>Task:</i> Have a work session with the Chamber</p> |
| <p>Mid Term Goals 1 - 3 Years (2022 – 2025)</p> | <p>1. BR&E – review annually and plan for a new report (5 year mark is 2022-2023) <i>Opportunity:</i> Consider a funding request for the FY 2024-2025 budget</p> |
| | <p>2. Downtown vitalization momentum and wayfinding/streetscape plan</p> <p><i>Status:</i> Wayfinding and Streetscape work ongoing through 21 and implementation activities in 2022-2024</p> <p><i>Task:</i> Participate in the Transportation Plan, focusing on a walkable town with greenspace and connected business districts</p> <p><i>Longer term:</i> Consider storefront/Downtown and landscaping improvement program</p> |

| | |
|---|--|
| | <p>3. Economic resiliency planning.</p> <p><i>Opportunity:</i> EDC provide suggestions to KPEDD on the business tool box. EDC promote tool box to community.</p> <hr/> <p>4. Assess jobs training needs, workforce development, availability of workers and workforce supports including child care, housing.</p> <p><i>Opportunity:</i> Invite KBC Director Reid Brewer as speaker, how does the college make course offering decisions? How is work force development part of the planning? What does the KBC Advisory Board do?</p> <p><i>Opportunity:</i> Invite 9-Star to make a presentation</p> <p><i>Opportunity:</i> Brief survey to businesses and employees on their needs.</p> |
| <p>Long Term Goals 5 Years or More (2025+)</p> | <p>1. Multipurpose community center (HERC)</p> <p><i>Status:</i> Scoping study has been funded. Demolition of the smaller building has been funded; tear down planned in 2023.</p> |

OVERALL EDC DUTIES AND RESPONSIBILITIES

The Economic Development Advisory Commission will act in an advisory capacity to the City Manager and the City Council on the overall economic development planning for the City of Homer in accordance with Homer City Code Chapter 2.76; www.codepublishing.com/AK/Homer. The EDC also assists with official City planning documents including the following:

- Kenai Peninsula Economic Development District (KPEDD) – Regional Comprehensive Economic Development Strategy (link will bring you to all KPEDD reports): <https://kpedd.org/reports>
- Homer’s Comprehensive Economic Development Strategy (CEDS): www.cityofhomer-ak.gov/economicdevelopment/comprehensive-economic-development-strategy
- Business Retention and Expansion Survey Report (BR&E): <https://www.cityofhomer-ak.gov/economicdevelopment/2017-business-retention-expansion-survey-report>
- Homer Comprehensive Plan: <https://www.cityofhomer-ak.gov/planning/comprehensive-plan>

DUTIES OF COMMISSION/STAFF

Commissioners

- Attend City Council meetings as assigned.
- Attend work sessions and training opportunities.
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information.
- Communicate with City Council members to gain support on EDC-related projects that need sponsorship at the Council level.

Staff (Julie Engebretsen)

- Aid the Chair in setting the agenda.
- Compile packet material from commissioners, write backup memos, and submit to Clerk.
- Provide information on items the commission needs to review annually.

- Inform the Commission of City Council actions and discussion of economic development related issues.

Clerk's Office

- Aid Staff in compiling packet materials and print/distribute them to the Commission.
- Aid Staff and Chair in setting the agenda.
- Tracking yearly items such as reappointments and elections.
- Help the Commission learn to be more efficient and effective in their meetings.
- Support the Commission's ability to communicate with the Mayor and City Council (through Memorandums, Resolutions, and Ordinances).

ECONOMIC DEVELOPMENT ADVISORY COMMISSION 2023 Calendar

| | AGENDA DEADLINE | MEETING | CITY COUNCIL MEETING FOR REPORT* | ANNUAL TOPICS/EVENTS |
|------------------|-----------------------------|----------------------------|---|--|
| JANUARY | Wednesday 1/4 5:00 p.m. | Tuesday 1/10 6:00 p.m. | Monday 1/23 6:00 p.m. [Arevalo] | <ul style="list-style-type: none"> • City Budget Review/Develop Requests *may be n/a during non-budget years • Land Allocation Plan Review • KPEDD Industry Outlook Forum |
| FEBRUARY | Wednesday 2/8 5:00 p.m. | Tuesday 2/14 6:00 p.m. | Monday 2/27 6:00 p.m. [Gamble] | <ul style="list-style-type: none"> • KPC Job Fair |
| MARCH | Wednesday 3/8 5:00 p.m. | Tuesday 3/14 6:00 p.m. | Tuesday 3/28 6:00 p.m. [Perez] | <ul style="list-style-type: none"> • Clerk Reappointment Notices Sent Out • Update from Public Works Director • KPEDD CEDS Review |
| APRIL | Wednesday 4/5 5:00 p.m. | Tuesday 4/11 6:00 p.m. | Monday 4/24 6:00 p.m. [Perez] | <ul style="list-style-type: none"> • Terms Expire April 1st • Advisory Body Training Worksession |
| MAY | Wednesday 5/3 5:00 p.m. | Tuesday 5/9 6:00 p.m. | Monday 5/22 6:00 p.m. [Pitzman] | <ul style="list-style-type: none"> • Annual Review of Commission's Bylaws • Election of EDC Officers |
| JUNE | Wednesday 6/7 5:00 p.m. | Tuesday 6/13 6:00 p.m. | Monday 6/26 6:00 p.m. | <ul style="list-style-type: none"> • Comprehensive Plan Review |
| JULY | No Regular Meeting | | | |
| AUGUST | Wednesday 8/2 5:00 p.m. | Tuesday 8/8 6:00 p.m. | Monday 8/14 6:00 p.m. [Pitzman] | <ul style="list-style-type: none"> • Capital Improvement Plan Review • Update from Public Works Director |
| SEPTEMBER | Wednesday 9/6 5:00 p.m. | Tuesday 9/12 6:00 p.m. | Monday 9/25 6:00 p.m. [Pitzman] | <ul style="list-style-type: none"> • Workforce Development Speaker |
| OCTOBER | Wednesday 10/4 5:00 p.m. | Tuesday 10/10 6:00 p.m. | Monday 10/23 6:00 p.m. | <ul style="list-style-type: none"> • Annual Review of EDC's Strategic Plan/Goals & BR&E |
| NOVEMBER | Wednesday 11/8 5:00 p.m. | Tuesday 11/14 6:00 p.m. | Monday 11/27 6:00 p.m. | <ul style="list-style-type: none"> • Chamber's Annual Presentation to EDC • Approve Meeting Schedule for Upcoming Year |
| DECEMBER | No Regular Meeting | | | |

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.

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