

# PORT AND HARBOR ADVISORY COMMISSION

## Worksession & Regular Meeting

Wednesday,  
July 27, 2016



New Buoys

Worksession 5:00 P.M.  
Regular Meeting 6:00 P.M.  
City Hall Council Chambers  
491 E. Pioneer Ave.  
Homer, AK 99603





**NOTICE OF MEETING  
REGULAR MEETING AGENDA**

**1. CALL TO ORDER**

**2. APPROVAL OF THE AGENDA**

**3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**

**4. RECONSIDERATION**

**5. APPROVAL OF MINUTES**

- A. June 22, 2016 Regular Meeting Minutes **Page 7**

**6. VISITORS/PRESENTATIONS**

**7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**

- A. Port and Harbor Director's Report for July 2016 **Page15**

**8. PUBLIC HEARING**

**9. PENDING BUSINESS**

- A. Homer Marine Repair Facility **Page 17**
- a. Memo to Port & Harbor Advisory Commission from Port Director Re: Worksession for the Marine Repair Facility & Proposed Trailer dated June 15, 2016
  - b. Memo to Vessel Haul Out Task Force from Port & Harbor Staff Re: Large Vessel Haul-out Questionnaire Results dated May 9, 2014

**10. NEW BUSINESS**

- A. Memo to City Council Thru: Port & Harbor Advisory Commission from City Lease Staff Re: Yourkowski Lease Amendment & Request to Sublease dated July 13, 2016 **Page 27**
- a. Yourkowski First Lease Amendment – December 1, 2015
  - b. Letter to City from Mike Yourkowski Re: Sublease List dated May 12, 2016
- B. Memo to City Council Thru: Port & Harbor Advisory Commission from City Lease Staff Re: Global Sustainable Seafoods of Alaska Lease Proposal for Lots 9A & 10A dated July 20, 2016
- a. GSFA Lease Application & Proposal **Page 35**
  - b. Draft of Resolution 16-xxx Approving New Long-term Lease to GSFA
- C. Capital Improvement Plan **Page 69**

**11. INFORMATIONAL ITEMS**

- A. Harbormaster's Monthly Statistical Report for June 2016 **Page 153**
- B. Water/Sewer Bills Report for June 2016 **Page 155**
- C. Crane and Ice Report **Page 157**
- D. Deep Water Dock Report **Page 159**
- E. Pioneer Dock Report **Page 163**
- F. Dock Water Report **Page 165**
- G. Commissioner Attendance at City Council Meeting **Page 167**

**12. COMMENTS OF THE AUDIENCE**

**13. COMMENTS OF THE CITY STAFF**

**14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)**

**15. COMMENTS OF THE CHAIR**

**16. COMMENTS OF THE COMMISSION**

**17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, JUNE 22, 2016 at 6:00 p.m.** in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska

**NOTICE OF MEETING  
WORK SESSION AGENDA**

1. Call to Order 5:00 p.m.
2. Homer Marine Repair Facility **Page 17**
  - a. Memo to Port & Harbor Advisory Commission from Port Director Re: Worksession for the Marine Repair Facility & Proposed Trailer dated June 15, 2016
  - b. Memo to Vessel Haul Out Task Force from Port & Harbor Staff Re: Large Vessel Haul-out Questionnaire Results dated May 9, 2014
2. Public Comments  
(3 minute time limit).
3. Commission Comments
4. Adjournment



Session 16-06 a Regular Meeting of the Port and Harbor Advisory Commission was called to order at 6:00 p.m. by Chair Ulmer on June 22, 2016 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER ZIMMERMAN, ULMER, DONICH, ZEISET AND HARTLEY

ABSENT: COMMISSIONERS CARROLL, STOCKBURGER

STAFF: HARBORMASTER HAWKINS  
DEPUTY CITY CLERK KRAUSE

**APPROVAL OF THE AGENDA**

HARTLEY/DONICH – MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

**PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA** *(3 Minute Time Limit)*

**RECONSIDERATION**

**APPROVAL OF MINUTES**

A. Regular Meeting Minutes May 25, 2016

HARTLEY/DONICH – MOVED TO APPROVE THE MINUTES AS PRESENTED.

There was no discussion.

VOTE. YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

**VISITORS**

**STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**

A. Port and Harbor Director’s Report for June 2016

Harbormaster Hawkins reviewed his report focusing on the following points:

- Julie Anderson Corps of Engineers regarding the Harbor Expansion Project about steps to set that project back up and they will probably meeting in July with the City Manager in Anchorage.
- Working the past several months on the dock expansion project via weekly teleconference meetings

- dock expansion study being conducted which also allows some design work on the harbor expansion
- allow designing a possible new Coast Guard facility in the new harbor
- met with Coast Guard Home Port Evaluation Team, looking at Kodiak, Homer, Seward and Valdez
  - USCG looking at replacing vessels with bigger newer ones and Homer has the place
  - need a federal partner to get the new harbor done
  - The newer vessels have a deeper draft and are being built to accommodate the northern climate in mind
  - None of the other ports are able to accommodate either and would have to build or tie out at and ocean pier
  - The USCG was also interested in the community and what amenities and advantages can be provided to the crew members and their families.
  - Homer has an advantage in that it is on the road system and they can build a harbor as it's mostly a dredging operation, for large vessels.
- Put out a fire from an explosion on a boat at GG Float with minor injuries, total of 5 EMS calls this month.
- Port Maintenance installed bird deterrents on the Deep Water Dock with the Cruise ship money
  - lesson learned do not build bird perches
- Installing four new cleats at the Deep Water Dock also, part of a two year project
- August will see new mooring cans installed
  - the old ones will make great yard ornaments if anyone is interested
- Signage is being installed around the harbor to notice drivers regarding pedestrians
- Completion is expected next week on the Outer Dock Road project, looks great and gained a substantial amount of space, looks really good

Commissioner Donich inquired about the Fish Dock cranes and policy of commercial vessels having priority, he reported being approached from a harbor user and asked if there is any way to designate a section as a first come first serve area since there are several other research vessels that could use those facilities as the person who approached him regarding this matter has seen on several occasions that a commercial vessel would be at the dock for several hours doing nothing and they have had to wait.

Harbormaster Hawkins explained that the Fishdock is designated as commercial vessels have priority since they paid to have the dock built but that it has always been a first come first serve basis but they are usually able to work around schedules and accommodate everyone. He suggested speaking with the Ice Plant guys as they usually know what is going on. Staff usually recommends after hours use. The harbor is very busy and it's a management thing.

**PUBLIC HEARING** *(3 minute time limit)*

**PENDING BUSINESS**

- A. Homer Marine Repair Facility
  - I. Memo to Port & Harbor Commission from Port Director Re: Worksession for the Marine Repair Facility & Proposed Trailer dated June 15, 2016

Chair Ulmer read the staff recommendation into the record.



Staff recommends the Commission determine whether to hold a worksession for the Marine Repair Facility and proposed trailer, or have it as an agenda item at their regular meetings. Further, staff recommends a course of action/what needs to be discussed at said worksession and/or meetings.

Chair Ulmer advocated for a worksession prior to the next regular meeting, then as an agenda item to take action on their discussions.

Discussion ensued on the following:

- Organizational options and ownership of the trailer
  - City owned and operated
  - public private partnership
  - Memorandum of Agreement between the city and vessel owners, businesses or;
  - private owner/operator
- What realistic vessel size options
- Research and build a portfolio with pricing and different options to perform a cost analysis
- Goals for the project
  - Clearly define that they will be non-compete in regard to local businesses but wanting to provide haul out services to those larger vessels not served by existing businesses
- Haul out and repair yard management options
  - Recommendation to Council in the future for formation of a managing committee or Homer Marine Repair Facility board in the future of the vessel haul out and repair business
- Funding Sources

The commission agreed by consensus to have a worksession on July 27, 2016 at 5:00 p.m. The agenda will include a discussion on defining their goals, identifying the group they are targeting, what this is and what it will do.

Chair Ulmer recommended spreading the word in order to get as much input from the public as possible.

Further discussion followed on what to charge for the equipment when they are not sure what type of vessels they were providing service too. Harbormaster Hawkins was not worried and felt positive that they will succeed as they were looking to serve the next size vessel up that cannot get served. The cost of a trailer will be far less than a travel lift and it was noted that they already have the infrastructure in place. It was briefly discussed that on the size and manufacturing of the trailer but also that is what the formation of a research team would be tasked with.

Chair Ulmer inquired about a committee formation and confirmed with Deputy City Clerk Krause that they would need permission from Council to form the committee. Harbormaster Hawkins explained that he was confident that the commission can work out the details.

Chair Ulmer confirmed that commission will address the items in the staff recommendation, gauge the level of interest from boat owners and business owners and then determine if they break up into smaller groups within the commission to work on specific tasks.

Harbormaster Hawkins noted that Carey Meyer, Public Works Director was expected to attend the meeting to discuss and present the project. He might have been delayed. Chair Ulmer inquired if the

commission wished to proceed to the next item on the agenda. The commissioners responded positively that they could do that. Deputy City Clerk Krause stated that Mr. Meyer would be present shortly he got busy with another project and requested a motion to suspend the rules to address Item B under New Business.

HARTLEY/DONICH – MOVED TO SUSPEND THE RULES TO ADDRESS ITEM B SPECIAL AREA SALES TAX, UNDER NEW BUSINESS.

There was a brief discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **NEW BUSINESS**

- A. Seafarer's Memorial Parking Lot Expansion
  - I. Public Works Director Presentation on 95% design for Parking Lot Expansion Project

Carey Meyer, Public Works Director provided a brief summary on the status of the project, noting that they still are waiting on a permit from the Corps of Engineers, no funding source as yet designated however some suggestions were paid parking to pay back the harbor reserve fund, HART funds or possibly grants. Some other possible directions with funding in mind are to phase the project. Such as taking the overall project and doing only a portion of the project over several seasons like the grading and fill, then drainage and finally paving and striping. it was noted that you could still charge for parking although may lose several parking spaces due to not being able to keep the parking spaces delineated. Mr. Meyer then responded to a question from Commissioner Hartley: How would the rip rap protect the slope? The rip rap would protect the toe of the slope where most of the wave action hits, allow for beach grasses to grow which will also help keep the slope intact.

Additional discussion on the need for more parking on the spit to prevent the drive offs, so many people drive out to the spit not be able to locate a convenience spot and then drive off the spit and if you can keep the people on the spit that will generate more revenue which will benefit the whole city. Harbormaster Hawkins noted that the engineering was paid for by the HART Fund, and Mr. Meyer stated that under HART they have paved parking lots under the guise of being a trail head.

Further discussion on the possible revenue, fill materials needed for the project, paid parking set up similar to the Load and Launch ramp, short term parking revenue numbers, continue the one parking pass is good for any paid parking lot on the spit, free areas get used first, to make all parking areas in the core area will be permit or paid parking.

Mr. Meyer recommended that they strategize a funding mechanism and over the winter speak with the Council on funding the project.

- B. Special Area Sales Tax
  - I. Memo to City Manager from City Attorney Re: Special Area Sales Tax dated June 1, 2016

Chair Ulmer read the title into the record. Harbormaster Hawkins relayed the previous request from the commission regarding the implementation of a special tax or sales tax to make additional revenue for the Harbor.

Discussion ensued on it being apparent to that they cannot add a separate tax on sales, the basis for this is because the sales taxes that are paid, 3% stays at the Borough level and 4.5% stays at the city. There is a "however" exception states that geographically limited areas, which the Spit is; they could implement a special tax. Point was that there were people that came to the spit to visit the businesses and the areas on the spit and did not own a boat. Chair Ulmer tried to clarify the previous discussion that the commission entertained for clarification for Commissioner Zeiset and Commissioner Hartley explained that the Harbor Enterprise Fund is funded primarily by the moorage fees and that the Harbor does not benefit from the sales taxes collected by the Harbor or the businesses on the spit. Harbormaster Hawkins added that way back in time it covered all the overhead costs back but more is happening now and they need to look forward ahead 15 years to develop a way to offset the burden of the costs such as EMS calls, the Harbor Staff is the best trained first responders and emergency personnel including fire. Everything is happening at the Harbor.

6:50 p.m. Commissioner Zimmerman arrived

Supplementary discussion included what other revenue generating ideas are out there and what other harbors are using in the state to generate revenue. The following ideas were mentioned:

- Allowing jet skis in Mud Bay
- Overslope
- Haul out
- Head Tax – Seward applied for Fish Cleaning facilities
- Fish Processing- Seward
- \$5.00 Fish Box Excise Tax – Juneau and Sitka  
This is charged on every fish box sold by any retailer.
- Vending Machines
- Pay Toilets
- Paid Parking Lots
- Marijuana Store

The intent is to spreading the costs to all user groups such as buying fuel, fishing lures or even a radio everyone would be paying that tax not just one group. Commissioner Donich related what he collected in sales tax on a charter recently. He stated that there is no \$500 cap on his business and related that to having a head tax since 2007 when the borough implemented it.

Harbormaster Hawkins added that they have discussed this many times in the past and when it comes to budget time they have approached the City to request a reduction in the charges to the Harbor, but they are strapped and they have requested from the Borough who shares in the Fish Tax revenue but they declined. The Harbor funds the facilitation of that tax being generated and the Borough politely declined. It seems that this may be an option and is there another question to put forth to attorney.

Commissioner Zimmerman inquired about implementation of a tax on the spit, such as can you tax a meal on the spit? It seems like a difficult thing to do. Commissioner Donich stated that he would be

willing to do the leg work to find out how the Head Tax works in Seward and the Fish Box tax works in Juneau.

A brief discussion on charging a sales tax on the spit and the collection of that tax may be feasible but then the responsibility will be on the city for collection of the sales tax.

Commissioner Hartley offered one last comment regarding the difficulty of finding parking on the spit because of all the people using the harbor and not paying any fees such as moorage. Those visitors benefit the retailers however there is no direct benefit to the Enterprise fund. To the city yes.

Commissioner Zimmerman inquired about paid parking versus the free parking and Chair Ulmer responded that it is more of a control mechanism versus a revenue generating mechanism. Harbormaster Hawkins stated that if they want to change the focus of their goals to generate revenue then they will need to make some changes. After 8 years the parking is safer on the spit. Chair Ulmer added that they could invest in more iron rangers. Harbormaster Hawkins stated he was going to make a recommendation to buy more of the parking kiosks since a \$5.00 bill can get counted up to five times over.

#### **INFORMATIONAL MATERIALS**

A. Harbormaster's Monthly Statistical Report for May 2016

A brief discussion on the increase in the stall wait list was encouraging and supportive of the need to expand the harbor and that the rates were acceptable and that everyone on that list is paying \$30 per year to be on that list.

B. Water/Sewer Bills Report for May 2016

Commissioner Zimmerman noted that amounts were up over 2014 but down from 2015 and requested clarification on the excess used. Harbormaster Hawkins noted that they turned the water on earlier but did note some other areas that conservation methods need to be implemented such as the fish cleaning tables at Ramp 4. He further noted that the new system has already paid for itself.

- C. Crane and Ice Report
- D. Deep Water Dock Report
- E. Pioneer Dock Report
- F. Dock Water Report
- G. Commissioner Attendance at City Council Meeting

Commissioner Zeiset was scheduled to attend the July Council meeting and he can contact Harbormaster Hawkins on what items to bring to the Council's attention prior to the meeting.

Commissioner Zimmerman requested the Harbor Rates on the agenda for discussion.

Commissioner Hartley noted that they should have a discussion on transit vessel rates. Harbormaster Hawkins agreed that they should review a reduction in the annual transit rates. A brief discussion ensued on what vessels are paying what rates and are transit and that it's that time of year.

Commissioner Zimmerman also brought up how HEA charges for electricity for the larger commercial users and how do you draw a line on what is fair and equitable?

Harbormaster Hawkins appreciated the commissioners speaking to Council and believed that with so many coming before the Council it confused them and that is why they postponed the ordinance. He has extended an offer to speak to the Council and answer any questions and concerns. He does not believe that a Task Force will provide any benefit. He believes the commission has presented the best and fairest solution at this time. Commissioner offered their comments on they did their best to address the concerns of all groups regarding fairness of the rates.

### **COMMENTS OF THE AUDIENCE**

Abigail Turner, Project Coordinator, The North Pacific Fisheries Association (NPFA), representing commercial fisherman and fishing families from Homer who are out currently fishing around the state, the sustainable seafood our members harvest is enjoyed by consumers and patrons both local, throughout the state and around the world.

Our organization understands the fleet-wide enthusiasm for a large vessel haul out facility and hopes that initial analysis and recommendations made to the city will continue. NPFA members alone own and operate over 20 large vessels that can be hauled out for emergency mechanical issues along with biannual and annual general maintenance work. Pneumatic bags that are currently used is a positive first step, but most vessels greater than 70 tons currently travel to Kodiak, Seward or boatyards further south such as Washington, Oregon because of superior facilities.

Our fleet needs a long time solution. Time spent elsewhere is loss business, revenue, taxes and wages to the community moreover it often means more time away friends, family and loved ones. Beyond Homer's local fleet a large vessel haul out creates vast opportunity for large vessels within the and outside the fishing industry to travel to Homer and use our facilities, employ local workers, and contribute to our community.

Homer is one of the most well recognized maritime centers in the state. Over the past two decades more boats are being built from fiberglass and aluminum in Homer than anywhere else in Alaska. Fleet and Marine transportation continues to grow with more barges, tug and tow, landing crafts operating from our waters. Unlike many coastal communities Homer's climate is mild, on the road system and some of the best marine trades in the state. For these reasons vessel owners and operators consistently choose Homer's propellers experts, upholsters and canvas specialists, net builders, welders and mechanics to name a few above others state wide.

A large vessel haul out facility is the missing link within Homer's maritime industry. After a series of meetings, NPFA members are encouraged by the recommendations that the Task Force forwarded to Council.

Additionally, we are pleased that the Task Force recognized the economic opportunity provided for local marine trades as well as the benefit to the local restaurants, lodging and transportation businesses from the increased activities. NPFA encourages the Port and Harbor Commission to consider the Task Force past recommendations and continue the positive trajectory for a large vessel haul out. We request that the worksession the commission is suggesting include as much input as possible from the principle stakeholders as the large vessel owners, marine trades, etc. which may require waiting until the end of summer.

### **COMMENTS OF THE CITY STAFF**

Harbormaster Hawkins noted that they have learned from past projects that they cannot wait until everyone is available. It was a good meeting thank you.

Deputy City Clerk Krause stated it was a good meeting, interesting as always.

**COMMENTS OF THE CHAIR**

Chair Ulmer had no comments.

**COMMENTS OF THE COMMISSION**

Commissioner Zeiset and Hartley had no comments.

Commissioner Zimmerman apologized for being late.

Commissioner Donich commented that he considers them the Little Harbor that could.

**ADJOURN**

There being no more business to come before the Commission Chair Ulmer adjourned the meeting at 8:07 p.m. The next regular meeting is scheduled for July 27, 2016 at 6:00 p.m. in the City Hall Cowles Council Chambers, 491 E. Pioneer Avenue, Homer, Alaska.

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RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

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



## JULY 2016 PORT & HARBOR STAFF REPORT

### **1. Administration**

Staff met with:

- Department Head Staff Meeting
- Lease Staff Meeting – GSFA Lease Proposal
- Jeff Monroe, Marpro Associates International – Terminal Tariff Draft
- AAHPA Board Meeting – Strategic Planning
- Bob Shavelson – Boat Pavilion Planning Meeting
- Dave Lewis & City Manager – Port & Harbor Rate Structure
- R&M Consultant – Teleconference Re: Deep Water Dock Feasibility Study
- State Evacuation Planning by State Division on Homeland Security & Emergency Management, & UAF

Port and Harbor Admin staff encourages any commissioners that have questions regarding the harbor rates or structure, to set up a meeting with the Harbormaster or stop by the Port and Harbor Office to receive information. If commissioners have documents or items they wish to include in the meeting packet, please contact Melissa Jacobsen in the Clerk's Office.

### **2. Operations**

The 4th of July holiday brought about the summer's peak recreational weekend at the Port of Homer with over 800 vessels moored in the Small Boat Harbor. Parking lots and campgrounds experienced maximum occupancy. During the previous week, operations and maintenance staff combined efforts to open up several thousand square feet of the 30 Acres parking lots, which were dedicated to temporary equipment and materials storage associated with the Deep Water Dock cargo facility and Outer Dock Road paving projects.

Long-term boat trailer permitting and parking was implemented on July 5th with 16 spaces dedicated. The designated parking lot is across Freight Dock Road from the harbormaster's office.

Landings at all harbor facilities included the following vessels: Bismark Sea & DBL106, Pacific Wolf & DBL54, NOAA Rainier, NOAA Fairweather, M/V Maasdam, Tustumena, Kennicott, Barge Swiftwater, Bob Franco, Polar Bear, Island Packer, and Helenka B.

Other notable events/incidents:

- 6/25, operations staff assisted the Kachemak Bay Running Club in facilitating the 2016 Spit Run. Several parking pylons and sandwich boards are dedicated in the effort to create safe vehicle traffic and pedestrian access through the running course.
- 6/29, a graveyard shift harbor officer ceased work aboard a 50' commercial fishing vessel upon finding its crew in the progress on grind its entire aft deck down to bare fiberglass with no containment barriers to prevent tailings from entering the waterway.
- 6/29, harbor officers responded to an EMS call aboard the Tustumena involving a 4 year old boy suffering from lacerations to his mouth.
- 6/30, a graveyard shift officer responded to an EMS call at Ramp 3 for a 45 year old male suffering from respiratory difficulties.

- 7/1, harbor officer discovered a 20' pleasure craft sinking in the harbor, implemented a dewatering pump, and towed it to a location below the Port & Harbor Office. The vessel remained under the care of the operations staff until its owner was able to remove it on 7/14.
- 7/1, harbor officers investigated a vessel accident/collision involving a 58' commercial fishing vessel and a 24' sailboat.
- 7/2, harbor officers responded to an EMS call involving a 92 year old male suffering from a broken hip aboard a 30' pleasure craft.
- 7/4, harbor officers responded to an EMS call at the Load & Launch Ramp involving a 35 year old female suffering from respiratory conditions related to a bee sting in the mouth.
- 7/6, a graveyard shift officer responded to an EMS call involving a 72 year old male suffering from abdominal pain at Land's End.
- 7/7, harbor officers investigated an accident/collision involving a 26' and a 40' pleasure crafts.
- 7/8, harbor officers responded to an EMS call involving a 57 year old woman suffering from lacerations to the head after falling in the vicinity of the Salty Dawg.
- 7/8, a graveyard shift officer responded to an EMS call involving a 63 year old male suffering from respiratory difficulties at the L&L ramp.
- 7/8, a harbor officer responded to an EMS call involving an unconscious and intoxicated female at a campground.
- 7/9, harbor officers investigated an incident of equipment damage to Crane 5 after its operator "two blocked" the crane ball/hook, causing its cable to sever.
- 7/10, harbor officers responded to two separate EMS calls involving an intoxicated crew member of a 70' commercial fishing vessel.
- 7/12, harbor officers assisted AST locate a 40' commercial fishing vessel.
- 7/17, a graveyard shift officer responded to an EMS call involving a crew member suffering from head trauma as the result from falling into a fish hold aboard a 120' commercial fishing vessel.

### **3. Ice Plant**

Ice Plant Staff sold a record-breaking amount of ice the week of July 11<sup>th</sup>, selling 345 tons. We have not sold that much ice in a week's period since 2013. High ice sales are contributed to the large amount of fish currently going over the dock, as well as from a few of the fish processors buying ice instead of making it themselves.

### **4. Port Maintenance**

In the past month, Port Maintenance has:

- Installed two new lights on the Deep Water Dock
- Shored up gaps in the new Chip Pad fence
- Relocated and organized spare/scrap material such as remnant piling, creosote timber, and camel fenders
- Started sealing concrete floats on System 1 (floats B – S) and concrete around the restrooms
- Repaired a leaking 3" water line on H float
- Taken 15 gal material to HazMat disposal day at the land fill
- Replaced boards on the Steel Grid
- Helped customers trouble-shoot electrical issues





## **Memorandum**

TO: PORT & HARBOR ADVISORY COMMISSION  
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER  
DATE: JUNE 15, 2016  
SUBJECT: WORKSESSION FOR THE MARINE REPAIR FACILITY & PROPOSED TRAILER

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At the May 25, 2016 regular meeting, the Port and Harbor Advisory Commission made a motion to City Council asking that the Large Vessel Haul-Out Task Force be reformed for the purpose of exploring the idea of purchasing a large vessel trailer for the Marine Repair Facility. Staff has since learned that the task force was disbanded by City Council at the conclusion of their work last year; to reform the group again would require formally advertising to the public for volunteers for the task force, which takes extra time and expenses that staff does not feel is necessary.

This being the case, staff recommends that the commission hold a worksession before their next regular meeting on July 27, 2016 to identify the various aspects of this subject and the overall feasibility of attaining a trailer capable of hauling out large vessels at the new Load and Launch Ramp. Since worksessions allow greater flexibility for discussions, members of the Marine Trades Association could be invited to participate, or other businesses/individuals that could contribute to the conversation. It could also be possible for the commission to discuss this topic as an agenda item over the next few meetings.

In the proposed worksession or next meeting, we should focus on laying out the scope of work and identifying our overall goals for this project, such as:

- Organizational options and ownership of the trailer: City-owned and operated, public private partnership (PPP), Memorandum of Agreement (MOA) between the City, vessel owners, and local businesses, Private owner/operator
- Vessel type: What are our realistic vessel size options? Tonnage, hull shape, etc.
- Equipment options: A product research team consisting of commissioners and/or staff could build a portfolio of options with pricing that we could use to build a cost benefit analysis from.
- Goals for this project: We need to clearly state our goals and who we're attempting to serve to make sure that existing businesses understand that we are not competing with their business, and instead provide haul-out services to vessels that are too large to be served with or by existing businesses.
- Haul-out and repair yard management options: As we continue to get deeper and deeper into the vessel haul-out and repair business, the commission may want to consider making a motion to City Council to form a managing committee or board for the Homer Marine Repair Facility.

### **Recommendation**

Port and Harbor Staff recommends the Port and Harbor Advisory Commission determine whether to hold a worksession for the Marine Repair Facility and proposed trailer, or have it as an agenda item at their regular meetings. Further, staff recommends a course of action/what needs to be discussed at said worksession and/or meetings.





## Memorandum

TO: VESSEL HAUL-OUT TASK FORCE

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER & RACHEL TUSSEY,  
ADMINISTRATIVE SECRETARY

DATE: MAY 9, 2014

SUBJECT: REPORT ON THE LARGE VESSEL HAUL-OUT QUESTIONNAIRE RESULTS

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This memorandum presents the findings of a market research and opinion study that Port and Harbor Staff conducted for the Large Vessel Haul-Out Task Force. Information on how the questionnaire was conducted and how responses were compiled are presented first, followed by the findings of the questionnaire. Staff's comments on the questionnaire's results are discussed lastly.

### Questionnaire Conduction & Response Compilation

To determine the potential market group for a large vessel haul-out and repair facility, staff formulated a questionnaire (see attached). This questionnaire and a letter (see attached) was mailed and emailed to recipients using Port and Harbor Marina account information, and also posted on the City of Homer website as a pop-up quiz (link: <https://www.surveymonkey.com/s/352RNL6>). Our targeted group's characteristics included the following:

- The owner of a vessel that is 58 to 300 feet in length
- The vessel may be too wide (beamy), and too heavy (over 70 displacement tons) for other haul-out facilities
- The owner has utilized Homer's harbor and/or port
- The owner may have difficulty finding local facilities that can haul-out their vessel

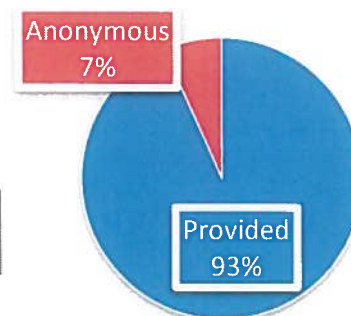
All questionnaires were sent out April 4, 2014 with a 30-day period for collecting, ending May 5, 2014. Combining all questionnaires received in person, by mail, by email, and via the link to the online Survey Monkey, there was a response rate of 22% (45 of 209). All responses were entered into an Excel spreadsheet where total numbers were calculated. Because some questions had more than one response (or none at all), findings are based on the total number of responses given to that particular question.

### Findings

#### Vessel Information

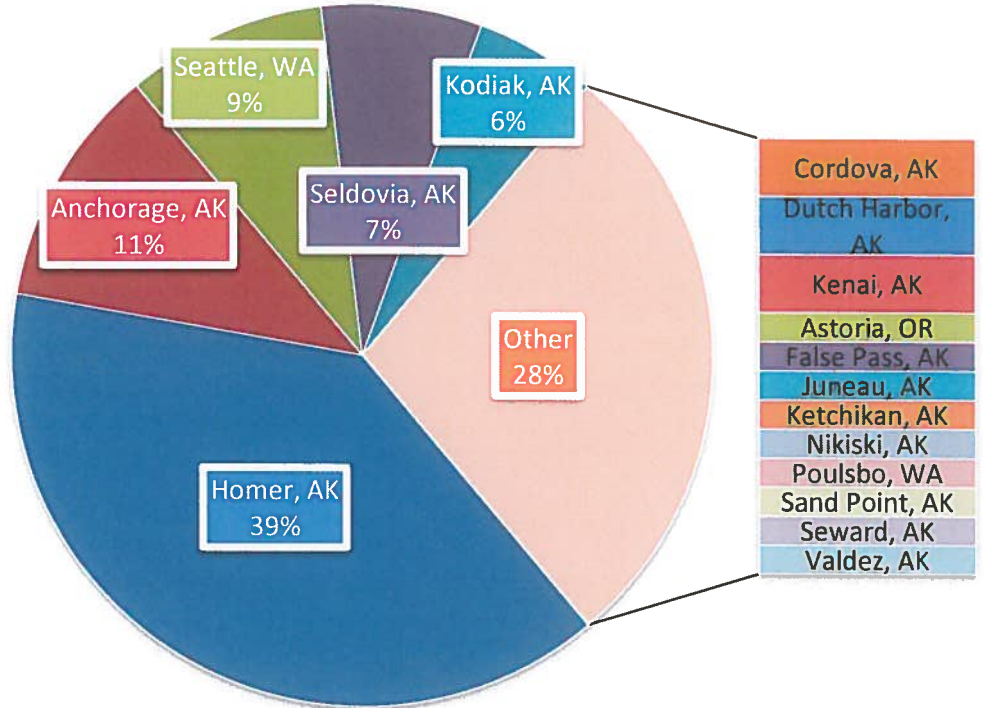
##### Question 1 & 2: Provided Owner & Vessel Name

Provided	42
Anonymous	3



**Question 3: Home Port**

Homer, AK	21
Anchorage, AK	6
Seattle, WA	5
Seldovia, AK	4
Kodiak, AK	3
Cordova, AK	2
Dutch Harbor, AK	2
Kenai, AK	2
Astoria, OR	1
False Pass, AK	1
Juneau, AK	1
Ketchikan, AK	1
Nikiski, AK	1
Poulsbo, WA	1
Sand Point, AK	1
Seward, AK	1
Valdez, AK	1

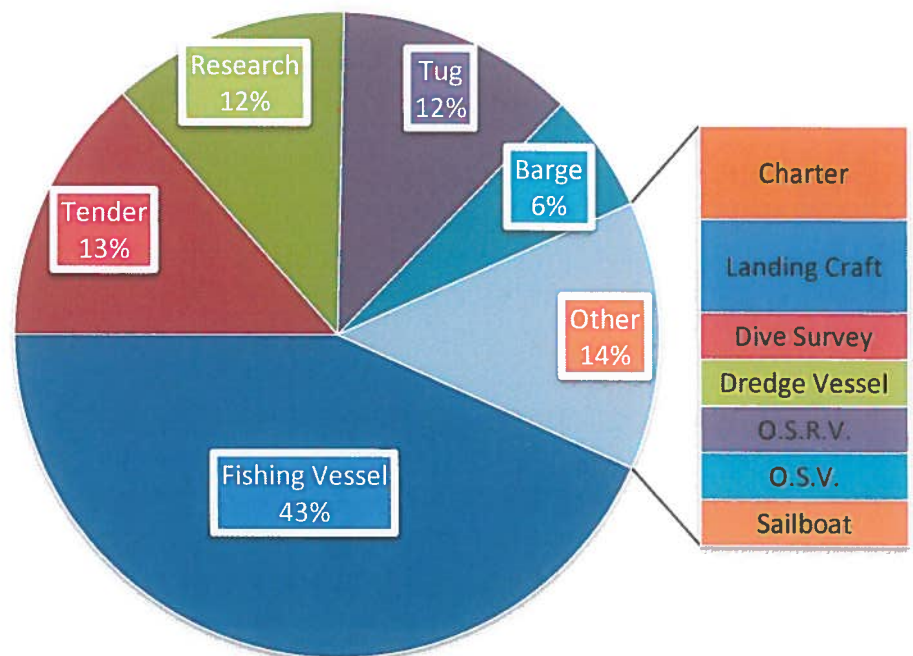


**Question 4, 5, & 6: Vessel Length, Beam, & Displacement Tonnage**

	Vessel Length	Beam	Displacement Tonnage
Min	58	17	30
Average	101	27	248
Max	250	60	1,500
Most Common	58	20	85

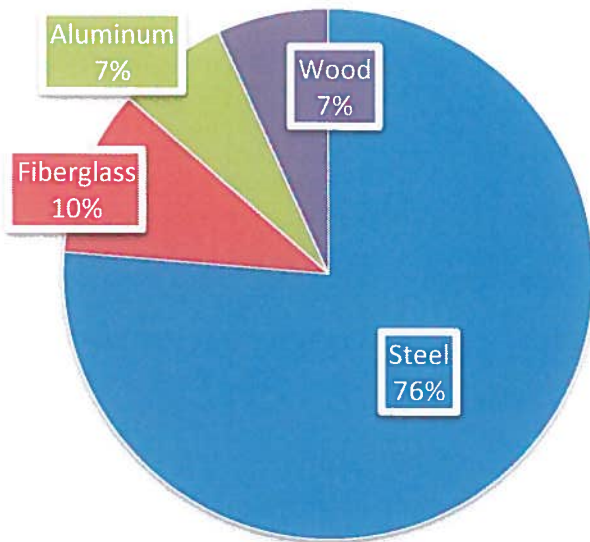
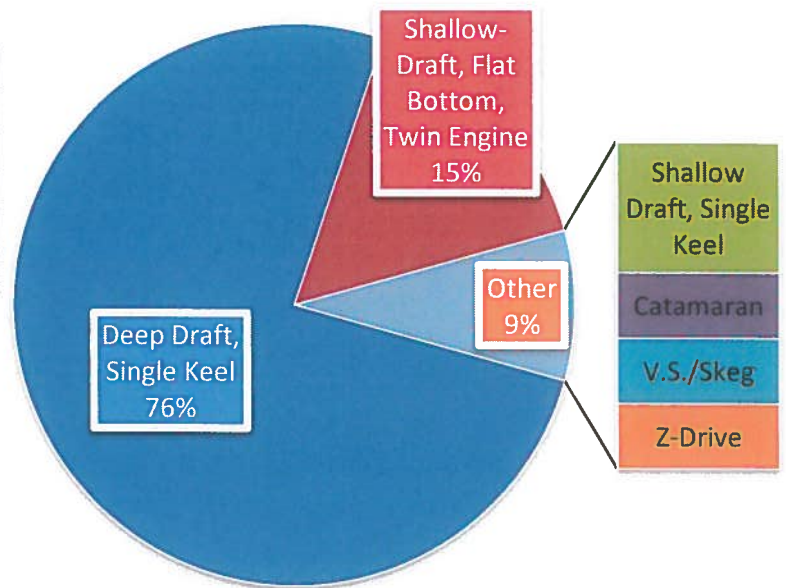
**Question 7: Type of Vessel**

Fishing Vessel	29
Tender	9
Research	8
Tug	8
Barge	4
Charter	2
Landing Craft	2
Dive Survey Vessel	1
Dredge Vessel	1
Oil Spill Response Vessel	1
Offshore Supply Vessel	1
Sailboat	1



### Question 8: Hull Shape

Deep Draft, Single Keel	44
Shallow-Draft, Flat Bottom, Twin Engine	9
Shallow Draft, Single Keel	2
Catamaran	1
Voith Schneider/Skeg	1
Z-Drive	1

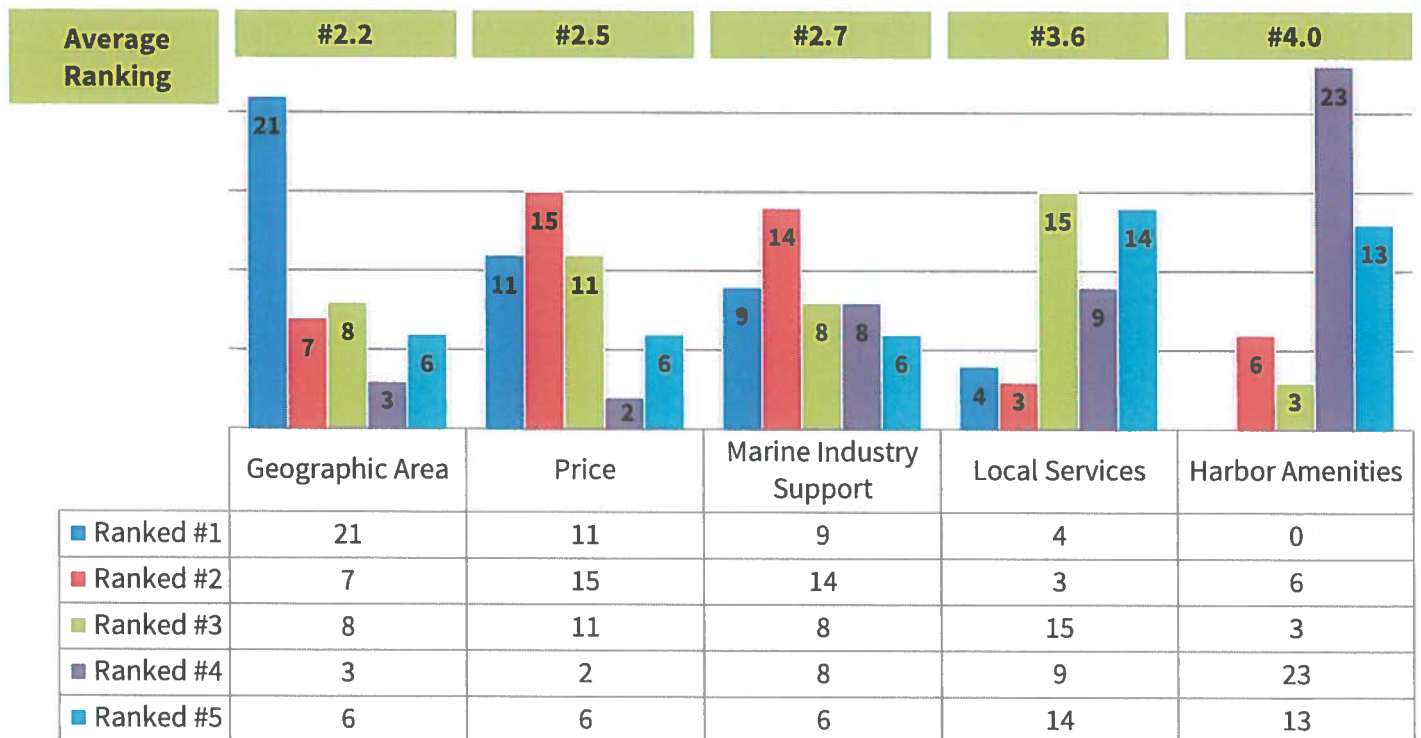


### Question 9: Hull Material

Steel	45
Fiberglass	6
Aluminum	4
Wood	4

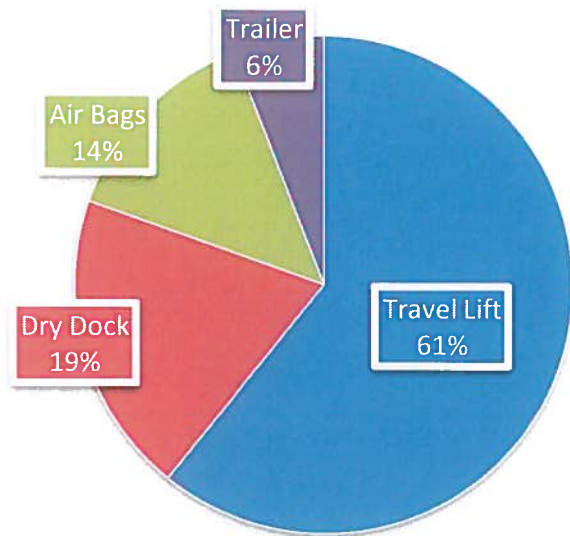
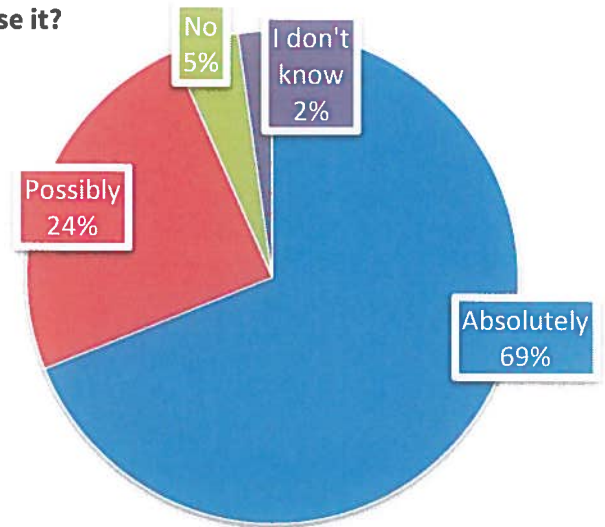
### Haul-Out Preferences

Question 10: When looking for a place to haul out, what motivates you to choose one facility/location over another?



**Question 11: If this kind of facility existed in Homer, would you use it?**

Absolutely	31
Possibly	11
No	2
I don't know	1

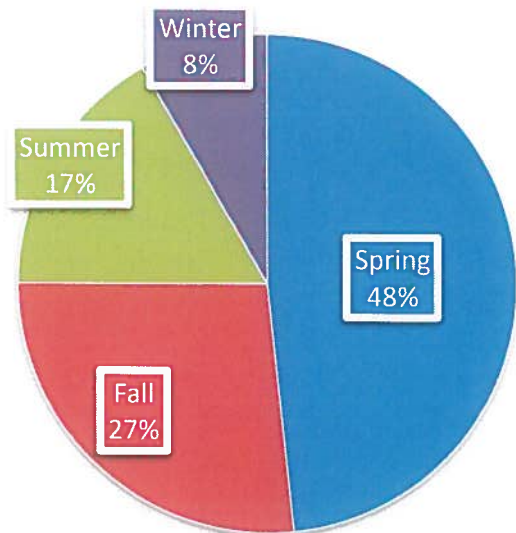
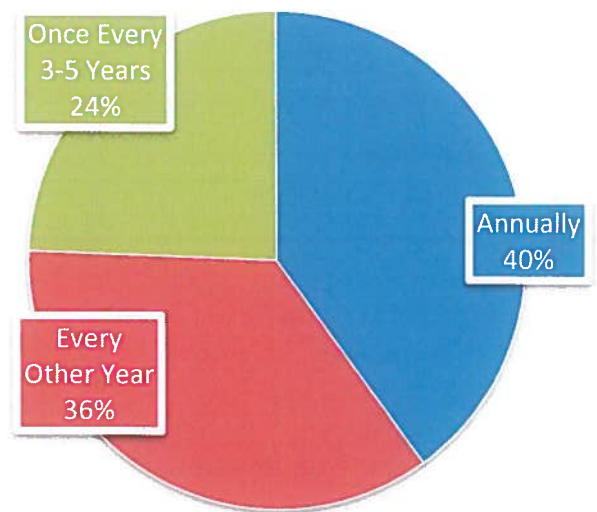


**Question 12: What is your preferred method for removing the vessel from the water?**

Travel Lift	31
Dry Dock	10
Air Bags	7
Trailer	3

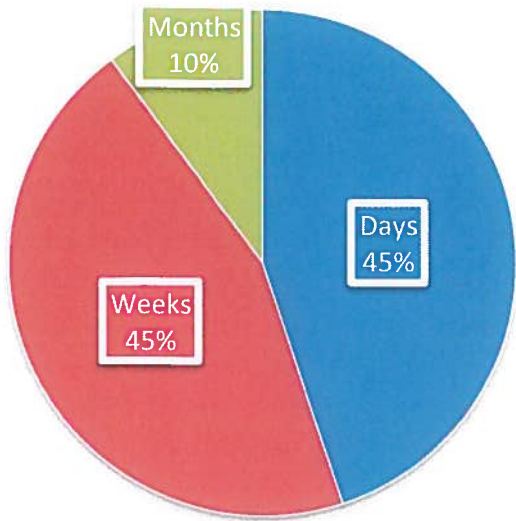
**Question 13: In regards to your maintenance/repair schedule, how often would you have your vessel hauled?**

Annually	18
Every Other Year	16
Once Every 3-5 Years	11



**Question 14: What time of the year would you like to be hauled out?**

Spring	29
Fall	16
Summer	10
Winter	5

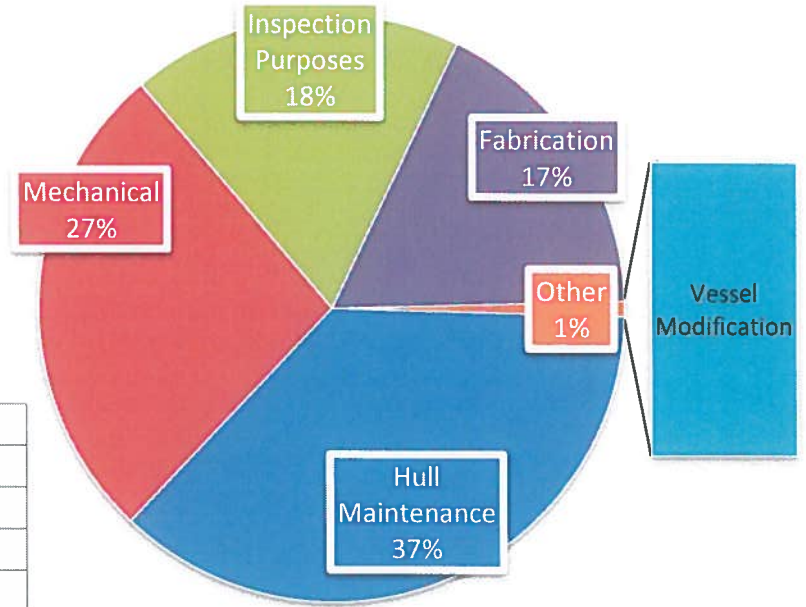


**Question 15: How long would you like to be hauled out?**

Days	22
Weeks	22
Months	5

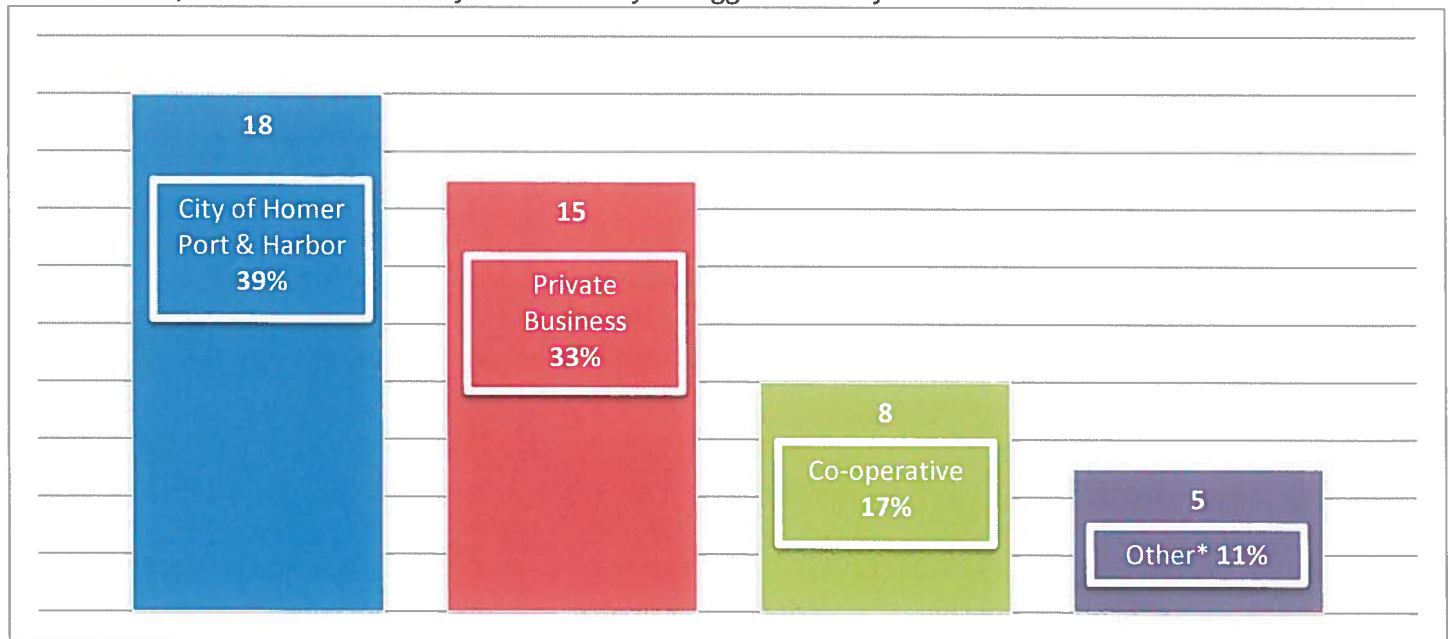
**Question 16: While hauled out, what kind of boat work are you looking to have done?**

Hull Maintenance	44
Mechanical	32
Inspection Purposes	22
Fabrication	21
Vessel Modifications for Research Charters	1



**Financing & Ownership of a Homer Spit Haul-Out Facility**

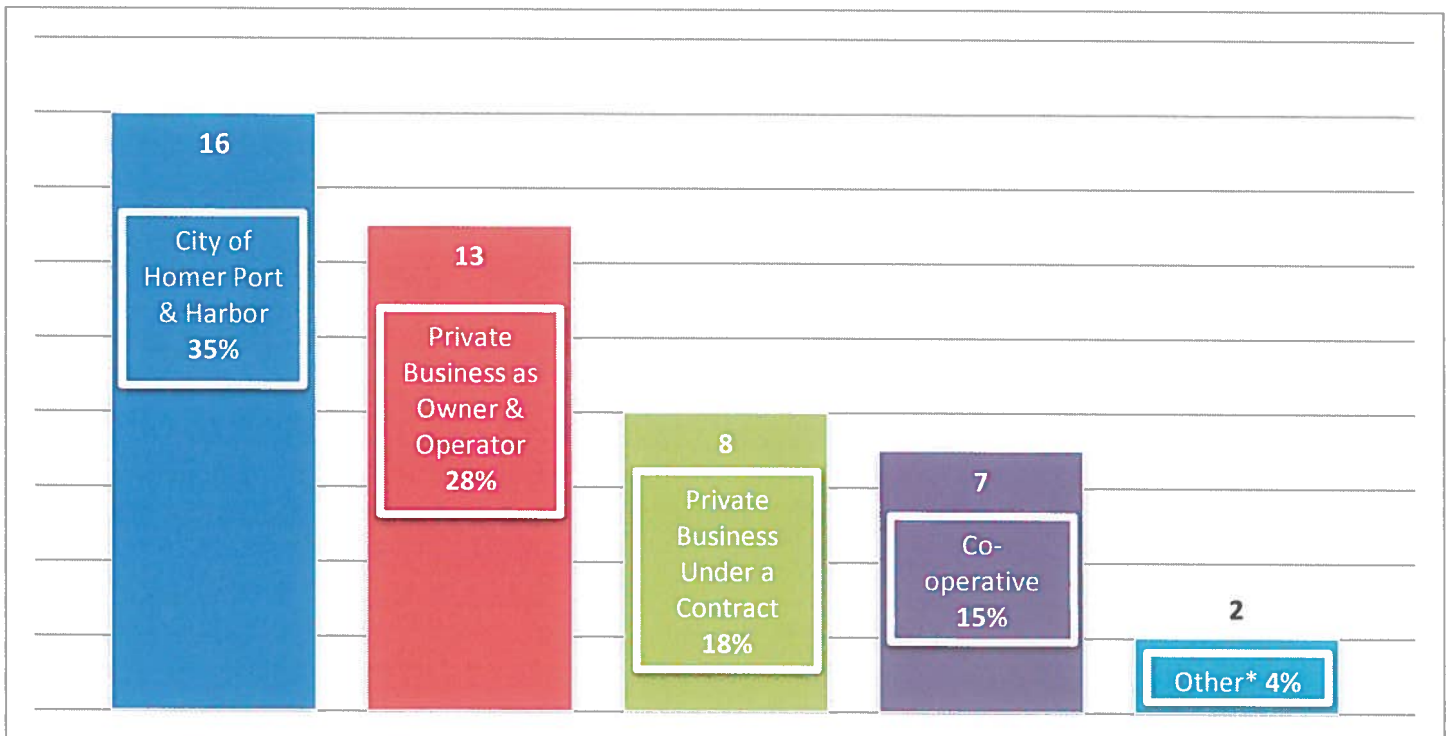
**Question 17:** Let's say that the City of Homer Port and Harbor offered specific lots in the harbor, at a reasonable lease rate and term, to establish the facility. How would you suggest a facility such as this be funded and owned?



\*(1) All of the above but all have problems. Homer would have a short window but fairly decent summer weather. Price is the main deal breaker. Can you afford such a facility to be used 3 months a year?

* (2)	I believe the Homer Harbor and Spit should remain a facility to service the commercial and recreational boating community. An industrial barge facility with sandblasting, welding, and heavy industrial use is not the direction the harbor should go. An educational facility to attract visitors, instead of repelling visitors, should be considered.
* (3)	I kind of like what is available right now. A couple of small but capable air bag-pulling companies. They have, or seem to find, the appropriate equipment, and the City leases the ground for them to work on.
* (4)	A facility like the Port Townsend, WA boat yard.
* (5)	Unsure - I have no faith the City of Homer can pull of any project. Seaton has no stroke.

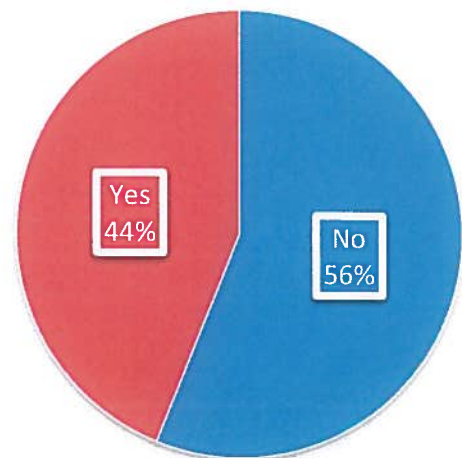
**Question 18:** If the facility is built, who do you think should operate the haul-out equipment, run the office, and manage the facility overall?



* (1)	Do not build this facility.
* (2)	Whoever has the best plan for cost effective services.

**Question 19:** If you were given the opportunity to be a part of a cooperative effort (involving local businesses and vessel owners) that owned, operated, managed, and maintained a large vessel haul-out facility, would you be interested in being a part of it?

No	23
Yes	18





## Additional Questionnaire Comments

For **Question 20**, space was given for recipients to leave further comments. Below are all comments, in verbatim, that were submitted to staff.

•	Needed
•	Great project - Keep it moving
•	I would haul out more frequently if haul-out was easily available. Currently I have to leave area so requires great deal of organization and effort to be effective with time and money. Operation and management should clearly be monitored by Port and Harbor. I do not wish project to be delayed while waiting for grants and state funding. Give private enterprise or cooperative opportunity to move it forward.
•	I'm going to King Cove for next haul out; there last year; Kodiak the year before
•	Dry storage lot for large vessels with travel lift service i.e. for winter storage & summer vessel modifications. I have had the R/V Thunder in Seward for 2 years as they offer these services & Homer does not have a good large vessel haul out facility.
•	Homer needs a big haul out. I'm 100% for it. Most fisher men that have boats do their work in the fall are spring, so you know Alaska weather, snow, rain, wind, cold, so it would be nice to have like some kind of shelters, and more than one. Not one haul-out in Alaska that I know of have heated, and more than one kind of shelters. Haul outs need shelters; it's a must for the kind of weather we have. If you can have more than one kind of shelter, the haul out will be the best in Alaska and do really good. Thank you.....
•	I understand price of travel lift is not economical; air bags would be ok.
•	As of now, I wouldn't participate in a cooperative effort.
•	Kodiak's facility, although very nice, runs in the red constantly. Prices keep going up with no end in sight. Poor management, too many people wearing harbor dept. clothes, ancillary charges escalating (electric boxes etc.)
•	In the present summer facility you should be concerned about the environmental protection that needs to be in place in order to protect the surrounding area from sand blasting a high pressure cleaning remnants and overspray of paint. Using dry cloths under vessels will not in my opinion provide protection from chips and marine growth, etc. staying in that area.
•	Homer prides itself in being the "Halibut Capital" and a leading visitor attraction. Creating an industrial shipyard adjacent to the small boat harbor is not the best use of the property. Consider an educational facility to attract visitors from around the world.
•	I agree that a travel lift facility is needed however most likely cost prohibitive. Homer has grids that service the fleet now and it is doubtful to me the cost of a travel lift facility could be profitable. You need at minimum a 300 ton lift probably a 500 but then you can end up like Kodiak with a too expensive of a project so the fees are too high and only those that have to go there.
•	Sand Blasting would have to be part of the facility.
•	A large vessel haul out would be an asset to the City of Homer.
•	I may be selling my boat shortly. If you still want to consider my comments, it would be helpful to have a large boat haul out in Homer. Presently, I would have to go somewhere else to haul out. Price is a huge consideration and makes a difference on where I haul out. Please keep the application short. One place has a 19 page application that discourages use of the application and facility; tell your lawyer to keep it short (1 or 2 pages). If a travel lift or crane is used, have flat straps. One place had only round straps that greatly increased the risk of strap chafing on boat edges and keels. Have chocks available publicly. Public ownership is better than private, as private facilities don't seem generally to be as available and affordable as public facilities for whatever reason.
•	We currently operate two barges and 3 tugs in Cook Inlet. We now take our tugs to Kodiak to service them. Seward ships has been an expensive and dysfunctional owner but preferable to Kodiak because it is on the road system. Homer is attractive because it is close and on the road system.
•	We have tugs from 45 feet to 205 and also some smaller barges too. Always looking for a new idea and a place closer than Seattle / Ketchikan to do the work.
•	I would love to see a haul out facility in Homer that could be used at all or most tides. I have 3 similar boats that

	would all use the facility. If the city runs it they should be similar to Northern Enterprises and not the City of Seward. Owners must be able to work on their own boats and prices should be reasonable. This facility would attract more business and more opportunity to Homer. Especially in the off season.
•	I would have re-powered in Homer if you had a travel lift. The port is well run, you should run the lift.
•	I have done vessel work in other communities and Homer has the best marine trade services but no haul out. I have voiced my preference but would be willing to do most anything to make one available in Homer. This would be a huge benefit to the local economy.

## **Staff's Review of Questionnaire Results**

In reviewing the results of the questionnaire, the task force should keep in mind the 22% response rate. This rate does not surprise staff as we have often found this to be the case when trying to survey our workboat fleet. The problem is that they are busy working and many of these owner/operators simply do not have the time, or they are out of town during the survey period.

The results do support the need for hauling both large, deep-draft vessels and large, shallow-draft vessels. And certain comments in the Additional Questionnaire Comments section reflect concerns over the high costs a haul-out facility could bring to vessel owners and the Harbor Enterprise. These concerns just show that our user groups are educated on the challenges and pitfalls involved with bringing this service to Homer.

Overall, this questionnaire supports the haul-out concept. The task force and staff should continue researching haul-out machinery alternatives that provide the service and keep costs affordable for both the user and the Port and Harbor Enterprise. It always comes down to money. If our goal is to run the Harbor Enterprise as a business, Harbor Staff has concerns about justifying a standard haul-out machinery method, such as a travel lift, because of the number of users and the upland's capacity.

Attached: Large Vessel Haul-Out Questionnaire  
Letter to Vessel Owners Re: Questionnaire dated April 4, 2014



# City of Homer

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

Office of the City Manager

491 East Pioneer Avenue  
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[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL  
THROUGH: PORT & HARBOR ADVISORY COMMISSION  
FROM: CITY LEASE STAFF  
DATE: JULY 13, 2016  
SUBJECT: YOURKOWSKI LEASE AMENDMENT & REQUEST TO SUBLEASE

---

On July 10, 2015, Michael Yourkowski requested to exercise his final 10-year Option to Renew and make amendments to his lease. Since then, Mr. Yourkowski has resolved the outstanding lease issues brought up by the City, and met with City Lease Staff to discuss his requested lease amendments/final issue regarding the use of the City's Right-of-Way. His Option to Renew was approved by the City Manager on June 30, 2016 and a draft of the First Lease Amendment was provided; this amendment was agreed to by Mr. Yourkowski on July 12, 2016.

The First Lease Amendment, which will retroactively begin December 1, 2015 to be the same as the begin date of Mr. Yourkowski's 10-year Option to Renew, makes the following changes:

- Section 1. Property – Adding a portion of the City of Homer ROW, totaling 611 square feet, to allow the specific use of additional restaurant seating; no other structures or buildings will be allowed.
- Section 3. Rent – Amending the base rent to be paid in quarterly installments instead of monthly(beginning January 1, 2016) and adding a separate rent for the portion of the City's ROW and how it is to be calculated; a request from Mr. Yourkowski that was agreed to by the Port and Harbor Office, who oversees billing.
- Section 5. Use & Care of the Property – Adding verbiage regarding the specific use of the added portion of the City's ROW.
- Section 8. Restrictions on Transfer – Amending the section to bring it up to-date with current ground lease policies; it is a goal of City Lease Staff to bring older leases more up to-date with current policies specific to subleasing allowance and security deposit requirements.

In addition to the lease amendments, Mr. Yourkowski has provided to the City Manager and City Lease Staff a list of current/active subleases he has; per Section 8 of his lease, Mr. Yourkowski must request in writing that his sublease agreements be approved by City Council. The City Manager and Lease Staff have approved the list of subleases and recommend that Mr. Yourkowski be allowed to sublease within the parameters of his approved lease.

### **Recommendation**

Approve the amendments to Michael Yourkowski's lease with the City of Homer, and to direct the City Manager to sign the First Lease Amendment to Mr. Yourkowski's lease, retroactively taking affect December 1, 2015 to be the same as the beginning of the 10-year Option to Renew. Further, staff recommends City Council approve Mr. Yourkowski's request to sublease.

Attached: Yourkowski First Lease Amendment – December 1, 2015  
Letter to City from Mike Yourkowski Re: Sublease List, dated May 12, 2016

## **FIRST AMENDMENT TO LEASE AGREEMENT**

THIS AMENDMENT is made and entered into effect as of December 1, 2015 between the CITY OF HOMER, an Alaska municipal corporation ("Landlord"), whose address is 491 East Pioneer Avenue, Homer, Alaska 99603, and MICHAEL YOURKOWSKI, 3059 Kachemak Drive, Homer, Alaska 99603 ("Tenant"), and amends that Ground Lease Agreement ("LEASE") entered into between Michael Yourkowski and the City of Homer on November 1, 2002, recorded beginning at Book xxx, Page xx, Homer Recording District, Alaska.

Landlord and Tenant agree as follows:

**SECTION 1. PROPERTY:** Section One, Subparagraph One of the LEASE is hereby amended to read as follows:

### **1.01 Property**

Subject to the terms and conditions of this Lease, Landlord leases to Tenant and Tenant leases from Landlord the following described property ("Property"):

Homer Sub No. Two Amended Lot 88-2, Homer Recording District, State of Alaska, containing 12,524 square feet, more or less, also known as Kenai Peninsula Borough Tax Parcel No. 181-034-42;

A portion of Homer Spit Sub No. Two Amended Parking and Access Area, Homer Recording District, State of Alaska, namely a 47 feet wide and 13 feet long area of land adjacent to the southwest lot line of Lot 88-2, containing 611 square feet, more or less, and located within the City of Homer's Right-of-Way; also known as Kenai Peninsula Borough Tax Parcel No. 181-034-41;

The two described areas total 13,135 square feet, and are subject, however, to reservations, restrictions, easements and encumbrances of record, and to encroachments that may be revealed by an inspection of the Property.

**SECTION 3. RENT, TAXES, ASSESSMENTS AND UTILITIES:** Section Three, Subparagraph One (a) of the LEASE is hereby amended to include Subparagraph (a) (i) to read as follows:

### **3.01 Rent**

**(a) Initial Base Rent.** Tenant shall pay to Landlord an initial annual rent of \$8,265.84 ("Base Rent") for Lot 88-2 as described hereinabove. Base Rent is payable monthly in advance in installments of \$688.82, plus tax, on November 1, 2002, and on the first day of each month thereafter, at the office of the City of Homer, 491 East Pioneer Avenue, Homer, Alaska 99603-7645, or at such other place as Landlord may designate in writing. All Base Rent shall be paid

without prior demand or notice and without deduction or offset. Base Rent that is not paid on or before the due date will bear interest at the Default Rate.

(i) **Amended Base Rent.** As of January 1, 2016, Base Rent for Lot 88-2 is payable quarterly in advance in installments of \$2,783.85, plus tax, on the first day of each quarter thereafter.

Annual rent for the portion of the City of Homer's Right-of-Way shall be calculated based on the current per square foot price of the annual Base Rent of Lot 88-2, which is subject to change per Sections 3.01(b-d). Payments for this portion of land shall be in addition to the quarterly rent installment listed under 3.01(a)(i) and payable quarterly in advance in installments of \$135.95, plus tax, on January 1, 2016, and on the first day of each quarter thereafter.

**SECTION 5. USE AND CARE OF THE PROPERTY:** Section Five, Subparagraph One of the LEASE is hereby amended to read as follows:

**5.01 Use**

Tenant warrants that it has not entered into this Lease for purposes of speculation or for reserve for future uses, but rather to immediately and fully use and develop the Property. Except as otherwise provided herein, Tenant must use the Property for the following purposes:

**Lot 88-2:** Tourism related businesses, such as charter offices, gift shop, restaurant, and tee shirt shop.

**Portion of City of Homer's Right-of-Way:** Strictly for the sole purpose of providing space for additional seating, such as uncovered and removable picnic tables, for the restaurant located on the adjacent property Lot 88-2. No structures or improvements will be allowed in the City's Right-of-Way and said additional seating must remain within the boundaries of the 47 feet wide and 13 feet long area of land.

Tenant must use the Property for no other purposes without the Landlord's written consent, which consent will not be unreasonably withheld. Tenant's use must comply with all applicable statutes, laws and ordinances during the entire term of the lease and any extension or renewal thereof. If Tenant ceases to use the Property for the approved purposes, Landlord may, as one of its remedies, terminate this Lease upon thirty days written notice.

**SECTION 8. RESTRICTIONS ON TRANSFER:** Section Eight of the LEASE is hereby amended to read as follows:

**8.01 Consent Required for Assignment or Sublease**

Tenant shall not assign or sublease its interest in this Lease or in the Property without first obtaining the written consent of the Council, which will not be withheld unreasonably. Any assignment or sublease without the consent of the Council will be voidable and, at Landlord's election, will constitute a default. Tenant shall request consent of the Council in writing at least 30 days prior to the effective date of the proposed assignment or sublease, accompanied by a

copy of the proposed assignment or sublease. Tenant shall be assessed additional rent, equal to 10% of the current Base Rent for the subleased area, but not upon a sublease of space within a building or other structure on the Property. No consent to any assignment or sublease waives Tenant's obligation to obtain Landlord's consent to any subsequent assignment or sublease. An assignment of this Lease shall require the assignee to assume the Tenant's obligations hereunder, and shall not release Tenant from liability hereunder unless Landlord specifically so provides in writing.

**8.02. Events that Constitute an Assignment**

If Tenant is a partnership or limited liability company, a withdrawal or change, voluntary, involuntary or by operation of law, of one or more partners or members owning 25% or more of the entity, or the dissolution of the entity, will be deemed an assignment subject to Section 8.01. If Tenant is a corporation, any dissolution, merger, consolidation or other reorganization of Tenant, or the sale or other transfer of a controlling percentage of the capital stock of Tenant, or the sale of 25% of the value of the assets of Tenant, will be deemed an assignment subject to Section 8.01; provided that if Tenant is a corporation the stock of which is traded through an exchange or over the counter, a sale or other transfer of a controlling percentage of the capital stock of Tenant will not constitute an assignment subject to Section 8.01. The phrase "controlling percentage" means the ownership of, and the right to vote, stock possessing at least 25% of the total combined voting power of all classes of Tenant's capital stock issued, outstanding and entitled to vote for the election of directors.

**8.03. Costs of Landlord's Consent to be Borne by Tenant**

As a condition to Landlord's consent to any assignment or sublease under section 8.01, Tenant shall pay Landlord's reasonable costs, including without limitation attorney's fees and the expenses of due diligence inquiries, incurred in connection with any request by Tenant for Landlord's consent to the assignment or sublease.

IN WITNESS WHEREOF, the parties have executed this Lease Amendment as of the date first set forth above.

**Landlord:**  
**CITY OF HOMER**

**Tenant:**  
**MICHAEL YOURKOWSKI**

By: \_\_\_\_\_  
Katie Koester  
City Manager

By: \_\_\_\_\_  
Michael Yourkowski

**ACKNOWLEDGMENTS**

STATE OF ALASKA                    )  
  ) ss.  
THIRD JUDICIAL DISTRICT        )

The foregoing instrument was acknowledged before me on \_\_\_\_\_, 201\_\_\_\_, by Katie Koester, City Manager of the City of Homer, an Alaska municipal corporation, on behalf of the City of Homer.

\_\_\_\_\_  
Notary Public in and for Alaska  
My Commission Expires: \_\_\_\_\_

STATE OF ALASKA                    )  
  ) ss.  
THIRD JUDICIAL DISTRICT        )

The foregoing instrument was acknowledged before me on \_\_\_\_\_, 201\_\_\_\_, by Michael Yourkowski.

\_\_\_\_\_  
Notary Public in and for Alaska  
My Commission Expires: \_\_\_\_\_

After recording return to:  
Jo Johnson, CMC, City Clerk  
City of Homer  
491 East Pioneer Avenue  
Homer, Alaska 99603

**RECEIVED**

**MAY 12 2016**

**PORT & HARBOR**

Mike Yourkowski  
3059 Kachemak Drive  
Homer, AK 99603

Brian Hawkins  
4311 Freight Dock Road  
Homer, AK 99603

Re: Follow Up on Lease Option to Renew

Brian,

Thanks for looking over this lease renewal, I know you're busy. Looks like you have reviewed the as-built survey and found out that the bike storage rack in the set back was the only issue. We have removed that shed. Fire Marshall issues took quite a while to work through but it looks like we are fine on that front. Quarterly payment change is great, thank you. Regarding the assignment of lease; I will pursue that at a later date, thanks for making your requirements clear to me. I thought I already sent you a copy of the subleases on the property but maybe it got lost in the shuffle. Here is the list;

1. Caroline's Gift Shop is a verbal annual lease for \$5000.00 with Caroline Lindner. She has been there for 18 years. Hard to believe.
2. La Baleine Restaurant is a verbal annual lease for \$7000.00 with Carl, Kirsten and Mandy Dixon. They have been there for 4 years.
3. La Baleine Coffee and Oyster Bar is a verbal annual lease for \$4000 with Carl, Kirsten and Mandy Dixon.
4. La Baleine Gift Shop or Off The Grid Gift Shop is a verbal annual lease for \$4000 with Carl, Kirsten and Mandy Dixon.
5. Bicycle Shop is a verbal annual lease for \$3200 with Carl, Kirsten and Mandy Dixon.
6. Tutka Bay Storage building is a verbal annual lease for \$3600 with Carl, Kirsten and Mandy Dixon.
7. La Baleine Storage building is a verbal annual lease for \$3600 with Carl, Kirsten and Mandy Dixon.
8. Homer Photoguides building is a verbal annual lease for \$3600 with Larry Bain.

If you need more information regarding these lease please let me know.

Regarding the unilateral decision to change an agreement made with Walt Wrede (that unfortunately was not realized before he retired) 10 years ago, I'm afraid that we have a few issues to resolve. First of all I'm a little surprised that we didn't just sit down and discuss this as I have had fruitful discussion with three other City Manager where we reached mutually beneficial agreements. I am not sure what you mean when you say "The decision Walt Wrede, previous City Manager, made in 2005 regarding your lot was to allow three to five feet in the front of your development to address your encroachment problem." I don't think I had any encroachment problems so I'm not sure what this is referring to. Was the lot replatted at that time? Do you have any other information regarding this? Walt liked the way the lot was developed and felt that the spit trail impacted the property so why not mitigate that impact by including the parking area in the lease. I suppose it is your right to change a documented agreement that I had with a previous city manager and I suppose it is within your rights to rigidly enforce the use of the public parking area in front of the businesses but is there a problem there? It all works for us and the public. The picnic tables do not infringe on the maximum number of parking spots in that area. We have never designated parking spots there or enforced any restrictions. The only thing



we have done is base business decision for the last ten years on previous agreements with Walt. We have enlarged the restaurant and enlarged the kitchen based on the increased seating capacity of the picnic tables. This investment was based on the use of some of that parking lot as we had an agreement with the City for the last ten years that it was going to be part of the lease and be replatted. When people drive by and see customers eating at those tables it draws them in. They realize there is a restaurant there. The slab is there so why not use it for picnic tables? Cars can't be there. If you can grandfather in the slab then you can grandfather the picnic tables. This negatively impacts the restaurant. I thought Homer was open for business. If you stand back and look at the parking lot you will see that the picnic tables do not reduce the capacity of the lot at . You say "The City stands by its policy to maintain it's right of way for public parking." What about standing by it's policy for the last ten years allowing the use of some of that parking area? If you are going to unilaterally change an agreement negotiated with a previous city manager I request that the picnic tables be allowed to stay as they are integral to the restaurants success and seating capacity. Investments have been made based on that previous agreement. The City lease to the North of my lease has a building on the City parking area. The lease North of that one has a porch built on the City parking lot. Are they going to move their encroachments? The tables do not impact the parking area capacity and allow for a buffer area between the buildings and vehicles. Please let me know what you are thinking so we can proceed with the lease option to renew.

Thank you



Mike Yourkowski  
[myalaska@xyz.net](mailto:myalaska@xyz.net)  
907-299-2628





# City of Homer

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

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## Memorandum

TO: MAYOR BETH WYTHE & HOMER CITY COUNCIL  
THROUGH: PORT & HARBOR ADVISORY COMMISSION  
FROM: CITY LEASE STAFF  
DATE: JULY 20, 2016  
SUBJECT: GLOBAL SUSTAINABLE FISHERIES OF ALASKA (GSFA) LEASE PROPOSAL

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On June 5, 2016 the City received a lease application from Global Sustainable Fisheries of Alaska (GSFA) for two lots on the corner of Fish Dock Road and Homer Spit Road: Lot 10-A – 0.53 acres or 23,087 sq. ft., and Lot 9-A – 0.52 acres or 22,651 sq. ft. This area is zoned Marine Industrial and is listed as available in the City's Land Allocation Plan for leasing; these two lots have been advertised in the past for Request for Proposals with no competitive bids received. Additionally, the Port and Harbor Advisory Commission considers this area ideal for fish processing businesses and encourages long-term leases for such purposes.

GSFA has applied for an Economic Adjustment Program grant in the amount of \$1.6 million from the U.S. Department of Commerce and Economic Development Administration (EDA) to build a 10,780 square foot, single-story fish processing facility and, using flash-freezing technology, will export frozen fish to Japan and the Lower 48. If successful, this program could revolutionize seafood production and would certainly broaden Homer's economic opportunities. The City Manager has reviewed and signed this grant application with the understanding that the City's involvement as co-applicant is limited to the land ownership and a 20-year lease with two, 5-year options to renew. Resolution 16-xxx supports the City's involvement as co-applicant and requests that EDA award the grant to GSFA.

Members of GSFA have met with the City Manager and Port Director to go over the details of their proposal, and their lease application has been reviewed by City Lease Staff. Staff has been working with GSFA to complete all necessary letters of support to EDA as part of the grant application and to compile the necessary documents for their lease proposal to the City. Upon review of the GSFA application at their June 21, 2016 meeting, Lease Staff agreed to the long-term lease request and for a recommendation to be made to City Council via Resolution 16-xxx for their approval to lease Lot 9-A and 10-A to GSFA. This lease is contingent upon GSFA receiving the EDA grant, which they expect to be awarded in September 2016 with the goal to be operational for the 2017 fishing season. The grant requires a DRAFT lease agreement, so it's imperative that the City is prepared to sign a lease when/if the grant is awarded. In the event that the grant is not awarded to GSFA, the lease would be null and void.

Below are the details of the DRAFT lease:

- **2.01 Lease of Property and 4.01 Base Rent**

The annual lease fee is calculated at \$ 0.79 per sf for a total of \$36,133 per year. This includes Lot 9-A and Lot 10-A, Homer Spit Replat 2006, for a total of 45,738 square feet. After the grant is awarded to GSFA, the lease rate will be confirmed with a current appraisal and adjusted to meet the appraised value if needed.

- **3.01 Lease Term**

GSFA has requested a minimum 20-year lease, with two 5-year extensions.

- **4.08 Outfall Line Connection Agreement**

GSFA is not required to have access to the outfall line due to the City's Fish Grinder Facility having limited outfall line connections. GSFA will be required to bring their fish waste by tote to the facility where it will be properly disposed of per the City's general permit.

- **6.02 Required Improvements**

GSFA is to build a 10,780 square foot, single-story fish processing facility. The construction is scheduled to begin within a year of the signing of the lease and operational within two-years of signing.

- **7.05 Liens**

Staff is working with GSFA to furnish the required bond.

**Number of employees**

GSFA expects to hire, train, and certify 12 full-time employees.

**Employee Accommodations**

GSFA understands that employee housing can be a challenge and that long-term use of Recreational Vehicles is not allowed in the Marine Industrial District. Staff has recommended that the facility provide some overnight caretaker accommodations.

**Recommendation**

Lease Staff recommends approving Resolution 16-xxx, awarding Global Sustainable Fisheries of Alaska a 20-year lease with two, five-year options for Lot 9-A and Lot 10-A, HOMER SPIT REPLAT 2006, with a base rent of \$36,133.00 per year (to be confirmed with a current appraisal and adjusted to meet the appraised value if needed), and authorizing the City Manager to move forward with lease negotiations and execute the appropriate documents. This lease is contingent upon GSFA receiving a \$1,600,000.00 grant from the U.S. Department of Commerce and Economic Development Administration.

Further, Lease Staff recommends approving Resolution 16-xxx, supporting the City of Homer's involvement as co-applicant, which is limited to the land ownership of Lots 9-A and 10-A and the long-term lease with GSFA, and requests that the U.S. Department of Commerce and Economic Development Administration award the Economic Adjustment Program grant in the amount of \$1.6 million to Global Sustainable Fisheries of Alaska.

Attached: Global Sustainable Seafoods of Alaska Lease Application & Proposal  
Resolution 16-xxx Awarding GSFA 20-year Lease for Lots 9-A & 10-A  
Resolution 16-xxx Support to GSFA for Grant Funding

Fiscal Note: Base lease will be \$36,133.00 annually. Appraisal will be completed September 2016 to adjust rent rate, and is adjusted annually to keep pace with the Consumer Price Index.



### Lease Application/Assignment Form

**Directions:**

1. Please submit this application form to the City Manager's Office, 491 Pioneer Avenue, Homer, AK, 99603.
2. Please answer all questions on this form, or put "N/A" in the space if it is non-applicable.
3. Please include all applicable fees in the form of a check, made payable to the City of Homer.

Applicant Name:	GSFA
Business Name:	Global Sustainable Fisheries of Alaska
Social Security Number:	EIN 81-1007128 AK Entity # 10034676
Mailing Address:	2140 N Willow Dr
City, State, ZIP code:	Wasilla AK 99654
Business Telephone No.	907-229-1716
Representative's Name:	Andrey Khaikachan
Mailing Address:	51070 East End Rd
City, State, ZIP code:	Homer AK 99603
Business Telephone No.	907-229-1716
Property Location:	Fish Dock, Lot 9A
Legal Description:	non-profit
Type of Business to be placed on property:	Fish processing plant
Duration of Lease requested:	20 years with option to re-new lease
Options to re-new:	yes

**The following materials must be submitted when applying for a lease of  
City of Homer real property**

1.	<b>Plot Plan</b>	<p>A drawing of the proposed leased property showing:</p> <p><input checked="" type="checkbox"/> Size of lot - dimensions and total square footage (to scale)</p> <p><input checked="" type="checkbox"/> Placement and size of buildings, storage units, miscellaneous structures planned (to scale).</p> <p><input type="checkbox"/> Water and sewer lines – location of septic tanks, if needed.</p> <p><input type="checkbox"/> Parking spaces – numbered on the drawing with a total number indicated</p>																				
2.	<b>Development Plan</b>	<p><input checked="" type="checkbox"/> List the time schedule from project initiation to project completion, including major project milestones.</p> <table border="0"> <thead> <tr> <th data-bbox="511 735 730 766">Dates</th> <th data-bbox="771 735 893 766">Tasks</th> </tr> </thead> <tbody> <tr> <td data-bbox="511 766 730 808"><u>08/16</u></td> <td data-bbox="771 766 893 808"><u>EDA Award</u></td> </tr> <tr> <td data-bbox="511 808 730 850"><u>10/16</u></td> <td data-bbox="771 808 893 850"><u>bidding process</u></td> </tr> <tr> <td data-bbox="511 850 730 892"><u>12/16</u></td> <td data-bbox="771 850 893 892"><u>construction of plant</u></td> </tr> <tr> <td data-bbox="511 892 730 934"><u>02-03/16</u></td> <td data-bbox="771 892 893 934"><u>opening of plant</u></td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> <p>For each building, indicate:</p> <table border="0"> <thead> <tr> <th data-bbox="511 1071 730 1102">Building Use</th> <th data-bbox="933 1071 1380 1102">Dimensions and square footage</th> </tr> </thead> <tbody> <tr> <td data-bbox="511 1102 730 1144"><u>6-modules plant</u></td> <td data-bbox="933 1102 1380 1144"><u>1-processing, 2-salting/packing</u></td> </tr> <tr> <td> </td> <td data-bbox="933 1144 1380 1186"><u>3-smoking, 4-mechanical</u></td> </tr> <tr> <td> </td> <td data-bbox="933 1186 1380 1228"><u>5-freezer, 6-office/employee rm</u></td> </tr> </tbody> </table>	Dates	Tasks	<u>08/16</u>	<u>EDA Award</u>	<u>10/16</u>	<u>bidding process</u>	<u>12/16</u>	<u>construction of plant</u>	<u>02-03/16</u>	<u>opening of plant</u>			Building Use	Dimensions and square footage	<u>6-modules plant</u>	<u>1-processing, 2-salting/packing</u>		<u>3-smoking, 4-mechanical</u>		<u>5-freezer, 6-office/employee rm</u>
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3.	<b>Insurance</b>  <i>will be provided later</i>	<p><input type="checkbox"/> Attach a statement of proof of insurability of lessee for a minimum liability insurance for combined single limits of \$1,000,000 showing the City of Homer as co-insured. Additional insurance limits may be required due to the nature of the business, lease or exposure. Environmental insurance may be required. If subleases are involved, include appropriate certificates of insurance.</p>																				
4.	<b>Subleases</b>  <i>n/a No</i>	<p><input type="checkbox"/> Please indicate and provide a detailed explanation of any plans that you may have for subleasing the property. The City of Homer will generally require payment of 25% of proceeds paid Lessee by subtenants. Refer to chapter 13 of the Property Management Policy and Procedures manual.</p>																				
5.	<b>Health Requirements</b>  <i>n/a</i>	<p><input type="checkbox"/> Attach a statement documenting that the plans for the proposed waste disposal system, and for any other necessary health requirements, have been submitted to the State Department of Environmental Conservation for approval. Granting of this lease shall be contingent upon the lessee obtaining all necessary approvals from the State DEC.</p>																				

6.	<b>Agency Approval</b> <i>will be provided later</i>	<input type="checkbox"/> Attach statement(s) of proof that your plans have been inspected and approved by any agency which may have jurisdiction of the project; i.e. Fire Marshall, Army Corps of Engineers, EPA, etc. The granting of this lease shall be contingent upon lessee obtaining approval, necessary permits, and/or inspection statements from all appropriate State and/or Federal agencies.
7.	<b>Fees</b>	<u>All applicable fees must be submitted prior to the preparation and/or execution of a lease.</u> <input checked="" type="checkbox"/> <b>Application fee - \$30.00.</b> Covers costs associated with processing the application. <i>Please make check payable to the City of Homer.</i> <input type="checkbox"/> <b>Lease fee - \$300.00.</b> Covers the costs of preparing and processing the actual lease. <input checked="" type="checkbox"/> <b>Assignment fee - \$250.00.</b> Covers the costs of preparing and processing the lease transfer. <i>Please make check payable to the City of Homer.</i>
8.	<b>Financial Data</b>	<u>Please indicate lessee's type of business entity:</u> <input type="checkbox"/> Sole or individual proprietorship. <input type="checkbox"/> Partnership. <input type="checkbox"/> Corporation. <input checked="" type="checkbox"/> Other – Please explain: <i>non-profit corporation (501c3)</i> <hr/> <input checked="" type="checkbox"/> <b>Financial Statement</b> – <u>Please attach a financial statement showing the ability of the lessee to meet the required financial obligations.</u> <input checked="" type="checkbox"/> <b>Surety Information</b> – Has any surety or bonding company ever been required to perform upon your default or the default of any of the principals in you organization holding more than a 10% interest <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes. If yes, please attach a statement naming the surety or bonding company, date and amount of bond, and the circumstances surrounding the default or performance. <input checked="" type="checkbox"/> <b>Bankruptcy information</b> - Have you or any of the principals of your organization holding more than a 10% interest ever been declared bankrupt or are presently a debtor in a bankruptcy action? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes. If yes, please attach a statement indicating state, date, Court having jurisdiction, case number and to amount of assets and debt. <input checked="" type="checkbox"/> <b>Pending Litigation</b> – Are you or any of the principals of your organization holding more than a 10% interest presently a party to any pending litigation? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes. If yes, please attach detailed information as to each claim, cause of action, lien, judgment including dates and case numbers.

9.	Partnership Statement  <i>n/a</i>	<input type="checkbox"/> If the applicant is a partnership, please provide the following: <b>Date of organization:</b> _____ <b>Type:</b> <input type="checkbox"/> General Partnership <input type="checkbox"/> Limited Partnership <b>Statement of Partnership Recorded?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No Where _____ When _____ <b>Has partnership done business in Alaska?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No Where _____ When _____ <b>Name, address, and partnership share. If partner is a corporation, please complete corporation statement.</b>  <i>Please attach a copy of your partnership agreement.</i>																								
10.	Corporation Statement	<input type="checkbox"/> If the applicant is a corporation, please provide the following: <b>Date of Incorporation:</b> <u>01/06/16</u> <b>State of Incorporation:</b> <u>AK</u> <b>Is the Corporation authorized to do business in Alaska?</b> <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes. Is so, as of what Date? <u>01/06/16</u> <b>Corporation is held?</b> <input type="checkbox"/> Publicly <input type="checkbox"/> Privately If publicly held, how and where is the stock traded? _____ <b>Officers &amp; Principal Stockholders [10%+]:</b> <table border="0"> <thead> <tr> <th><u>Name</u></th> <th><u>Title</u></th> <th><u>Address</u></th> <th><u>Share</u></th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> <input checked="" type="checkbox"/> Please furnish a copy of Articles of Incorporation and By-laws. <b>Please furnish name and title of officer authorized by Articles and/or By-laws to execute contracts and other corporate commitments.</b> <table border="0"> <thead> <tr> <th><u>Name</u></th> <th><u>Title</u></th> </tr> </thead> <tbody> <tr> <td><u>Patrik Pletnikoff</u></td> <td><u>Chairman of Board</u></td> </tr> <tr> <td><u>Art Ivanoff</u></td> <td><u>Director</u></td> </tr> <tr> <td><u>Andrey Khalkachan</u></td> <td><u>Director</u></td> </tr> </tbody> </table>	<u>Name</u>	<u>Title</u>	<u>Address</u>	<u>Share</u>													<u>Name</u>	<u>Title</u>	<u>Patrik Pletnikoff</u>	<u>Chairman of Board</u>	<u>Art Ivanoff</u>	<u>Director</u>	<u>Andrey Khalkachan</u>	<u>Director</u>
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11. Applicant References

Please list four persons or firms with whom the Applicant or its owners have conducted business transactions with during the past three years. Two references named shall have knowledge of your financial management history, of which at least one must be your principal financial institution. Two of the references must have knowledge of your business expertise.

Name: Michael Basargin  
Firm: Lexicon LLC  
Title: Manager  
Address: 4910 Alder Lane Homer AK 99603  
Telephone: 907-299-6453  
Nature of business association with Applicant: General contractor

Name: Sterling Gallagher  
Firm: Sterling Gallagher and Associates  
Title: Principal  
Address: 5622 Chilkoot Ct. H02 Anchorage AK 99508  
Telephone: 253-355-6059  
Nature of business association with Applicant: Underwriting, Financial Advisor

Name: Art Ivanoff  
Firm: Bering Sea Alliance LLC  
Title: CEO  
Address: PO Box 100 Unalakleet, AK 99684  
Telephone: 907 625-1711  
Nature of business association with Applicant: BSEA is a consortium of villages (Cambell, Nome, St. Michael, Stebbins, Whales, Unalakleet, Golovin) BSEA will train in Homer

Name: John Tichotsky  
Firm: State of Alaska, Governors Office  
Title: Chief Economist  
Address: 550 W 7th Ave #1700  
Telephone: 907-440-4701  
Nature of business association with Applicant: AIDEA, state point of contact re: project support

I hereby certify that the above information is true and correct to the best of my knowledge.

Signature:



Date:

06/03/16

## **Global Sustainable Fisheries of Alaska**

### **CAS Project Summary:**

*Look at the Land and It will tell you how to live...*

*Alaska Native TEK*

The following summarizes Global Sustainable Fisheries of Alaska's (GSFA's) CAS Project and outlines how an initial investment will catalyze job creation, sustainability and a strong return on investment.

#### **1. Problem Statement**

Poverty and the well-being of indigenous peoples is an issue not only in developing countries, as it is often thought. Even in developed countries, indigenous peoples consistently lag behind the non-indigenous population in terms of most indicators of well-being. They live shorter lives, have poorer health care and education and endure higher unemployment rates. Those indigenous persons who do enjoy full employment earn significantly less than their nonindigenous counterparts. (*State of World's Indigenous Peoples*, United Nations 2009) This problem is illustrated throughout rural Alaska, where basic services are typically lacking and food security is a great concern.

#### **2. GSFA goals**

- To provide full time employment for as many tribal members as possible at market wage rates and benefits.
- Through full time, year-round employment, make each participating community a home that current and future generations want to remain in or return to.
- To provide a local market for local fishermen and farmers, that can pay them an above market price as a result of the advanced freezing and off-season production of higher margin products.
- To promote and capitalize on the abundance, quality and diversity of food products unique to Alaska, with consequent economic and social benefits for participating communities and the entire state.
- Promote sustainable fisheries and marine conservation.

#### **3. Business Organization**

Each participating tribal community or groups of villages, will organize themselves into an LLC, Community Development Entity or Section 17 corporations or cooperatives. Some of these entities may have commercial partners in the form of shareholders, in order to obtain the benefit of seed capital, business expertise, and guidance. Each community entity will in turn partner with the GSFA, a registered 501(c)(3) non-profit organization, which will provide legal, accounting and administrative services, food safety and quality training and oversight, guidance regarding conformance with federal and state laws and regulations, HR support, IT support, including access to a central database, server and ERP software and, most importantly, will perform marketing and sales functions on behalf of village shareholders.

#### **4. Business Operations:**

Each partner entity will be equipped with a modular production facility capable of producing salmon rounds, Headed&Gutted, filets, smoked, jerky, caviar and reindeer meat products. These products will be preserved using the ground-breaking CAS freezing system. By preventing the formation of ice crystals during the initial freezing process, CAS systems protect products from experiencing the cell breakdown that is common to conventionally frozen products. CAS products remain fresh and ready for market for periods of time that are orders of magnitude longer than conventional freezing technologies can provide.<sup>1</sup>

GSFA' production complex will also include a CAS storage facility that will hold products for shipment, for future product processing that will increase margins, and/or for the Rural Alaska Strategic Food Reserve Program (a distributed rural long-term food storage network). Partner entities will sell all of their products not designated for the Rural Alaska Strategic Food Reserve Program to the GSFA at a cost that fully absorbs the entitie's variable and fixed operating expenses. The GSFA will in turn warehouse and sell the products through established food distribution channels to retail distributors, major retails grocery chains, food service distributors and major food service operators. The proceeds from these sales will pay for the GSFA's operating costs and generate a profit which will be distributed to each partner community in proportion to the quantity of product sold to the GSFA, thus providing a secondary source of income for each member village, which can be further distributed to members/shareholders of the village, or otherwise used for the common good.

#### **5. Equipment and Product Sources:**

Equipment, production and warehouse modules will be powered by renewable local power sources to the extent possible and will be transported by barges from the Homer, Alaska-based manufacturer. CAS technology will be supplied by ABI Company, Inc, and will be installed and operated by local trade people and employees of the partner communities. A preliminary Memorandum of Understanding signed by the principle

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<sup>1</sup> See, e.g., (<http://nhk.or.jp/nhkworld/english/tv/scienceview/archives20120123.html>)

parties grants the GSFA and its members the access rights to the CAS technology in Alaska.

Fish, meat and plants will be supplied by tribal fishermen and farmers. Packaging will come from commercial sources, utilizing made-in-Alaska and made-in-USA products wherever possible, thus providing downstream benefits throughout the state.

As each tribal partner comes on line, they will acquire and staff both a tender (support boat), to meet the fishing fleet, and a truck to move raw ingredients and packaging to the production facility, move CAS-frozen products to frozen storage and subsequently back to the production facility for off-season value-added processing and then to commercial shipping facilities for movement to GSFA's CAS storage warehouses located in Anchorage, in the lower 48 states and overseas.

## **6. Cash flow models**

### **a. Pilot phase**

Attachment 1.

### **b. Mid-term**

Attachment 2.

## **7. Competitive Advantage**

GSFA has a unique competitive advantage for several reasons:

- The internationally patented CAS freezing storage technology is a game changer. With the ability to provide fresh, high quality food products years after harvesting, the CAS system has no rival in the market. GSFA has exclusive distribution rights for CAS in Alaska.
- GSFA has secured preliminary supply agreements with fisheries responsible for up to 50 percent of the fish caught in the Gulf of Alaska each year.
- GSFA's Chairman, Pat Pletnikoff, and other staff have unmatched relationships with local communities throughout Alaska, making it possible to establish a distribution network in very short order.
- State economic development officials have made strong preliminary expressions of support and have indicated a willingness to provide as supportive an environment for GSFA as possible.

## **8. Social and Conservation Benefits: Catch Less – Make More!**

The transfer of CAS technology to rural Alaska will result in multiple synergies:

- New markets will be created for natural, wild, organic products.
- Fishermen will receive a greater share of the value (up to a 50% increase) through participation in the local revenue-sharing program.

- Each participating community will obtain 20-40 full-time newly created artisan fish-cutting jobs.
- The quality of local products will be improved.
- The availability of fresh quality ingredients locally will enable the creation of rural commissary kitchens that could, in turn, incubate northern cuisine catering businesses.
- Community owners of CAS-stored food will receive revenue-generating assets that can be leveraged to fund common-good projects.
- With the CAS system's extended shelf-storage capacity, less fish will need to be harvested during low bio-cycles and more during higher ones (e.g., big/small salmon runs) thus reducing pressure on stocks.
- Marine conservation and sustainable fisheries educational and outreach activities will be fully integrated into project implementation.

Sustainability is a cornerstone of GSFA's business philosophy. The project will leverage its relationships with the fishing industry, environmental organizations and local communities to promote marine conservation and sustainable fisheries. Our goal is prevent overfishing and ensure marine biodiversity for future generations.

The island of St. George, a participating community where Pat Pletnikoff serves as Mayor, is commencing a ground-breaking marine conservation initiative. This effort has already drawn interest from communities in the Bering Sea Alliance, which represents communities in the northern Bering Sea region. GSFA envisions partnering with national and statewide environmental organizations to provide outreach and education promoting marine conservation in each participating community, and a stream of revenue will be dedicated to this work.

GSFA's revenue model, which drives benefits to local communities, will create capital that is much needed in rural Alaska in order to provide access to safe drinking water and basic sanitation. These urgent local environmental needs are top priorities for GSFA.

GSFA is also focused on providing emergency relief to communities under pressure from climate change. Due to rising sea levels and resulting coastal erosions five coastal Alaskan communities (Shishmareff, Kivalina, Newtok, Shaktoolik, Kotlik) need to relocate within the next 2-3 years. The estimated cost for each relocation will be \$150 million. During the next ten years, over 50 villages will need to do the same. Eighty percent of the State of Alaska's revenues come from oil. Due to low oil prices, the State is currently experiencing a budget deficit of \$3.8 billion. The prospects for federal or state governments support are likely to be minimal.

We will partner with the communities of the Bering Sea Alliance LLC in St. Michael (Norton Sound), Stebbins (Yukon Delta) and Golovin (Chukchi Sea) to install and operate modular CAS facilities at the planned relocation sites, thus providing an economic engine for these villages to start a new community. The creation of at least 20 new full-time jobs at the new sites will ensure a steady income for at least 20 households and will provide an economic base for leveraging additional public

resources for housing. (Employment and economic activity are critical indicators for both state and federal allocations of funds for essential services.)

All of the GSFA's target partner villages have local food resource bases (e.g., herring, salmon, trout) that will ensure the project's sustainability. The transfer of CAS technology to these villages will significantly improve their food security and sense of stability and wellbeing. We envision improved lives in a historically underserved villages, where property will be shared, livelihoods will be created, local fisheries will be sustained, marine environments will be protected, and young people will have the opportunity to return to their communities and find meaningful work in local food preservation facilities.

## 9. Implementation Timeline

### *Pilot phase*

Months	Outcome
0-4	Purchase & deliver CAS technology freezer Lease business site land and obtain permits from city of Homer Procure and Install fish plant modules with CAS technology at the Homer Spit Fish Dock Hire, train and certify 12 employees in seafood processing best practices Secure orders from all 3 main 8 of 10 customers groups in the form of contracts/purchase orders
4-6	Obtain Alaska Dept. of Environmental Conservation (ADEC/FDA) food safety and fish ticket permits
6-12	Deliver fish to partner communities and commence sales to retail customers

### *Mid-term phase*

## 10. Contacts:

- Mayor Pat Pletnikoff, Chair  
[pat714@yahoo.com](mailto:pat714@yahoo.com)  
+1 (907) 444-2324
- Andrey Khalkachan, Board advisor  
[akhalkachan@gmail.com](mailto:akhalkachan@gmail.com)  
+1 (907) 229-1716

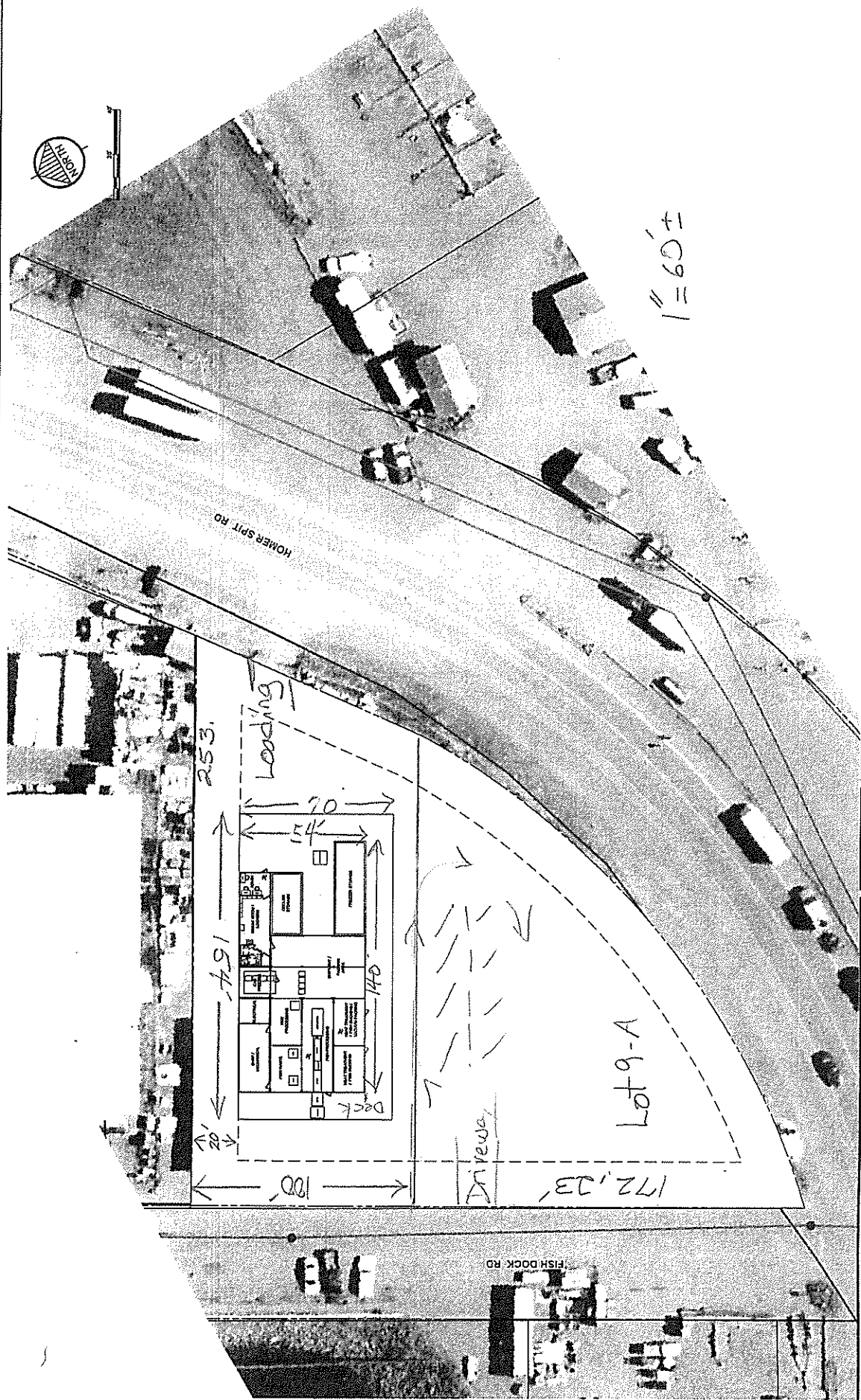


FIGURE 2

ORCA FISH PROCESSING FACILITY  
 SITE PLAN  
 HOMER, ALASKA

Scale	SEE GRAPHICAL
Date	OCT. 2015
Client	SCS



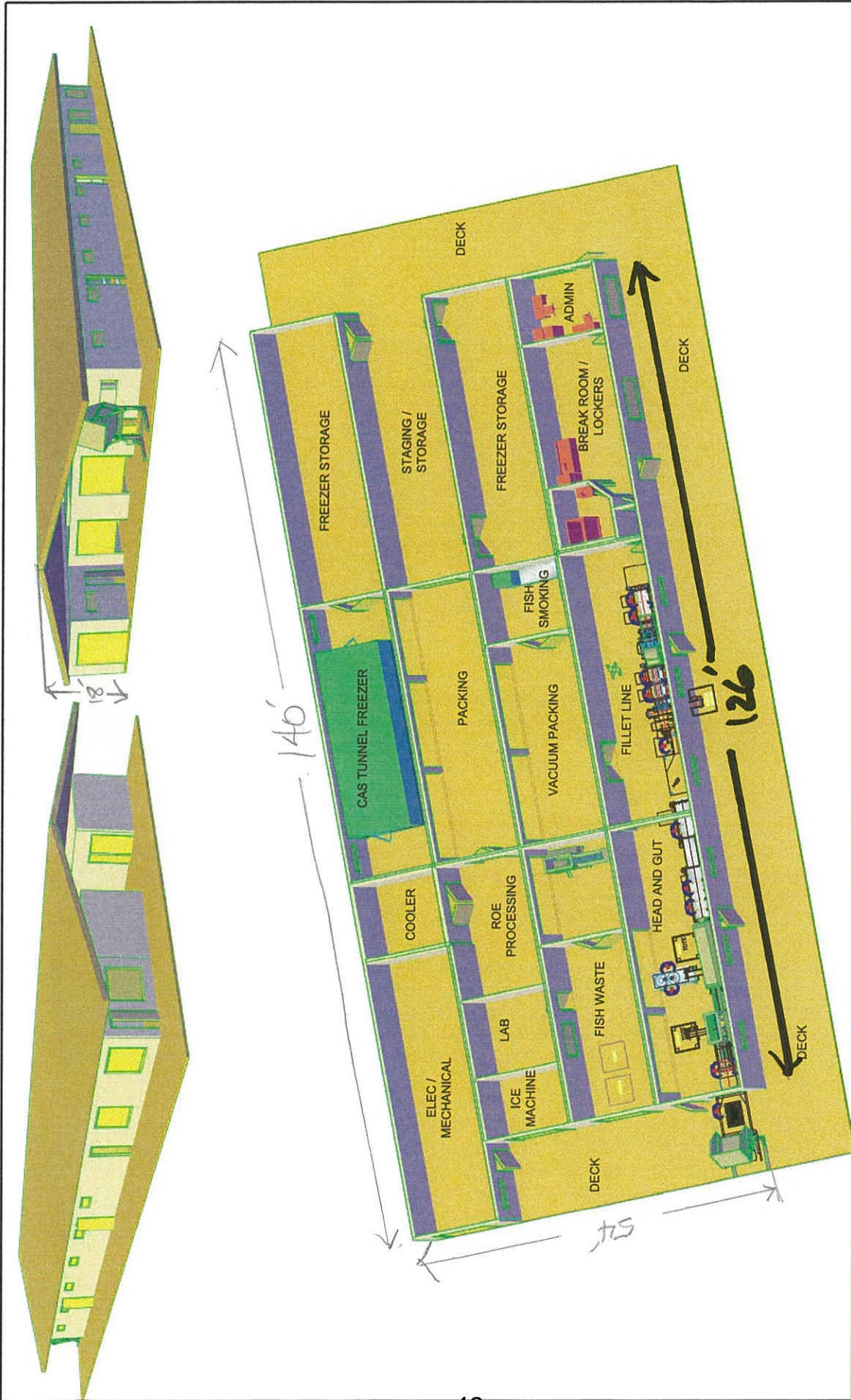


FIGURE 2

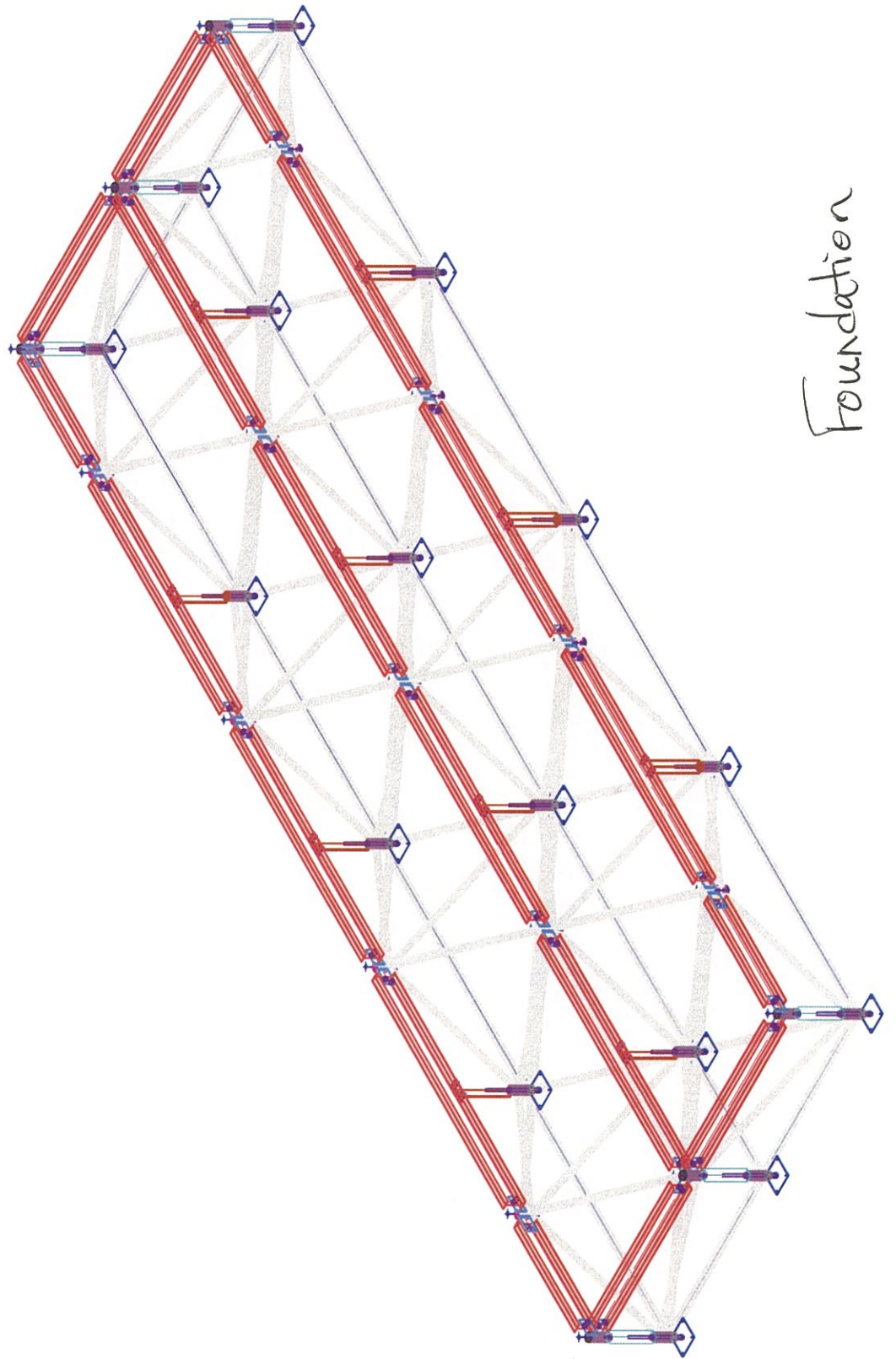
ORCA - CONCEPTUAL FISH PROCESSING PLANT  
 CONCEPTUAL PERSPECTIVE VIEWS  
 ALASKA, USA

Scale: AS SHOWN  
 Date: NOVEMBER 2015  
 Drawn: PCW

**ORCA**  
 Ocean Rich Communities of Alaska

**CE2**  
 ENGINEERS, INC.  
 CONSULTING ENGINEERS AND ARCHITECTS





Foundation

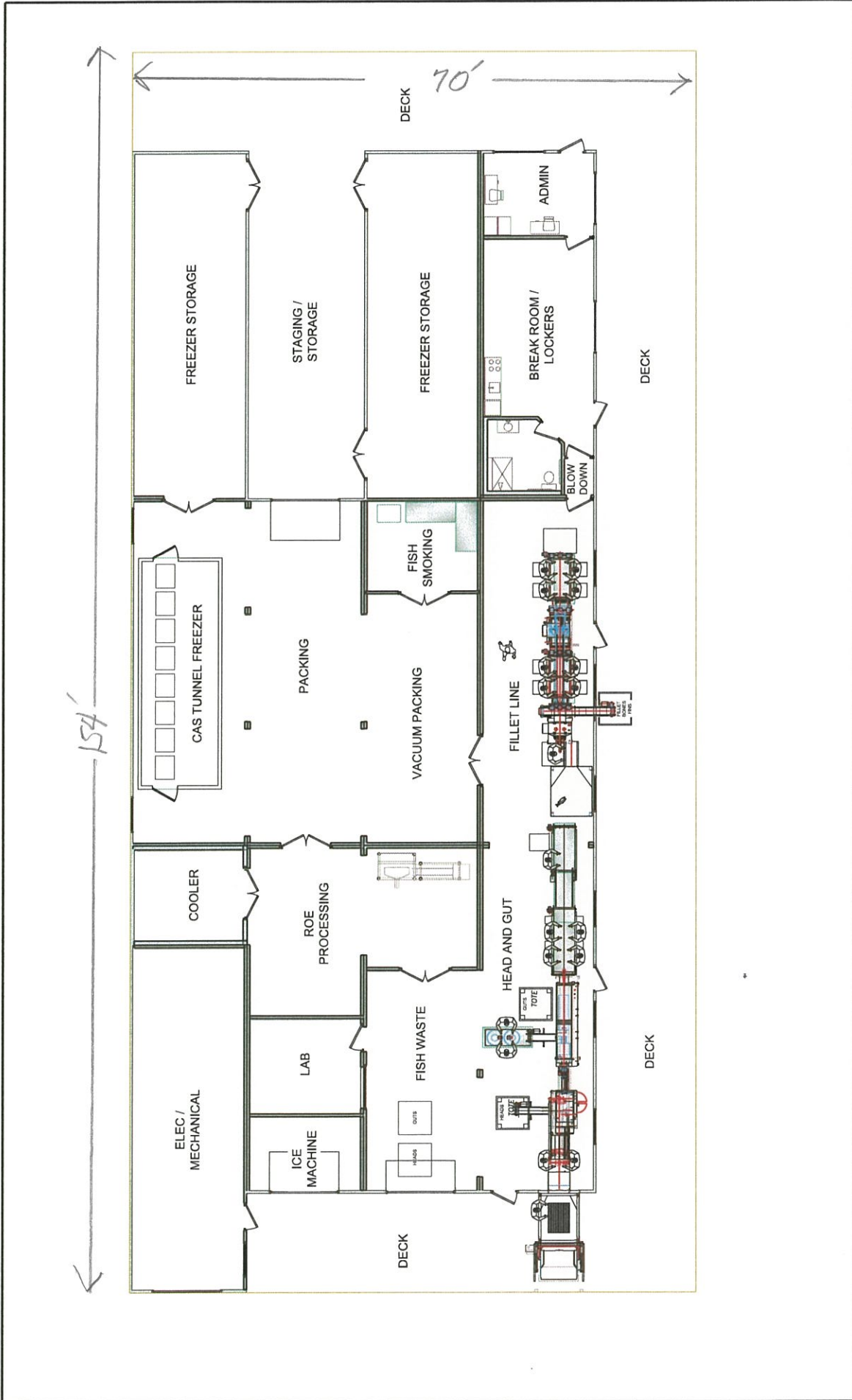


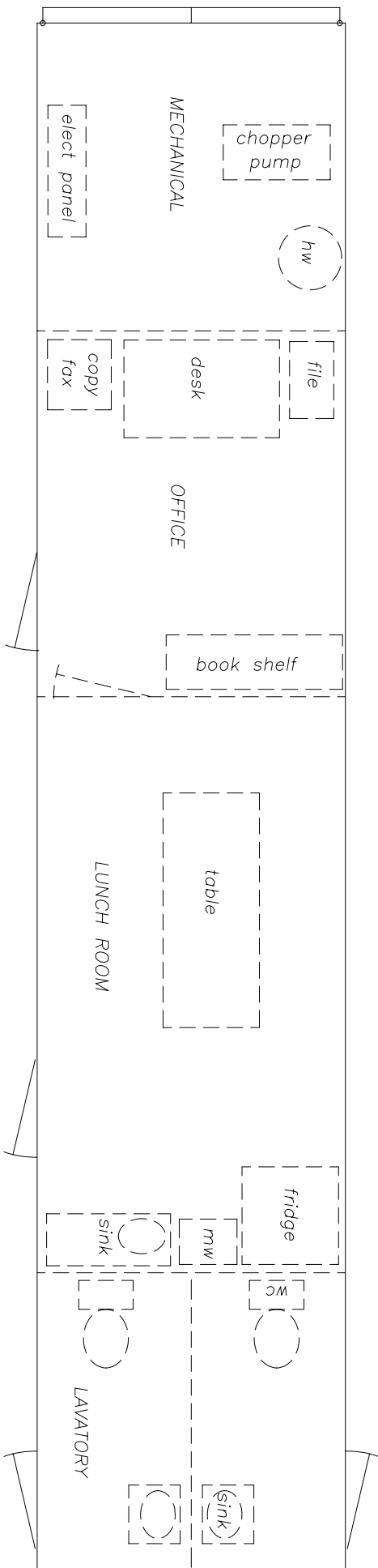
FIGURE 1

ORCA - CONCEPTUAL FISH PROCESSING PLANT  
 CONCEPTUAL FLOOR PLAN  
 ALASKA, USA

Scale: 3/32" = 1'-0"  
 Date: NOVEMBER 2015  
 Drawn: PCW

**CE2**  
 ENGINEERS, INC.  
 PROFESSIONAL ENGINEERS IN ALASKA, NEBRASKA

**ORCA**  
 Ocean Rich Communities of Alaska





THE STATE  
of **ALASKA**

Department of Commerce, Community, and Economic Development  
Division of Corporations, Business, and Professional Licensing  
PO Box 110806, Juneau, AK 99811-0806  
(907) 465-2550 • Email: [corporations@alaska.gov](mailto:corporations@alaska.gov)  
Website: [Corporations.Alaska.gov](http://Corporations.Alaska.gov)

AK Entity #: 10034676  
Date Filed: 01/06/2016  
State of Alaska, DCCED

FOR DIVISION USE ONLY

## Articles of Incorporation

Domestic Nonprofit Corporation

Web-1/6/2016 4:29:18 PM

### 1 - Entity Name

**Legal Name:** Global Sustainable Fisheries of Alaska

### 2 - Purpose

A charitable organization that transfers capital and technology to rural Alaska and provide business support services to its participating members.

### 3 - NAICS Code

311712 - FRESH AND FROZEN SEAFOOD PROCESSING

### 4 - Registered Agent

**Name:** Loren Crawford  
**Mailing Address:** 2140 N Willow Dr, Wasilla, AK 99654  
**Physical Address:** 2140 N Willow Dr, Wasilla, AK 99654

### 5 - Entity Addresses

**Mailing Address:** 2140 N Willow Dr, Wasilla, AK 99654  
**Physical Address:** 2140 N Willow Dr, Wasilla, AK 99654

### 6 - Officials

Name	Address	% Owned	Titles
Patrick Pletnkoff	Box 991, St George Island, AK 99591	N/A	Director
Andrey Khalkachan		N/A	Incorporator
Patrick Pletnkoff		N/A	Incorporator
Art Ivanoff		N/A	Incorporator
Art Ivanoff	PO Box 100, Unalakleet, AK 99684	N/A	Director
Andrey Khalkachan	51070 East End Road, Homer, AK 99603	N/A	Director

### **Name of person completing this online application**

I certify under penalty of perjury under the Uniform Electronic Transaction Act and the laws of the State of Alaska that the information provided in this application is true and correct, and further certify that by submitting this electronic filing I am contractually authorized by the Incorporator(s) listed above to act on behalf of this entity.

**Name:** Loren

**State of Alaska**  
**Department of Commerce, Community, and Economic Development**  
**Corporations, Business, and Professional Licensing**

## **Certificate of Incorporation**

The undersigned, as Commissioner of Commerce, Community, and Economic Development of the State of Alaska, hereby certifies that a duly signed and verified filing pursuant to the provisions of Alaska Statutes has been received in this office and has been found to conform to law.

ACCORDINGLY, the undersigned, as Commissioner of Commerce, Community, and Economic Development, and by virtue of the authority vested in me by law, hereby issues this certificate to

**Global Sustainable Fisheries of Alaska**



IN TESTIMONY WHEREOF, I execute the certificate  
and affix the Great Seal of the State of Alaska  
effective **January 06, 2016**.

A handwritten signature in black ink, appearing to read "Chris Hladick".

Chris Hladick  
Commissioner

# NOTICE OF INTENT

To be covered under  
NPDES GENERAL PERMIT AK-G52-4000  
For  
SEAFOOD PROCESSORS IN ALASKA

Please submit this NOI to:  
EPA Region 10, NPDES Permits Unit  
1200 6<sup>th</sup> Ave, Ste. 900, OWW-130  
Seattle, WA 98101

Submittal of this document constitutes notice that the party identified in Section 1 intends to be covered by the NPDES general permit authorizing discharges from seafood processing activities in Alaska and obligates the permittee to comply with the terms and conditions of the permit.

## SECTION 1 – PERMIT INFORMATION (Part IV.C.1)

NPDES Permit No. AK-G52-4

ADEC Permit No(s).

## SECTION 2 – OPERATOR INFORMATION (Part IV.C.2)

Company Name Global Sustainable Fisheries of Alaska

Address 2140 Willow Dr

City/State/Zip Wasilla/AK/99504

Representative/ Title Patrick Pletnikoff, Chairman of the board

Phone 907-229-1716

Fax same

E-mail akhalkachan@gmail.com

## SECTION 3 – OWNER INFORMATION (Part IV.C.3)

Owner Name

Address

City/State/Zip

Representative/ Title

Phone

Fax

E-mail

## SECTION 4 – VESSEL INFORMATION (Part IV.C.4)

Vessel Name

No. of Employees

Phone

Fax

Previous Vessel Name(s)

Date of Change

USCG No.

Type of Vessel

Vessel Length

**SECTION 5 – PROJECTED PRODUCTION INFORMATION (Part IV.C.5)**

Catch Processed by type (e.g., cod, pollock, salmon)	Whole	Head-on & Gutted	Headed & Gutted	Fillets	Cured, salted or smoked	
						Canned
Roe	Crab: whole, pieces	Shrimp, scallops, clams, oysters, snails urchins, cucumbers (circle appropriate items)	Other (identify):			
<b>Projected Maximum Quantity in lbs of Process Waste Solids that are discharged</b>						
24-hour Design Capacity in lbs of processing raw product				Total Daily (Amount of Solids Discharged)	Total Annual (Amount of Solids Discharged)	
Salmon	H&G, Fillets, 8oz	20,000	2,000	176,000	lbs.	176,000
Pacific Cod	H&G, Fillets	20,000	2,000	220,000	lbs.	220,000
Haiibut	Fillets, 8 oz portions	20,000	2,000	132,000	lbs.	132,000
Rockfish	in rounds, fillets, 8 oz	9,000	500	20,000	lbs.	20,000
					lbs.	
					lbs.	
					lbs.	
					lbs.	
					lbs.	

**Anticipated Processing Activity – Number of days per month**

Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
22	22	22	22	22	22	22	22	22	22	22	22	22

**SECTION 6 – RECEIVING WATER INFORMATION (Part IV.C.7)**

Name(s) of waterbody(ies) receiving discharges of the facility  
 Kachemak Bay, Alaska

Location(s) (Lat/Long or NMFS Federal reporting areas)  
 Cook Inlet, Alaska

List any areas within one (1) nautical mile of operation which are excluded from coverage under the General Permit



**SECTION 7 – DESCRIPTION OF DISCHARGES (Part IV.C.6)**

**Sanitary Wastes**

USCG Approved System (MSD) Type:

Capacity (gals/day):	Number of people using MSD:
Date USCG Approved & Certified MSD:	Date MSD was installed:

Identify other waste streams that combine w/ MSD effluent prior to discharge

**Seafood Processing Wastes**

Depth in feet from sea surface to outfall terminus: \_\_\_\_\_ ft.

Range of water column depths in ft. of receiving water: \_\_\_\_\_ to \_\_\_\_\_ ft.

Grinder(s) – Type/Name:

Grind seafood wastes to: \_\_\_\_\_ inch(es) in all dimensions

**Other Wastewaters (Check all that apply)**

<input type="checkbox"/>	Process disinfectants List Types:		
<input type="checkbox"/>	Refrigerated seawater	<input type="checkbox"/>	Transfer water
<input type="checkbox"/>	Cooling water	<input checked="" type="checkbox"/>	Gray Water
<input type="checkbox"/>	Boiler water	<input type="checkbox"/>	Live tank water
<input type="checkbox"/>	Cooking water	<input type="checkbox"/>	Air scrubber water
<input type="checkbox"/>	Other (name):		

**SECTION 8 – REFUELING CAPABILITY AND PROXIMITY TO FUELING STATIONS (Part IV.C.8)**

Does your facility/ vessel refuel fishing vessels?  Yes  No

If yes, what is the capacity of your refueling tanks?

**SECTION 9 – SUBMITTALS (Part IV.C.9)**

<input type="checkbox"/>	Letter certifying that the facility has developed and operates in accordance with a Best Management Practices Plan
<input checked="" type="checkbox"/>	General Area Map showing the location where discharges will occur
<input checked="" type="checkbox"/>	Process flow Diagram or Schematic

**SECTION 10 – SIGNATURE AND CERTIFICATION (Part IV.C.10)**

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment of knowing violations,

Signature Principal or Partner

Title Chairman of the Board	Company Global Sustainable Fisheries of Alaska
Print name Patrick Pletnikoff	Date 07/13/2016

From: Anne Herschleb <[aherschleb@gmail.com](mailto:aherschleb@gmail.com)>  
Date: Mon, Oct 5, 2015 at 2:14 PM  
Subject: CE2 Engineers Update for ORCA Processing Plant  
To: Andrey Khalkachan <[akhalkachan@gmail.com](mailto:akhalkachan@gmail.com)>, [pat714swet@yahoo.com](mailto:pat714swet@yahoo.com)  
Cc: Paul Weisner <[p.weisner@ce2engineers.com](mailto:p.weisner@ce2engineers.com)>

Andrey and Pat,

Here is our progress to date regarding planning and permitting for ORCA's proposed processing plant in Homer:

**City of Homer Permitting:**

Anne Herschleb talked with Julie Engebretsen, Deputy Planner with the City of Homer Planning Department on Friday, October 2. Lots 9a and 10a are zoned Marine Industrial Zone, therefore ORCA does not need to go before the Homer Planning Commission as the project does not require a Conditional Use Permit. There are no flood plain issues with the site.

ORCA needs a driveway permit and a water & sewer permit from the City to begin site work. These permits can be obtained before final drawings are complete and *without* the Fire Marshall's permit and the Seafood Processor's Permit. ORCA may also receive a "Foundation Only" building permit from the City without the Fire Marshall's permit. This would help you proceed with the building process before permitting and design are complete. The City will want to ensure the lease has been negotiated and signed before issuing any permits, including the preliminary.

Paul Weisner has had discussions with the City of Homer Water and Sewer Department and has received a packet of information regarding water and sewer connections to the property and standard details for hooking up water and sewer per the City's requirements.

Ms Engebretson of the Planning Department also indicated that the City could start immediately on replatting the two lots to vacate the lot line between the two, making for a larger building area. This would be done at the City's expense and she felt it should be done for whomever would be interested in developing the lots, it is not necessarily based on ORCA's negotiating a lease for the property with the City.

## **Seafood Processor's Permit:**

Additional information is necessary to proceed: some items are basic paperwork (EIN, business license), some will be in your business plan, (percentage of retail, wholesale sales, etc.), and others are decisions to be made in the design phase.

- Employer Identification Number – obtain from the IRS
- Alaska Fisheries Business License – obtain from the Alaska Department of Revenue
- APDES/NPDES Permit number – to be obtained from the City of Homer, if ORCA is using their permitted outfall line for waste disposal; necessary to reach agreement with them on this.
- ADEC Fee for permit processing \$2094
- Product & Packaging details – please review permit application for accuracy
- Ice Source – will the plant have an ice machine or will you buy it from somewhere else?
- Percentage of products to be sold via resale, wholesale, intrastate, interstate, and exported
- Type of Disinfection used by the Homer Water System and the PPM
- Estimate of gallons of salt water to be used daily and will it be direct injection or batch vessel?
- Estimate of gallons of wastewater to be disposed of daily in the City of Homer municipal system
- Water depth of discharge below Mal Lower Low Water of Homer outfall line - obtain from Harbor

## **Conceptual Plan:**

Paul Weisner and Drafter Chris Merz are developing the site layout and conceptual plan. They expect the plan to be complete by the end of this week and will get it to you to discuss for finalization.

## **Fire Marshall Approval:**

Paul Weisner met with the Fire Marshall on October 1 to discuss permitting requirements. The Plan Review and Approval to Construct will be issued when the design drawings are complete, stamped by the engineer in each discipline (architect, electrical, mechanical, civil, structural), and reviewed and approved by the State Fire Marshall.

Systems such as foam structured panels will have to have an independent third party approval to indicate that these materials meet code limitations for flame spread and smoke generation. The Fire Marshall will need to see the Operations Manual for the blast freezer to see that it meets code requirements. Note that the requirements are for finished drawings and not conceptual plans.

As mentioned above, you can proceed with several planning and permitting items without the Fire Marshall's Plan Reviews and Approval to Construct.

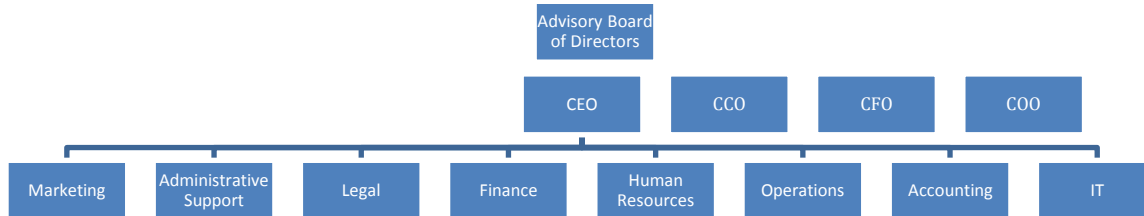
Please contact Paul or I if you have any questions or more information for us to proceed. Paul will contact you when the conceptual plan is complete.

Best Regards,

Anne Herschleb  
Environmental Specialist  
CE2 Engineers, Inc.

# GSFA Management Plan

The organization will be managed by Alaska residents and tribal members. A CEO will oversee the company operations, and lead a team with responsibilities in marketing, production, legal support, finance, human resources, daily overall operations, and administration. An Advisory Board will counsel and advise the CEO as requested.



### **Patrick (Pat) Pletnikoff, Chairman of the Board**



Pat Pletnikoff was born on St. George Island, 1948, in July. Pat attended Sheldon Jackson High School and after graduating in 1967, went off to the University of Colorado for 2 years and then transferred to the University of Washington (BA in PoliSci) for his last two years in college. Pat directed the Aleutian Pribilof Islands Association and Aleutian Housing Authority for about ten years. Pat is the Mayor of St. George and a leader of the St. George Native Fishermen Association.

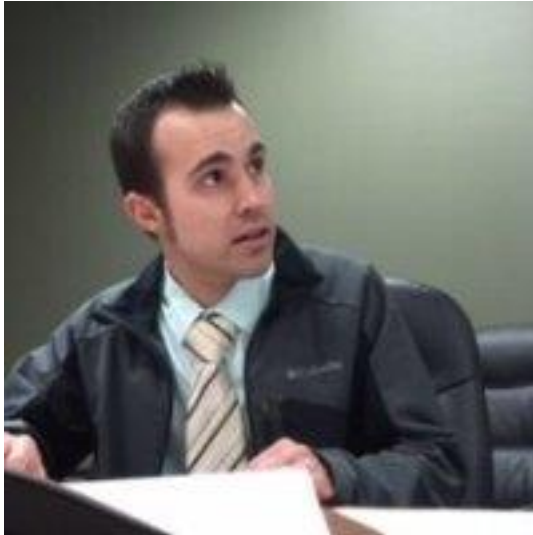
### **John Sevier, Chief Operating Officer**



John comes to Alaska CAS project with over 30 years in the fishing industry. As a general plant manager in Kodiak, John was responsible for the operational supervision and oversight of over 600 employees and 100 fishing vessels. John has extensive experience as a seafood manufacturing consultant and implemented “LEAN” manufacturing concepts to streamline daily production goals in Qingdao, China.

Throughout his career John has served on various professional affiliations such as the Alaska Seafood Marketing Institute Board of Directors, the North Pacific Fisheries Management Council Advisory Panel, and the Alaska Special Olympics Board of Directors.

### **Loren Crawford, Chief Financial Officer**



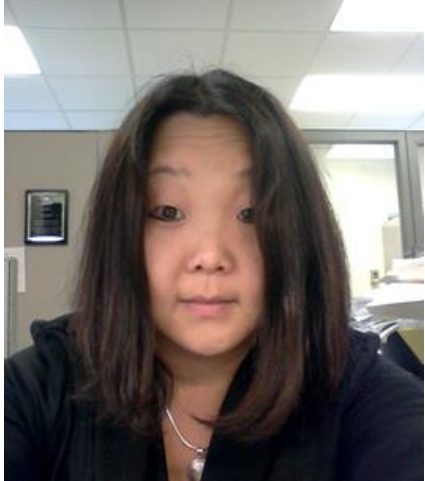
Loren worked for three years with the State of Alaska and professor at the University of Alaska. Loren has MA in economics from the University of Arizona. While with the State of Alaska Department of Revenue, Loren worked on Revenue Sources Book Fall 2013. Worked in the AKLNG project's finance and marketing teams. Served as a liaison between the member and the credit union by assisting members with their financial transactions.

### **John Bennett, Chief Sustainability Officer**



John is a lawyer with over 25 years of environmental management experience. During that time, he has worked in more than 40 countries on behalf of the United Nations and other organization, including as an advisor to the Deep Sea Conservation Coalition. John is the founder of the Arctic Alliance, which has brought together environmental and indigenous organizations in the Far North. He is working with Alaska Natives peoples of the Pribilof and St. Lawrence Islands to pursue marine conservation strategies. John is an advisor to Aleut International Association and the Association of Polar Early Career Scientists. He is also a former Director of Public and Intergovernmental Affairs for the New York City Department of Environmental Protection, the nation's largest municipal environmental agency.

Alexandra (Sasha ) **Philbrick, Homer CAS Center Manager**



Sasha was born and raised in the far eastern part of Russia and has an Associate's degree in Accounting. Her previous work includes over 10 years of experience in the seafood industry (BRC certified), including Nova Seafood and Cozy Harbor in Portland, Maine. She is an expert in the Inventory Control, Accounts Receivable.

In her spare time, Sasha likes to experiment with new recipes. She is also a big fan of nature and tries to enjoy it whenever she can from fishing, hiking, canoeing, gardening, camping or just sightseeing.

Sasha originally moved from Russia to Alaska and lived there for 5 years then drove for what was supposed to be a 10 day trip to Maine but now coming back to join our Alaska CAS team.



## City of Homer

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

Port and Harbor

4311 Freight Dock Road

Homer, AK 99603

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

(p) 907-235-3160

(f) 907-235-3152

May 6, 2016

Shirley Kelly, Alaska EDR  
Economic Development Administration  
510 L Street, Suite 444  
Anchorage, AK 99501

*Delivered Electronically*

RE: Letter of Support for the Global Sustainable Fisheries of Alaska (GSFA)

Ms. Kelly,

Over the past two years I have met several times with Mr. Andrey Khalkachan to discuss the proposal made by Global Sustainable Fisheries of Alaska, as well as Mr. Owada, the inventor of the CAS system. I am encouraged to hear that this project may be moving from concept to planning and implementation. I believe that, if successful, this program could revolutionize the small food production industry by solving a problem that has always been an issue: long-term storage and preservation. It could very well be the biggest innovation to Alaska's seafood resource development since the retort canner.

### **Why is Homer a good choice for the GSFA project?**

Homer is centrally located in the Gulf of Alaska, making it Cook Inlet's gateway for maritime traffic and Kachemak Bay the Port of Refuge for large ships and barges traveling the Cook Inlet. The City of Homer owns and operates a port and harbor that acts as a regional transportation hub. This hub serves all non-road-connected communities in Southcentral and Western Alaska with freight barge and landing craft services for everything including fuel, groceries and produce, construction supplies, and equipment.

We are home-port for the Alaska Marine Highway System's Tustumena ferry, which serves many of the communities not connected to the road system south of Homer to Dutch Harbor. We are a major commercial fishing port; the City owns and operates a commercial Fish Dock with eight public-accessible cranes and an industrial Ice Plant that is capable of producing 100 tons of high quality, food-grade flake ice every 24 hours. Homer also has a thriving marine trade's industry that supports and supplies every level of service needed by commercial, charter, and personal fleets.

### **City of Homer's Support of a Long-term Lease with GSFA**

The City of Homer owns and leases properties on the Homer Spit. These properties are advertised for lease annually, and the use of the land is managed through the City Council's Land Allocation Plan and City lease policies. GSFA has made a verbal proposal to the City for a long-term lease for lots 9 and 10, which are located on the corner of Fish Dock Road and Homer Spit Road. These lots have been set aside for the use of fish processing and fisheries-support industry. The City has encouraged Mr. Khalkachan to prepare and submit an application for the long term lease of these properties since GSFA's proposal is consistent with the City's vision of how those properties are to be used.

Letter of Support for GSFA's Proposal – 5/6/2016

Page 1 of 2



In closing, the City of Homer supports the Innovative Sustainable Community-Based Fisheries and Supply-Chain Development Model for Rural Alaska project. We look forward to receiving a lease application from GSFA for Lots 9 and 10 on the Homer Spit and, ultimately, seeing this project mature into jobs for Alaskans and value added seafood processing in Alaska.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Hawkins", written in a cursive style.

Bryan Hawkins  
Port Director/Harbormaster

Cc: Patrick Pletnikoff, Chairman  
Global Sustainable Fisheries of Alaska  
2140 N Willow Dr.  
Wasilla, AK 99654



## City of Homer

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

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)  
(p) 907-235-8121 x2222  
(f) 907-235-3148

July 15, 2016

Shirley Kelly, Alaska EDR  
Economic Development Administration  
510 L Street, Suite 444  
Anchorage, AK 99501

### ***Delivered Electronically***

Re: Letter of Support for the Global Sustainable Fisheries of Alaska (GSFA)

Ms. Kelly,

The City of Homer would like to express our support for the Global Sustainable Fisheries of Alaska (GSFA) grant application to the Economic Development Administration. If successful, this program could revolutionize seafood production and would certainly broaden Homer's economic opportunities.

GSFA has submitted a Lease Application for the long-term lease of two lots on the corner of Homer Spit Road and Freight Dock Road. This area is zoned Marine Industrial which is ideal for fish processing and has full access to the harbor's facilities including eight cranes and an industrial ice plant. The City is in the process of reviewing the grant application with the understanding that the City's involvement as co-applicant is limited to the land ownership and a land lease.

The next step in this public process is for the Port and Harbor Advisory Commission to review GSFA's proposal at their regular meeting on July 27, 2016. Afterwards, the commission's recommendations as well as the recommendations of City Lease Staff will be directed to the Homer City Council, who will be considering two resolutions at the regular meeting on August 8, 2016 that awards a long-term lease to GSFA and supports the City as co-applicant on the grant application. Once City Council has approved the resolutions, we can move forward with lease negotiations and final signing of the long-term lease with GSFA.

The City of Homer looks forward to working with GSFA and supports this innovative approach to seafood processing.

Sincerely,

Katie Koester  
City Manager

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

3 City Manager

4 **RESOLUTION 16-xxx**

5  
6 A RESOLUTION OF THE HOMER CITY COUNCIL AWARDING TO  
7 GLOBAL SUSTAINABLE FISHERIES OF ALASKA A 20-YEAR LEASE  
8 WITH TWO, FIVE-YEAR OPTIONS FOR LOT 9-A AND LOT 10-A,  
9 HOMER SPIT REPLAT 2006, WITH A BASE RENT OF \$36,133.00  
10 PER YEAR, AND AUTHORIZING THE CITY MANAGER TO MOVE  
11 FORWARD WITH LEASE NEGOTIATIONS AND EXECUTE THE  
12 APPROPRIATE DOCUMENTS.

13  
14 WHEREAS, Global Sustainable Seafoods of Alaska (GSFA) has submitted a lease  
15 application to the City of Homer for two lots on the corner of Fish Dock Road and Homer Spit  
16 Road: Lot 9-A and 10-A for the purpose of building a 10,780 square foot, single-story fish  
17 processing facility; and

18  
19 WHEREAS, This area is zoned Marine Industrial and is listed as available in the City's  
20 Land Allocation Plan for leasing; Lots 9-A and 10-A have been advertised in the past for  
21 Request for Proposals with no competitive bids received; and

22  
23 WHEREAS, The Port and Harbor Advisory Commission considers this area ideal for fish  
24 processing businesses and encourages long-term leases for such purposes; and

25  
26 WHEREAS, GSFA has applied for an Economic Adjustment Program grant in the  
27 amount of \$1.6 million from the U.S. Department of Commerce and Economic Development  
28 Administration (EDA) to build this facility and use flash-freezing technology to export frozen  
29 fish to Japan and the Lower 48; and

30  
31 WHEREAS, If successful, this program could revolutionize seafood production and  
32 would broaden Homer's economic opportunities; and

33  
34 WHEREAS, The grant requires a DRAFT lease agreement, so it's imperative that the  
35 City is prepared to sign a lease when/if the grant is awarded; and

38 WHEREAS, Members of GSFA have met with the City Manager and Port Director to  
39 inspect the details of their proposal, and their lease application has been reviewed by City  
40 Lease Staff; and

41  
42 WHEREAS, Both Lease Staff and the Port and Harbor Advisory Commission reviewed  
43 this proposal and endorses issuing a new, 20 year-term lease with two 5-year options to  
44 renew, for Lots 9-A and 10-A for the purpose of building and operating a fish processing  
45 facility in Homer, Alaska on the Homer Spit.

46  
47 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby approves that  
48 the City of Homer enter into a new, 20 year-term lease with two 5-year options to renew, with  
49 Global Sustainable Fisheries of Alaska (GSFA) for Lot 9-A and Lot 10-A, HOMER SPIT REPLAT  
50 2006, with a base rent of \$36,133.00 per year (to be confirmed with a current appraisal and  
51 adjusted to meet the appraised value if needed), and authorizing the City Manager to move  
52 forward with lease negotiations and execute the appropriate documents.

53  
54 BE IT FURTHER RESOLVED that this lease is contingent upon GSFA receiving the  
55 Economic Adjustment Program grant, which is scheduled to be awarded in September 2016  
56 with the goal to have the fish processing facility operational for the 2017 fishing season.

57  
58 PASSED AND ADOPTED by the Homer City Council this 8<sup>th</sup> day of July, 2016.

59  
60  
61 CITY OF HOMER

62  
63  
64  
65 \_\_\_\_\_  
66 MARY E. WYTHER, MAYOR

67 ATTEST:

68  
69  
70 \_\_\_\_\_  
71 JO JOHNSON, MMC, CITY CLERK

72  
73 Fiscal Note: Base lease will be \$36,133.00 annually. Appraisal will be completed September  
74 2016 to adjust rent rate, and is adjusted annually to keep pace with the Consumer Price  
75 Index.



# City of Homer

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

## Administration

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: City of Homer Boards and Commissions  
FROM: Jenny Carroll, Special Projects & Communications Coordinator  
THROUGH: Katie Koester, City Manager  
DATE: June 20, 2016  
SUBJECT: City of Homer 2017-2022 Capital Improvement Plan

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The purpose of this memo is to provide information on the 2017-2022 City of Homer Capital Improvement Plan (CIP) and solicit input and recommendations from most of the City's advisory bodies. The CIP is a six-year document describing capital projects which have been determined to be community priorities.

Each year, the City of Homer updates its CIP. The update process involves circulating a draft CIP to City Departments for project updates and soliciting new project proposals from the Departments and the public. The update is then presented to City advisory commissions to collect input on and recommendations for City of Homer capital priorities.

Recommendations are then compiled and forwarded to City Council for consideration and public hearing before finalizing the CIP list, selecting projects for Homer's Legislative Request and final CIP adoption.

The Legislative Request represents the City's top five priority projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. Typically, the City would advocate for at least partial funding of these projects to be included in the State's capital budget. While this year's State capital budget was not funded due to Alaska's fiscal situation, setting community priorities still merits our attention. It helps focus attention on community needs and communicates community priorities to other potential funding sources.

To assist your Commission in the CIP review process, I have also included the following materials:

- 1) A draft 2017-2022 CIP. While some of the narratives for Legislative Priority Projects and Mid-Range Projects have been improved, significant project description updates/changes and new staff recommendations are highlighted in red comments for your convenience.
- 2) Everything You Always Wanted to Know About the City of Homer Capital Improvement Plan; and
- 3) A list of newly proposed projects for the CIP. (These projects were proposed by department heads, area non-profits and/or Commissions.)

Please take the time to make the following recommendations:

- 1) Two projects the Commission would like to see on the Legislative Request (either from the draft CIP, including the Legislative Request from last year, or the proposed new projects);
- 2) Any new projects the Commission would like to propose; and/or
- 3) Feedback on any of the projects whether it be a simple project update to communicate to staff or a change in project scope to recommend to Council.

Please note that while City Council approved allocation of General Funds for the Fire Station Upgrade project, staff included the Fire Station Upgrade as a proposed new project. Grant funds may be available to cover some portions of the project. Inclusion in the CIP would aid in that process.

Thank you for your time and participation in this important planning process. I look forward to hearing back from you and incorporating your recommendations.

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

**Q: What is a CIP?**

**A:** CIP stands for Capital Improvement Plan. It is a multi-year document that lays out community priorities for capital projects, including (for each one) a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For City of Homer projects, additional information is provided on the timeline for completion.

**NOTE:** A Capital Improvement Plan is not a funding request. From the City's standpoint, it is a plan. 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 should not be thought of as a request for City funding.

**Q: What is a capital project?**

**A:** A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of at least two 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 a non-profit organization (e.g., Pratt Museum) or state or federal agency (e.g., Alaska DOT). 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: Newspaper articles often refer to the CIP as a "wish list." Is that accurate? If so, what's the point of writing up a "wish list"?**

**A:** That's not entirely accurate. The CIP is presented in sections –City projects on the legislative priority list, mid-range projects (projects that *may* be undertaken in the next six years) and long-range projects. This allows the CIP to be somewhat of a forward thinking "wish list" and an actual plan, at least for City projects.

There are several reasons to maintain a CIP even when it seems like little progress is being made in accomplishing projects, and even in years like this when there is little to no State Capital Appropriation's budget. or 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically a project must be included in the CIP to be eligible for a state legislative appropriation.

**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 November.

Step 1 is to develop the schedule. The schedule must be approved by the City Council.

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, or changes to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are encouraged to name their “top 5” projects, and that information is passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

During this time, I will start working on a new draft CIP, to be constantly updated throughout the process. NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

The City Council typically holds a work session to discuss the CIP and also a public hearing at a regular City Council meeting. 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 5 is to finalize the CIP as per City Council approval, and make 30 bound copies. These should be ready to distribute before the end of November. The CIP is also put on the City website.

**Q: Are the “legislative priorities” the same as the CIP?**

**A:** No, they are a subset of the CIP. The full CIP might contain 50 projects. All of them have been approved by the City Council and can be considered community priorities. However, the City Council also develops a “short list” of projects on which the City will focus particular attention during the upcoming legislative session. (The goal is to get at least partial funding for a project included in the state capital budget.) The “short list” and the “legislative priorities list” are the same thing.

The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor’s budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The “operating budget” is different than the “capital budget.”)

In the past, the City’s “short list” may have had 10-15 projects on it. Last year, the list numbered five. They were the Public Safety Building, East Boat Harbor, Harbor Sheet Pile Loading Dock, Fire Department Equipment Upgrades and Storm Water Master Plan. Given the State of Alaska’s current budget shortfalls, the City will likely reduce the number of projects on the “short list.”

An attempt is made to include some less expensive projects along with big expensive ones. Most if not all of the projects on the short list will be City of Homer projects (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Project descriptions are put in special “packets” tailored specifically to legislators and state commissioners. Typically, the Mayor and one or two City Council members will make one or more trips to Juneau to advocate for funding for these projects. Other groups (e.g., hospital, college, non-profit representatives) also lobby for their favorite CIP projects.



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

**A:** Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for Deep Water Dock expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” in early 2011, chances of receiving federal funding for a project have diminished substantially.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds.

**Q: What advice do you have for a community member who wants to see a particular project included in the CIP?**

**A:** • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group gives it to me, I will draft a project description to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.

- Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

Further advice: If you are seeking funding for your project through the state legislature, talk to our local state representative (currently Paul Seaton) about that process.

**Q: Once a project is approved for inclusion in the CIP, what can I do to make sure it doesn’t just languish there?**

**A:** • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.

- Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan followed by focused implementation of that plan.





**FY17 CIP DRAFT**

# **City of Homer Capital Improvement Plan 2017-2022**



To be updated

The Sesok and Surfbird in the Uplands

Infrastructure for a haulout to facilitate boat work on large vessels is on the 2017-2022 City of Homer CIP.

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





# City of Homer

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

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

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(f) 907-235-3148

**To be updated**

September 14, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2016 through 2021 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2016-2021 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Katie Koester  
City Manager

**INTRODUCTION PAGES - DRAFT**





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INTRODUCTION PAGES - DRAFT



## **Funded Projects from 2016-2021 CIP List**

**Updated with funded project information.**

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

- East to West Transportation Corridor- Waddell Way corridor construction is complete.
- Water Storage/Distribution Improvements - Phase 1 is complete.
- Homer Intersection Improvements - Pioneer Avenue and Main Street is complete.
- Sterling Highway Erosion Response MP 150-157 is complete.
- Homer Senior Citizens, Inc. - Natural Gas Conversion
- Bridge Creek Watershed Acquisition - purchased 40-acre tax foreclosure parcel in the Bridge Creek Watershed Protection District.

**INTRODUCTION PAGES - DRAFT**



## Introduction: The Capital Improvement Program

---

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

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

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

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

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

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

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

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

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

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

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

## Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

**Economic Vitality:** Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Preserve quality of life while supporting the creation of more year-round living wage jobs.

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

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

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

**FY17 CIP DRAFT**

# **City of Homer State Legislative Request FY2018 Capital Budget**



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

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



## Legislative Request FY2018

To be updated after review process

### City of Homer FY2018 State Legislative Priorities list approved by the Homer City Council via Resolution 16-???

1. Public Safety Building - \$1,267,000
2. East Boat Harbor - \$9,232,200
3. Harbor Sheet Pile Loading Dock- \$955,000
4. Fire Department Equipment Upgrades -\$1,012,500
5. Storm Water Master Plan - \$306,000

FY17 CIP DRAFT



# 1. Public Safety Building, Phase 1

**Updated. New Police Station Phase 1; new Fire Station Phase 2.**

**Existing Fire Station upgrade included under proposed projects**

FY17 CIP DRAFT

**Project Description & Benefit:** Homer’s Police and Fire Department services are vital to the safety and health of our community. Adequate and safe working environments show respect for the public servants who provide these services, and at the same time, reduce vulnerability to emergencies and risk. A new public safety facility is needed to address safety and operational deficiencies in Homer’s aging public safety facilities. Phase I of this facility will construct a new Police Station at the corner of the Sterling Highway and Pioneer Avenue (the site of the former Homer Junior High and current HERC building) and will address the following high risk design inadequacies and operational deficiencies in the current Police Station:

- no separation or protection between staff work areas and prisoner through traffic - prisoners have to pass by dispatch staff coming and going; the public service counter window is not secure either;
- a common air handling system which exposes personnel to airborne pathogen risks;
- lack of crisis cell for special needs prisoners, or a proper juvenile holding area;
- escape attempt issues due to building layout;
- lack of storage area for police evidence, equipment, and vehicles;
- lack of space for expanding and poor conditions for supporting modern electronic and communication systems causing premature equipment failure;
- flooding and water damage during heavy rains.
- Fully renovating the current Police Station so it complies with modern, energy efficient standards is cost-prohibitive compared with new construction. Moreover, site limits at its present location would not allow the Police Station facility to expand to accommodate current police duties and storage needs, much less allowing for growth as the community grows.

**Plans & Progress:** A Public Safety Building Review Committee formed in 2013 to oversee design and construction of a joint Public Safety Building which would have served both the Homer Police Department and the Fire Department. The City Council hired a design firm and general contractor/construction management team to see the project through construction. However, cost projections for the co-located Public Safety building led City Council to propose phasing the project in, starting first with construction of a new Homer Police Station and later proceeding with the addition of a new Fire Station. (It was determined that renovations to the current Fire Station should allow it to operate another ten years; \$80,000 of 2016’s Public Safety Building design funds were re-directed toward designing Fire Station upgrades). The Public Safety Building site and architectural design ensures ability to eventually incorporate a new, co-located Fire Station and realize operational cost efficiencies.

City Council passed Ordinance 16-30(S-2)A authorizing the City to issue general obligation bonds of \$12,000,000 to finance the acquisition and construction of the new Police Station, Phase I of the Public Safety Building project. The bond question (and a 1% seasonal increase in sales tax to pay the debt service) will go before voters for a decision at the 2016 regular city election in October.

**Total Project Cost:** \$32,148,000

**2014-2016 Design:** \$1,874,000

**2014 (to 16% Design, funding secured):** \$300,000

**2015 (to 35% Design):** \$275,000

**2016 (to 100% Design):** \$1,219,000

**2016 (Site Preparation):** \$2,251,000

**2016-2017 (Construction):** \$23,431,000

**2017 (Contingency/Inspection/Admin):** \$4,592,00

**FY2017 State Request for Design:** \$1,267,000

**(City of Homer 35% Match:** \$655,000)

**Plans & Progress updated.**

**2016 Design cost and construction cost information not updated. Preliminary concept design work will be complete by fall. This information will be updated upon approval of new concept design.**

**Photo of Police Station concept design to be added.**



## 2. Homer Large Vessel Harbor

Updated according to new concept design. Name changed from East Boat Harbor to be more descriptive. Schedule detail is eliminated due to size of project.

FY17 CIP DRAFT

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

- Accommodating large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space at the floats, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats;
- Enabling Homer to accommodate and moor an additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port, but which have in the past been turned away due to lack of space;
- Providing moorage that meets the US Coast Guard's long-term mooring needs. Currently, the USCGC *Hickory* moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges and an inadequate security zone. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate the USCG's new line of 154-foot Sentinal-class fast response cutters which will be replacing the 1980's era Island-class 110-foot patrol boats.

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

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

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

**Total Project Cost:** \$115,725,000  
**Design and Permitting:** \$10,258,000  
**Breakwater Construction and Dredging:** \$90,275,000  
**Inner Harbor Improvements:** \$23,700,000  
**FY2017 State Request:** \$9,232,200  
 (City of Homer 10% Match: \$1,025,800)



This large vessel harbor design adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It provides secure, larger-sized moorage compatible with the USCG's new line of fast response cutters .





### 3. Harbor Sheet Pile Loading Dock

**Staff recommendation: per Bryan and Carey, wrap project up at 35%, redirect remaining project funds & remove from CIP.**

FY17 CIP DRAFT

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

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

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

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

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

Funding Secured: \$205,000

**FY2017 State Request: \$955,000**

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

Was P&H Commission # 1 priority last year.  
Received \$350,00 in FY15 State Capital Budget.  
Completed 35% engineering design work at a cost of \$109, 009.

The engineer' 35% construction cost estimate came in at \$5 million, significantly above initial projection. Cost to construct is one of the main reasons staff recommends stopping work on this project in this location. Another reason has to do with our continued work on the large vessel harbor project and our long term goals of moving all the coastal freight business into the new facility and out of the small boat harbor. The Large Vessel Harbor's concept design includes a commercial grade cargo loading ramp and dock; design work completed thus far for the sheet pile dock will be employed in that aspect of the Large Vessel Harbor project.

Given the Sheet Pile Loading Dock's high cost relative to the small coastal freight business the Sheet Pile Dock would serve and the dock's comparatively small moorage capacity, it is more strategic to invest capital in the Barge Mooring Facility which will pay off more quickly through increased harbor mooring revenues. The Barge Mooring Facility will allow 150' class landing craft that currently overwinter on System 5 to move to the Barge Mooring Facility, freeing up System 5 for other vessels (tenders, etc.) that are turned away due to lack of space--potentially doubling harbor moorage revenues. Additional demand for barge mooring is reported for barges from Western Alaska. Historically, in Homer, when harbor space is added or freed up, it fills up with new customers.

The barge mooring facility would also support (as well as serve as a draw to) the large vessel repair facility proposed as an upland improvement to the area directly above the Barge Mooring Facility.

P&H asks to wrap the Sheet Pile Loading Dock project up at the 35% design phase and redirect remaining project money to finish Phase 1 of the Barge Mooring Facility at the Pier One Theatre beach.



Sheet Pile Bulkhead Location





## 4. Fire Department Fleet Management

FY17 CIP DRAFT

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

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

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

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

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

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

**State Request FY2017: \$1,219,500**  
(City of Homer 10% Match: \$135,500)



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



## 5. Storm Water Master Plan

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FY17 CIP DRAFT

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

A new master plan will outline how the City can:

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

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

**State Request FY2017: \$306,000**

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



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



## Mid-Range Projects

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### Part 2: Mid-Range Projects

- **Local Roads .....9**
- **Parks and Recreation ..... 13**
- **Port and Harbor ..... 22**
- **Public Safety ..... 32**
- **Public Works ..... 35**

**FY 2017 - DRAFT Document**



## Local Roads

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

**FY 2017 - DRAFT Document**



# East to West Transportation Corridor

Updated to show Waddell Way portion completed.

FY 2017 - DRAFT Document

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

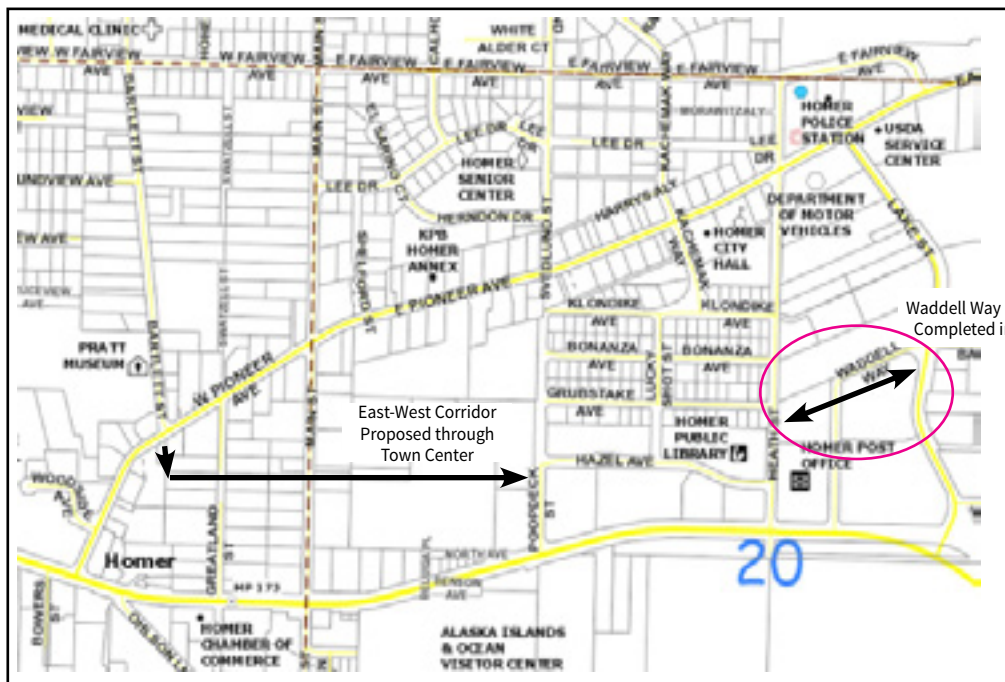
Building a road through Town Center, 30 acres of undeveloped land in the heart of Homer is the first step in opening up this prime real estate. The Homer Comprehensive Plan, Town Center Development Plan and Comprehensive Economic Development Strategy all call for careful development of Town Center. The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

**Plans & Progress:** The City has purchased a lot for the Bartlett Street extension. The first leg of the east to west transportation corridor, Waddell Way, was completed in 2016. The City dedicates a percentage of sales tax to the Homer Area Roads and Trails (HART) fund for road improvement projects and has pledged over \$2.1 million from the fund as a match for this project.

**Total Project Cost:** \$7,659,000  
2018 (Land Acquisition): \$1,250,000  
2019 (Design): \$543,000  
2020 (Construction): \$5,866,000  
2017 (Inspection & Contingency): \$1,086,000

**State Request FY2019: \$5,312,500**  
(City of Homer 25% Match: \$2,346,400)

**Priority Level:** 1



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



## Heath Street Extension: Pioneer to Anderson

FY 2017 - DRAFT Document

**Project Description & Benefit:** This project provides for the design and construction of a road connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from East End Road past Homer High School to a developing residential area north of the high school. The City of Homer will work with ADOT&PF engineers to determine the best route (extension of Heath Street vs. extension of Lake Street) to provide safer and more effective circulation, improve emergency access to and from the high school, provide for pedestrian access from the high school to a hillside trail system, and reduce congestion at existing intersections.

**Plans & Progress:** The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT&PF). The City of Homer has committed to funding 50% of the project with Homer Area Roads and Trails (HART) funds.

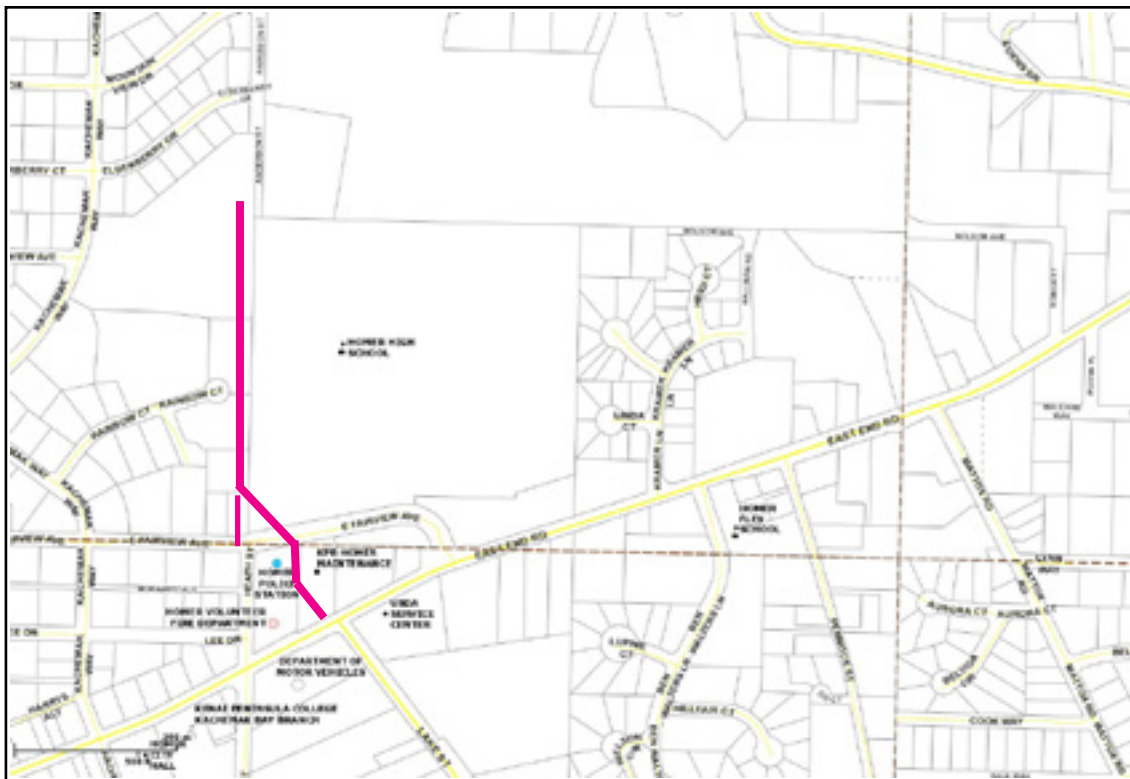
**Total Project Cost:** \$4,500,000

**Schedule:**

**2018 (Design):** \$500,000

**2020 (Construction):** \$4,000,000

**Priority Level:** 3



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



## Land Acquisition for New Roads

FY 2017 - DRAFT Document

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

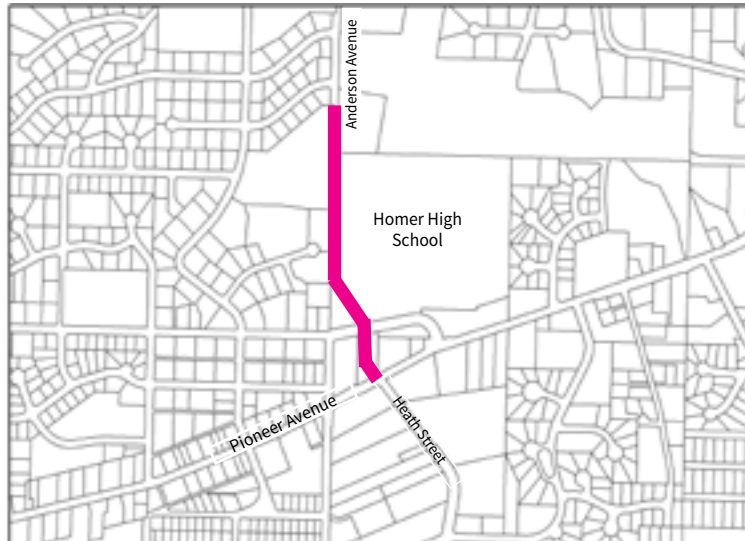
- **Lake/Heath Street to Anderson Avenue**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

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

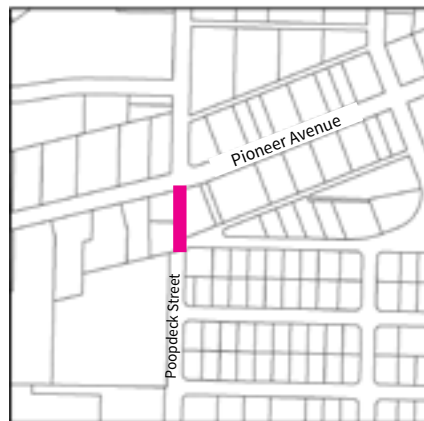
**Total Project Cost:** \$2,200,000

**Schedule:** 2017-2019

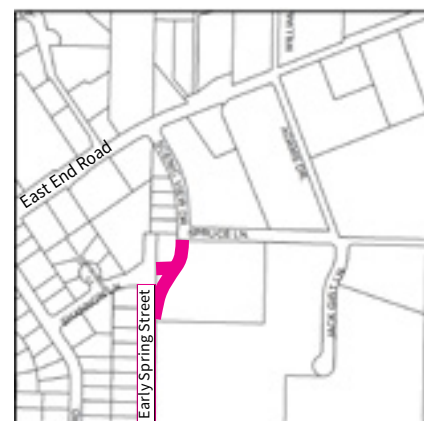
**Priority Level:** 1



Heath Street to Anderson Avenue.



Poopdeck Street to Pioneer Avenue.



Early Spring Street to East End Road.





## **Parks and Recreation**

Updated. Removed Rogers Loop Trailhead Land Acquisiton.  
Listed in this P&R Table of Contents last year, but no project  
description included.

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- **Multi-Use Community Center .....14**
- **Ben Walters Park Improvements, Phase 2 .....15**
- **Jack Gist Park Improvements, Phase 2 .....16**
- **Karen Hornaday Park Improvements, Phase 2.....17**
- **Mariner Park Restroom .....18**
- **Baycrest Overlook Gateway Project .....19**
- **Bayview Park Restoration Project .....20**
- **Homer Spit Trailhead Restroom .....21**

**FY 2017 - DRAFT Document**



## Multi- Use Community Center

FY 2017 - DRAFT Document

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

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

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

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

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

**Priority Level:** 2

**Schedule:** 2018



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



## Ben Walters Park Improvements, Phase 2

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FY 2017 - DRAFT Document

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

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

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

**Schedule:** 2017

**Priority Level:** 2



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



## Jack Gist Park Improvements, Phase 2

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FY 2017 - DRAFT Document

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

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

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

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

**Drainage:** \$50,000

**Concession Stand and Equipment Storage:** \$75,000

**Irrigation System:** \$35,000

**Schedule:** 2015

**Priority Level:** 2



One of the new softball fields at Jack Gist Park



## Karen Hornaday Park Improvements, Phase 2

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FY 2017 - DRAFT Document

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

Phase 2 consists of parking lot improvements, moving the road, a trail along Woodard Creek, and a restroom. The road to access the park runs between the park and the parking lot, causing kids to have to cross in front of traffic to get to the park’s attractions. The master plan proposes moving the road to the east and placing the improved gravel parking lots in between the road and the park. Woodard creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the city’s only creek. One of the most common complaints of the park is the old restroom with crumbling cement and a leaking roof. A new restroom is in great demand from the parents, children and picnickers that frequent the park.

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



Karen Hornaday Park was a construction site for one week during the Summer of 2012 when the community came together to build a state of the art playground.



## Mariner Park Restroom

**Staff recommendation per Julie & Carey: remove project from CIP  
Too costly in wetlands; not feasible as currently conceived.**

FY 2017 - DRAFT Document

**Project Description & Benefit:** As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kiteflyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

**Plans & Progress:** Mariner Park is in a flood plain and any structure built there will require unique design to address flooding issues.

**Total Project Cost:** \$330,000

**Schedule:** 2016

**Priority Level:** 2



The portable restrooms at Mariner Park campground get heavy use during the summer season.



## Baycrest Overlook Gateway Project

FY 2017 - DRAFT Document

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

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

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

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

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

The project will consist of three phases:

Interpretive signage, benches and picnic areas

Enhanced landscaping

New restrooms and paving upgrades.

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

2013 (Preliminary Design): \$6,000

2017 (Construction): \$256,000

    Signage/Benches: \$50,000

    Landscaping: \$25,000;

    Restrooms and Paving: \$181,000

**Priority Level:** 3



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



## Bayview Park Restoration

FY 2017 - DRAFT Document

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

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

- **Summer 2017:** Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- **Summer 2018-19:** Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

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

Homer Early Childhood Coalition Playspaces Work Group have developed a fundraising plan to raise additional funds through grant writing, community donations and in-kind donations of supplies, equipment, and labor. The group meets regularly to discuss design plans and fundraising.

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

**Priority Level:** 2



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





## Homer Spit Trailhead Restroom

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**Project Description & Benefit:** The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular spot for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. A restroom would be heavily used by recreators and commuters using both trails.

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

**Priority Level:** 3



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

FY 2017 - DRAFT Document



## Port and Harbor

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- **Deep Water/Cruise Ship Dock Expansion, Phase 1 ..... 23**
- **Barge Mooring Facility..... 24**
- **Homer Spit Dredged Material Beneficial Use Project .. 25**
- **Ice Plant Upgrade ..... 26**
- **System 4 Vessel Mooring Float System..... 27**
- **Truck Loading Facility Upgrades at Fish Dock ..... 28**
- **Ramp 8 Restroom ..... 29**
- **Seafarers Memorial Parking Expansion..... 30**
- **Boat House Pavilion and Plaza on the Homer Spit..... 31**

**FY 2017 - DRAFT Document**



# Deep Water/Cruise Ship Dock Expansion, Phase 1

Updated plans & progress; updated design graphic.

FY 2017 - DRAFT Document

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

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

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

**Plans & Progress:** In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds were appropriated in FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. Currently the City is working with R&M consulting to complete design and feasibility. To date the team completed an extensive conditions survey of the existing infrastructure, bottom condition survey, soils core drilling, and a very detailed tide/current profile for the dock. A nearly completed feasibility study of dock improvement/uplands land use options helped identify the best option for expansion to improve freight and cargo handling capabilities. The team also completed some uplands improvements that benefit cargo movement and storage on land close to the deep water dock: paving outer dock truck bypass road, removing the old wooden fence around the concrete storage yard and replacing it with a chain link fence, stormwater runoff handling, lighting and security cameras.

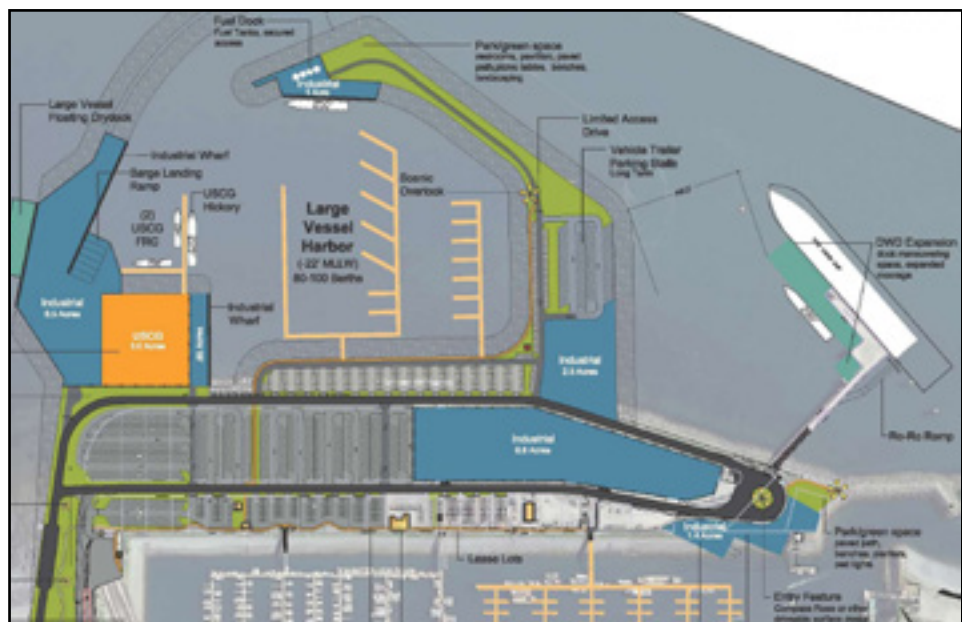
**Total Project Cost:** \$35,000,000

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

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

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

Priority: 1



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



## Barge Mooring Facility, Phase I

FY 2017 - DRAFT Document

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

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

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

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

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

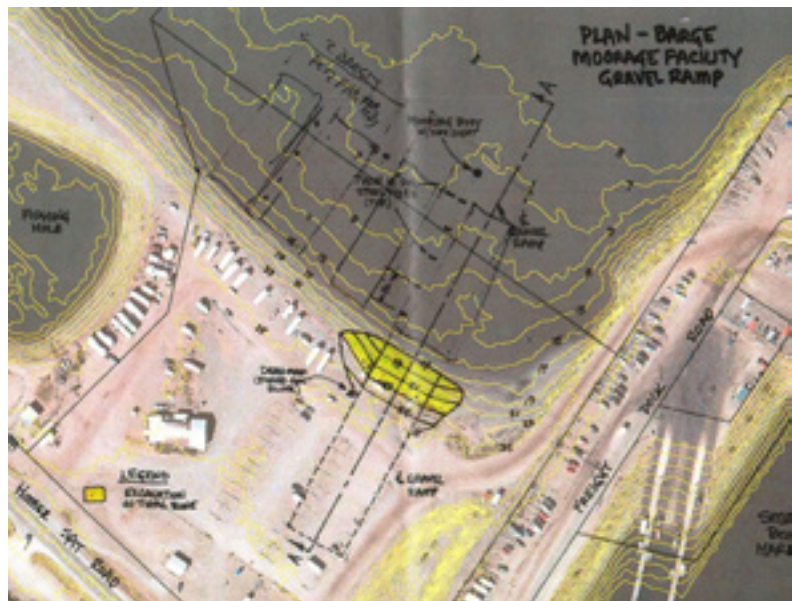
**Schedule:**

**2016-2017:** Phase 1 - Design/Engineering/Permitting/Geotechnical: \$108,976

**2017:** Phase I Construction: \$1,250,000

**2018:** Phase II - Construction: \$600,000

**Priority Level:** 2



Concept design for Barge Mooring Facility



## Homer Spit Dredged Material Beneficial Use Project

**Staff recommendation: per Bryan & Carey remove this project from CIP.**

**Project Description & Benefit:** The Army Corps of Engineers' best management practices for dredging operations on the Homer Spit includes beneficial uses of dredged materials. The Corps will utilize material dredged from the entrance of the Small Boat Harbor and the Pioneer Dock berth to replenish eroded material along the beaches. Beach replenishment points are proposed on the west side of the Spit at Mariner Park and on the east side of the Spit just north of the Fishing Lagoon.

This project proposes further beneficial uses: creating additional parking on the Spit and build up projects of existing properties. Dredged material would be used to create a parking pad between the boardwalks across from Ramp 3 and to improve the Mariner Park parking lot. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on the Spit. Armor rock will be installed across from Ramp 3 to protect against erosion.

Dredged material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Hauling costs to Mariner Park will be supplemented by Harbor Funds and the City of Homer will spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

**Total Project Cost:** \$688,000

**Schedule:**

**2017:** Design and Inspection: \$50,000

**2018:** Spread available material in upland parking pad areas: \$10,000

**2018-2019:** \$628,000

(Compact material: 20,000; Instal riprap: \$350,000; Gravel cap: \$95,000; Paving: \$100,000 Contingency \$63,000)

**Priority Level:** 2

**Using dredged material to expand Spit parking is a stand alone project (p. 30); beach replenishment does not need to be a CIP project.**



The Homer Spit has been shaped over the years by nature as well as human intervention. (2008 NOAA photo)

FY 2017 - DRAFT Document



## Ice Plant Upgrade

**Updated. Moved old compressor replacement to Phase II.**

**Backup refrigeration unit proposed as Phase I 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. Having been built in 1983, the ice plant compressors do not operate as efficiently as new state-of-the-art high efficiency refrigeration compressors. The long-term upgrade for the Ice Plant is to replace six of the seven old compressors within the ice plant with new, more highly efficient ones. This would increase the plant's efficiency and reduce operating costs.

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

**Total Project Cost:** \$5??,000 **Cost will be updated when estimate is in for backup refrigeration unit.**

**Schedule:**

**2017:** Purchase/install new back-up refrigeration unit: \$??,000

**2020:** Purchase new/replace old compressors: \$500,000

**Priority:** 1



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

FY 2017 - DRAFT Document



## System 4 Vessel Mooring Float System

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

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

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

**Schedule:**

2016 Design: \$600,000

2017-2020 Construction: \$5,000,000

**Priority Level:** 2

JC: revise photos;  
add detail from  
floats CC, DD, EE  
and/or GG.



FY 2017 - DRAFT Document



## Truck Loading Facility Upgrades at Fish Dock

FY 2017 - DRAFT Document

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

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

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

**Schedule:** 2018

**Priority:** 1



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





## Ramp 8 Restroom

**Updated to indicate outhouse has been removed from location .**

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

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

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

**Schedule:** 2017

**Priority Level:** 3



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

FY 2017 - DRAFT Document



## Seafarers Memorial Parking Expansion

FY 2017 - DRAFT Document

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

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

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

**Schedule:**

**2016:** Design and Permitting at 95% complete: \$8,000

**2017:** Dredged Material Placement by Corps: In kind

**2018:** Install Drainage,riprap protection, paving/stripping and all parking lot delineation: \$627,000

**Priority Level:** 1



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



## Boat House Pavilion and Plaza on the Homer Spit

**Updated. Further updates will be made if design/fundraising changes**

FY 2017 - DRAFT Document

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

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

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

**Plans & Progress:** This project will be carried out in phases. Phase I involves design, fundraising, Boat House Pavilion and pedestrian plaza construction. Phase II is landscaping and remodel of existing restrooms. Phase III is overslope development. A volunteer Boat House Committee comprised of a maritime business owner, former co-coordinators of the Homer Playground Project (HoPP), and others have spearheaded design, public outreach and fundraising. To date the Boat House Committee has produced preliminary site and building designs (through pro bono services provided by architectural and design firms Corvus and ECI respectively), secured \$135,000 in cash donations, \$67,00 in-kind donations for Phase I and a fiscal agent, the Homer Foundation. The City of Homer has requested \$25,000 in construction funds from the Rasmuson Foundation through its Tier 1 grant program.

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

**Priority Level:** 2

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



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



## Public Safety

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- **South Peninsula Fire Arms Training Facility.....33**

**FY 2017 - DRAFT Document**



## South Peninsula Fire Arms Training Facility

Staff recommends removing this project, per Chief Robl, Carey.

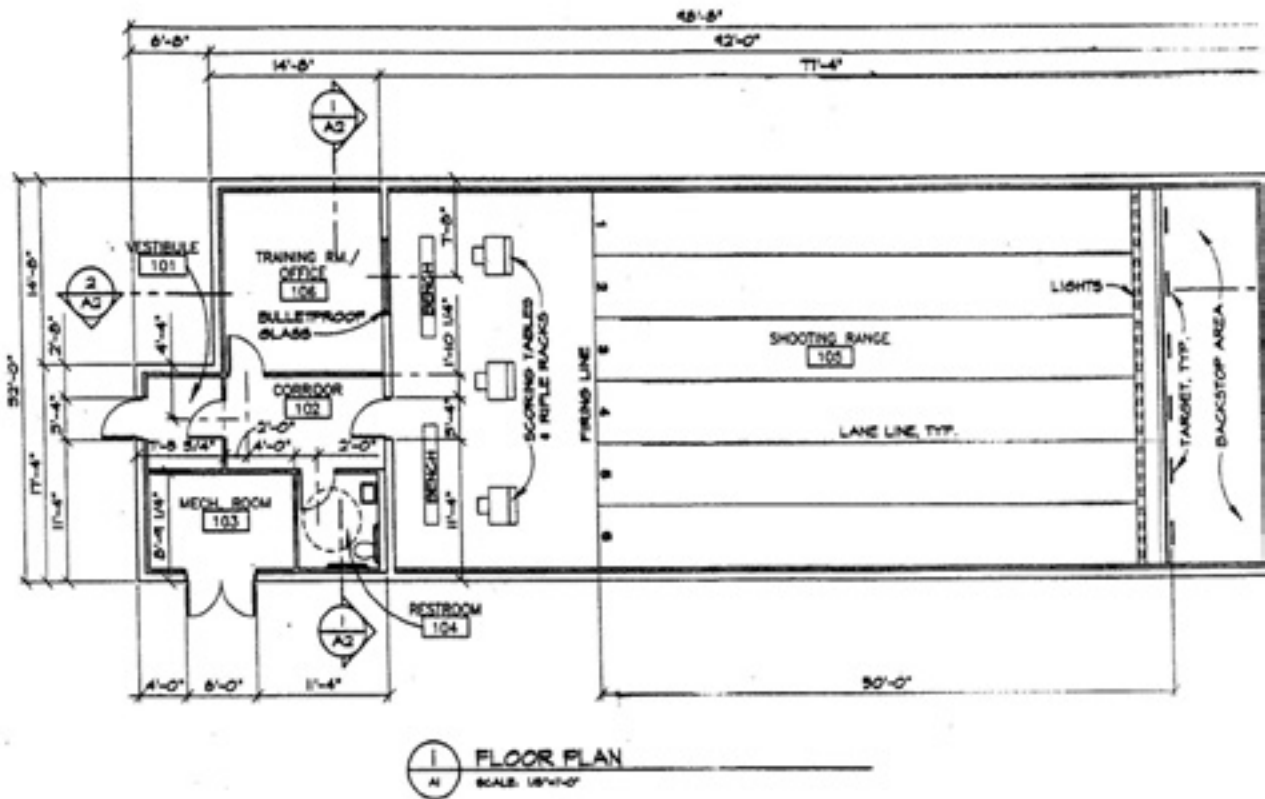
**Project Description & Benefit:** This project will construct a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies. Properly managed, the facility could also be used by local gun clubs and sporting groups. The facility, which will include a modern indoor shooting range, will provide a proper and safe environment for firearms training. It will enable local law enforcement personnel to conduct training at any time of day, year-round, regardless of weather.

**Total Project Cost:** \$1,500,000

**Schedule:** 2017

**Priority Level:** 2

Firearms training facility is incorporated into new Public Safety building design.



FY 2017 - DRAFT Document



## Public Works Projects

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- **Water Storage/Distribution Improvements .....35**

**FY 2017 - DRAFT Document**



## Water Storage/Distribution Improvements, Phase 2

Updated to indicate completion of Phase 1.

**Project Description & Benefit:** This project will design and construct improvements that will increase water storage capabilities, improve water system distribution, drinking water quality/public health, and treatment plant and water transmission effectiveness. Improvements are designed to be completed in multiple phases as community need dictates.

- **Phase 1:** Installation of 4,500 linear feet of water main extension on Kachemak Drive and 2,600 linear feet of distribution main across Shellfish Avenue, connecting isolated sections of town with a new pressure reducing vault (PRV) was funded and will be completed in 2016.
- **Phase 2:** Installation of an underground water storage tank and 2,000 linear feet of water main between the new tank and the water system.
- **Phase 3:** Replacement of 3 PRVs on the East Trunk and installation of micro turbines generating power to the grid, abandonment of an existing functionally obsolete steel water tank and replacement of adjacent PRV station, and slip-lining of old cast iron water main on the Homer Spit.

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

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

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

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

2019 Phase 2 Construction: \$3,900,000

2020 Phase 3 Construction: \$2,200,000

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

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

**Priority Level: 1**



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

FY 2017 - DRAFT Document



## State Projects

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

### Transportation projects within City limits:

- **Homer Intersection Improvements.....37**
- **Kachemak Drive Rehabilitation/Pathway.....38**
- **Main Street Reconstruction/Intersection .....39**

### Transportation projects outside City limits:

- ***Sterling Highway Realignment MP 150-157***  
AK DOT&PF completed erosion control project MP 150-157. Moved to completed projects list.
- **Sterling Highway Reconstruction,  
Anchor Point to Baycrest Hill .....40**

### Non-transportation projects:

- **Alaska Maritime Academy.....41**

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## Homer Intersection Improvements

Updated to indicate completion of Pioneer Ave/Main Street 4-way stop.

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

The study noted that for intersections identified as needing control measures, either roundabouts or traffic signals will function well; however, the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations “because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance.”

Problem intersections and recommended improvements are as follows:

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

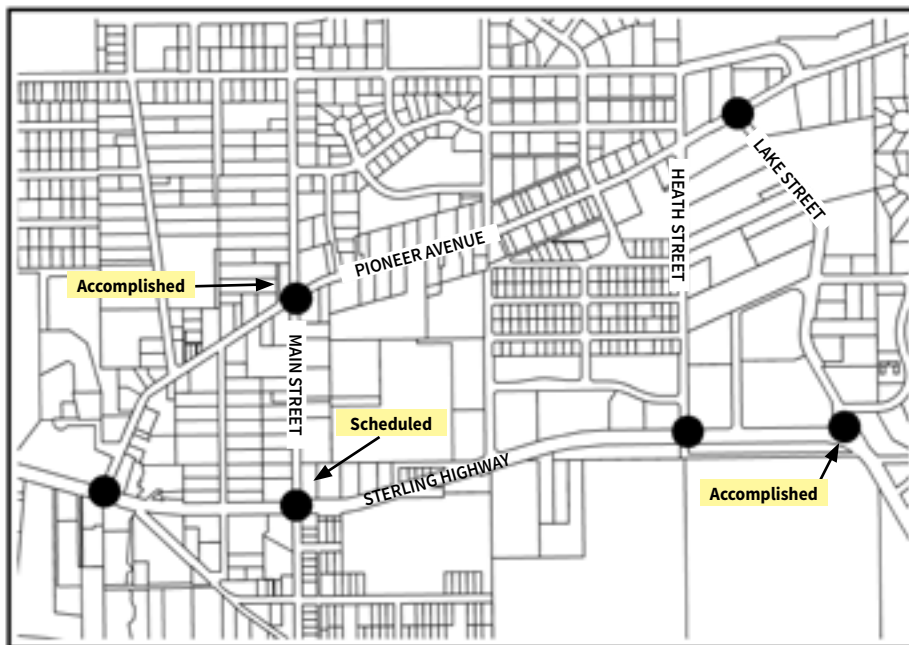
Sterling Highway and Main Street - Roundabout or traffic signal;

Sterling Highway and Heath Street - Roundabout or traffic signal;

Pioneer Avenue and Main Street - Roundabout or traffic signal;

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

**Plans & Progress:** State of Alaska DOT/PF obtained \$2.8 million to make safety improvements to Main Street Intersections. Traffic control at the Pioneer Avenue and Main Street intersection was accomplished in 2016 by installing a four-way stop and flashing overhead beacon. State of Alaska DOT/PF will be moving forward in 2017 to complete improvements at the Main Street intersection by installing a traffic signal at the Main Street and Sterling Highway intersection.



Alaska DOT/PF has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005 and a four way stop at the Main Street/Pioneer Avenue intersection was installed in 2016.

FY 2017 - DRAFT Document



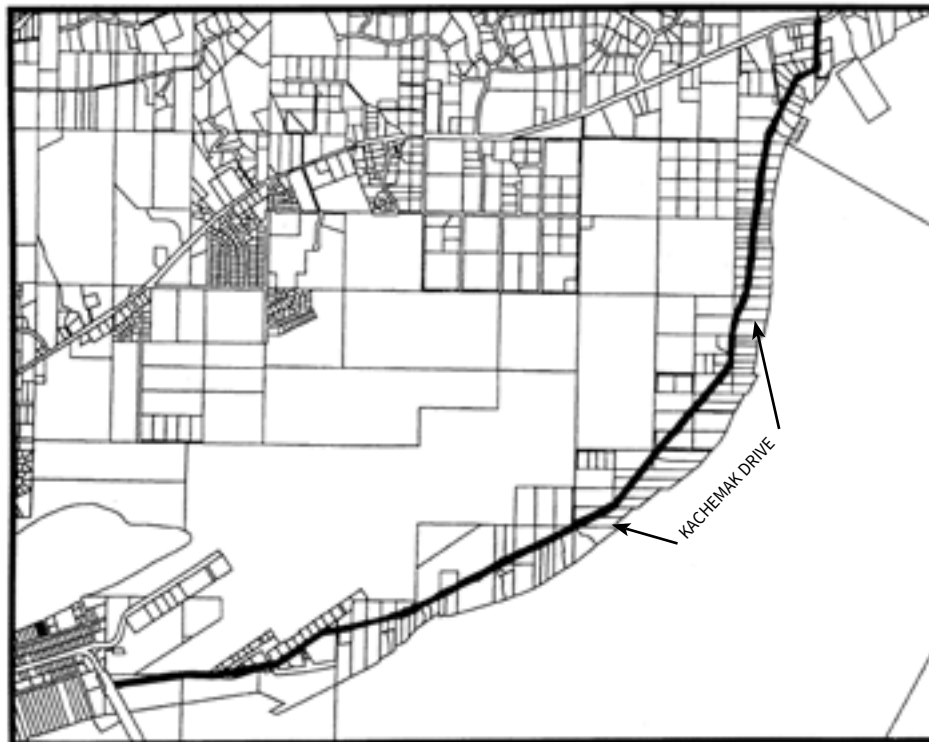
## Kachemak Drive Rehabilitation/Pathway

FY 2017 - DRAFT Document

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

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

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



Project location for Kachemak Drive pathway.



## Main Street Reconstruction

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FY 2017 - DRAFT Document

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

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

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

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

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



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



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

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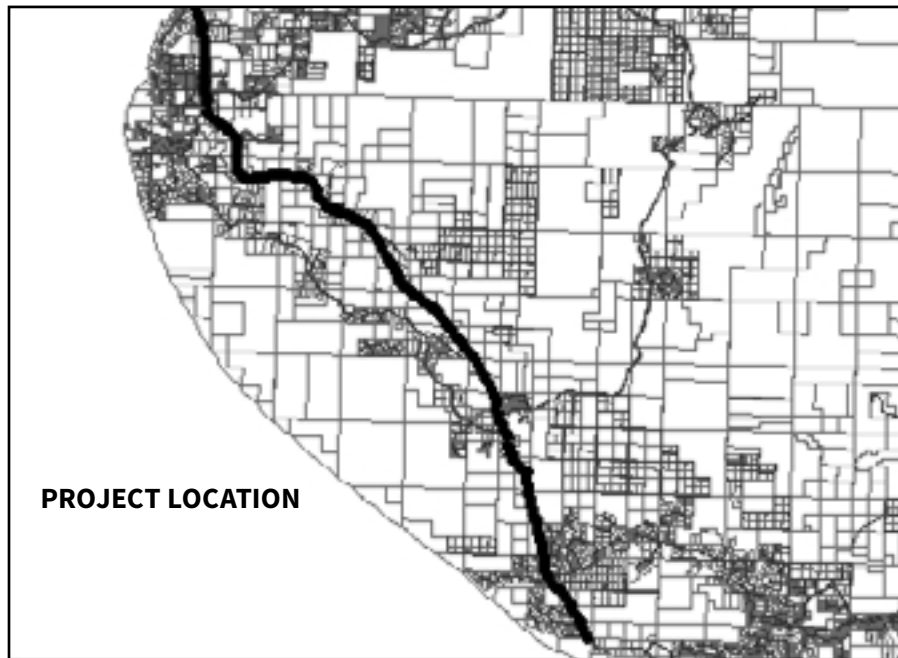
FY 2017 - DRAFT Document

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

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

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

**Plans & Progress:** The Sterling Highway MP 157-169 Rehabilitation project is included in the 2012-2015 Alaska Statewide Transportation Improvement Program (STIP). Two and a half million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases. Preliminary engineering and environmental assessment services began in the summer of 2014, with design, permitting and right-of-way acquisition scheduled to begin in 2016.





## Alaska Maritime Academy

**Staff recommendation per Bryan, Julie & Carey remove this project from CIP.**

**Project Description & Benefit:** This project will establish an accredited maritime academy providing quality post-secondary education primarily focused on marine related programs for developing career-oriented skills relating to engineering, ship operations, marine science, maritime management, and small vessel design and operation. The academy would provide both classroom and hands-on training, taking advantage of Homer's existing marine trades industry cluster and opportunities for time onboard vessels in port and at sea.

The Federal Maritime Administration provides training vessels and other support to state maritime academies. Currently there are six academies in the U.S.; none in Alaska. Alaska Statute Sec. 44.99.006 specifies that the Governor may enter into an agreement with the Federal Maritime Administration to provide for an Alaska Maritime Academy.

**Plans And Progress:** The Homer City Council approved Resolution 10-22(A) requesting that Alaska's Governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A maritime academy is also included as a potential economic development opportunity in the City of Homer Comprehensive Economic Development Strategy.



Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.

**Two west coast maritime academies already exist: WA and CA. Not sure there's enough demand for another. If so, it would be a Federal project sponsored through UAA system; Homer would compete with Juneau and Seward (with a technical school infrastructure already in place) to be host location. Fiscal environment makes this project highly unlikely. Homer already addressing maritime trades much more feasibly through continuing education program through KPC.**

FY 2017 - DRAFT Document



## Projects Submitted by Other Organizations

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

- **Haven House:**  
Safety/Security Improvements .....43
- **Homer Council on the Arts:**  
Re-configuration and Facility Upgrade.....44
- **Homer Hockey Association:**  
Kevin Bell Ice Arena Acquisition.....45
- **Homer Senior Citizens Inc.:**  
Alzheimer’s Unit .....46
- ~~Homer Senior Citizens Inc. Natural Gas Conversion~~  
Natural Gas Conversion completed and moved to completed projects list.
- **Kachemak Shellfish Growers Association:**  
Kachemak Shellfish Hatchery .....47
- **Pratt Museum:**  
New Facility and Site Redesign.....48
- ~~South Peninsula Hospital:~~  
~~Site Evaluation & Planning for Hillside Reinforcement~~49  
SPH requests removing this project in favor of two higher priority projects included in Proposed Project packet.

FY 2017 - DRAFT Document



## Haven House Safety/Security Improvements

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

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

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

**Schedule:** 2017-2018



FY 2017 - DRAFT Document



## Homer Council on the Arts Facility Upgrade & Reconfiguration

Updated plans & progress and added Phase 2 placement of a yurt.

FY 2017 - DRAFT Document

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

Recognizing the limits of HCOA’s 56-year old, former office space facility, HCOA has taken steps to determine how the building can better serve the needs of Homer’s art community and better support HCOA’s mission. These steps included a comprehensive energy audit in 2012 and participation in the Foraker Group Pre-Development Program. Combined, these two planning processes assessed HCOA’s and the community’s programmatic needs (as determined in Homer’s Parks, Art, Recreation and Culture (PARC) Needs Assessment) and created feasible, appropriately scaled remodel options to accommodate those needs through building improvements.

The following phased facility upgrade plan was chosen to make HCOA’s facility more efficient and affordable to operate, fill a documented community need for affordable community program, dance, and medium-sized performance space, and improve the overall accessibility, flexibility, longevity and aesthetics of the existing building.

**Plans & Progress:** HCOA recently refinanced its mortgage to initiate Phase One Energy Efficiency and Maintenance Improvements. To date, HCOA has converted the main building to natural gas, repaired and replaced windows and doors, and improved lighting efficiency in the gallery space. HCOA has gathered interested community and board members, and others to serve on a Facility Improvement Committee. Continuing plans are as follows:

- Replace the roof and paint the existing building, completing Phase One of the plan in Fall/Winter 2016;
- Secure funding from individuals, foundations, and government agencies to complete Phase Two of the project: construct a yurt on back of the property to provide community dance and performance art space. 2016-2017;
- Begin fundraising, complete plans and construct Phase Three: interior reconfiguration and renovation of the existing facility. 2017-2018.

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



HCOA’s site plan showing location of yurt which will provide community dance and small performance art space.





## Homer Hockey Association Kevin Bell Ice Arena Acquisition

**Project Description & Benefit:** The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the Kenai Peninsula hosting the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Since opening its doors, the Homer Hockey Association (HHA) has operated the rink within a yearly budget of \$300,000, which covered both operating and capital acquisition expenses. In September 2015, though, HHA had to begin paying the principal on its loan which increased the monthly payments significantly. In order to purchase the building and the land, HHA needs to obtain \$2.74 million dollars.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. Homer Hockey Association is accomplishing this mission. One of the few non-profit, volunteer-run ice rinks in the U.S., HHA has done an outstanding job accomplishing its mission. Volunteers contribute an estimated 14,000 volunteer 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 for adults and children, broomball, and a curling program. The Kevin Bell Arena hosts up to 800 users a week during the winter. These efforts earned HHA the 2012 Alaska Recreation & Parks Association Outstanding Organization award.

The Kevin Bell Ice Arena hosts many tournaments and events that bring commerce to the City of Homer, especially important during the winter when tourism is low. In the 2015-16 season, HHA hosted seven separate adult and youth tournaments with a combined total of 150 games. These tournaments and jamborees brought over 1,160 out-of-town players to Homer, accompanied by family and fans that contributed an estimated \$646,187 to the local economy through lodging, transportation, dining and merchandise purchases. It is estimated that half came from the Pee Wee "C" State Tournament where the Homer team were champions.

**Plans & Progress:** HHA ran a grass roots campaign in the 2014-15 season to educate and solicit ideas to secure the future of the Kevin Bell Arena. During this endeavor, we have gotten resolutions from the City of Homer and the Kenai Peninsula Borough and circulated a petition to solicit support and inform Kenai Peninsula residents as well as ice sports supporters everywhere of our situation.

HHA conducted TILT Don't Let the Rink Sink, a crowdfunding campaign in January 2015 which raised \$25,000 to help pay for the increase in principal payments for 2016. HHA also received a one-time line item of \$14,000 from the City of Homer to go toward the principal of the loan.

HHA continues to rely on revenue from fundraising, grants, and sponsorships to meet its budget. This past season, HHA sponsored a dessert auction, golf tournament, garage sale, Ash Cup silent auction, a Skate-a-Thon, and concessions, earning a total of \$18,241. An annual raffle (mandatory for all HHA members) earned \$26,407 for the 2015-16 season. Grants and sponsorships totaled \$46,694.

Homer Hockey Association has been in contact with state and federal legislators about the rink's financial situation and has requested help in identifying possible funding sources.

**Total Project Cost:** \$2,740,000

**Schedule:** 2017-2018



Homer's Pee Wee Tier II State Champions. Last year, the Kevin Bell Arena hosted seven ice sports tournaments, bringing over 1,160 out-of-town players to Homer.



## Homer Senior Citizens Inc. Alzheimer's Unit

FY 2017 - DRAFT Document

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

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

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

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

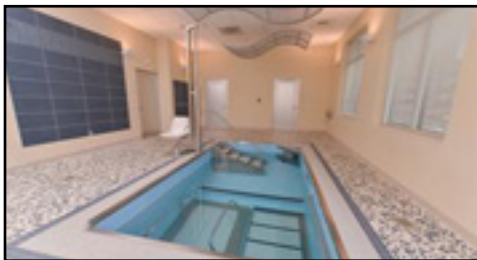
**Plans & Progress:** Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer’s Unit.

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

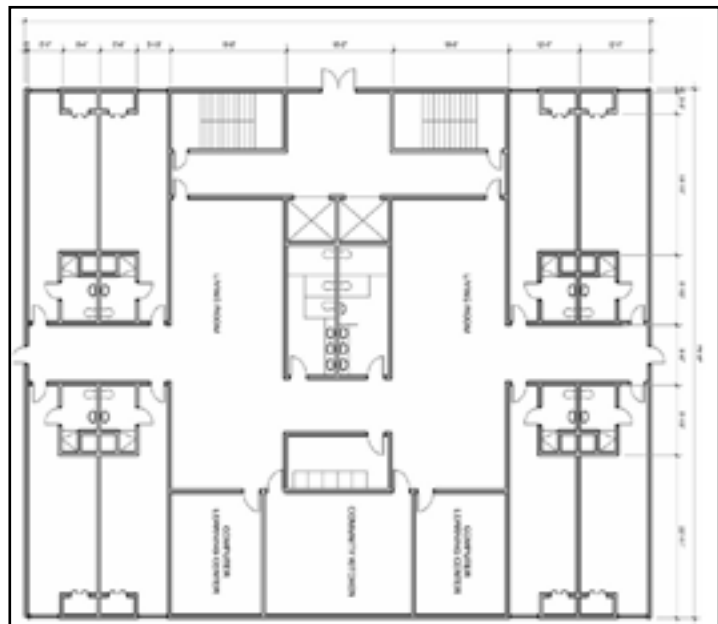
**Total Project Cost:** \$3,000,000

**Funding Received to date:** \$40,735.50

**Schedule:** 2017



Example of a HydroWorx Therapy Pool Room .





## **Kachemak Shellfish Growers Association Kachemak Shellfish Hatchery**

**Contact made, but no update provided.**

**FY 2017 - DRAFT Document**

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

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

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

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

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

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

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

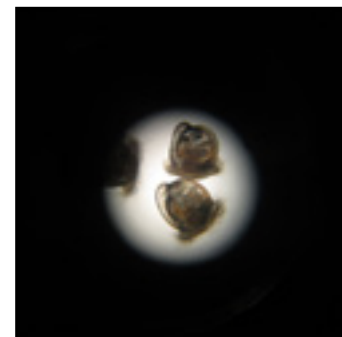
**Total Project Cost:** \$400,000

**Preconstruction:** \$75,000

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

**Construction:** \$325,000

**Schedule:** 2017



Microscopic view of two tiny oysters.



## Pratt Museum New Facility and Site Redesign

FY 2017 - DRAFT Document

**Project Description & Benefit:** The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 25,000 visitors, with more than 4,000 young and adult learners participating in its programs. The Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small community museums across the country.

The Pratt Museum's existing 10,500 square foot building is more than 47 years old, and the building's galleries, public meeting, and education spaces do not meet the Museum's or the community's needs. The Pratt is working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 10+ acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to properly care for growing collections, including community archives and stories; and 7) full disability accessibility.

**Plans & Progress:** Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, a McDowell Group economic impact analysis found that the Museum generates substantial economic activity in the region. The following critical steps have laid the groundwork for the successful completion of this project:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning and Design Phases;
- With leadership from the Patrons of the Pratt Society and generous individual donors, 10+ acres of urban green space have been acquired in the heart of Homer, which the Museum owns debt-free;
- Participation in the Rasmuson Foundation's prestigious "Pre-Development Program," provided the Pratt with more than \$70,000 of in-kind planning services to start the project;
- Phase II community input planning and research continues for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured \$3.4 million (36% of the project total) in cash, grants, and pledges with an additional third of the project budget identified from major funders who will contribute when later funding benchmarks have been reached;
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012, schematic designs are complete, the design development phase was completed in 2015, construction documents are underway in 2016, site development is planned for 2016-17 and construction dates for the new building are to be determined.

**Total Project Cost:** \$9,500,000

**Preconstruction:** \$1,000,000

**Construction:** \$8,500,000

\$3,400,000 raised to date

(FY17 State Request: \$1,650,000)

**Schedule:**

**Planning:** 2010

**Design & Construction Documents:** 2015-2016

**Site Construction:** 2016-2017



Architectural rendering of the new Pratt Museum facility.



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

**South Peninsula Hospital requests this project be removed from CIP.**

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

The facility has had numerous additions and structural work completed in the last 10 years which may have impacted and affected the stability of the hillside. The hillside runs continuous from the entrance of parking the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

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

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

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

**Schedule:** 2016

**Two new proposed projects are higher priority.**



**FY 2017 - DRAFT Document**



## Capital Improvement Long-Range Projects

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FY 2017 - DRAFT Document

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

### Local Roads

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

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

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

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

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

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

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### Parks And Recreation

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

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

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

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## Capital Improvement Long-Range Projects

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FY 2017 - DRAFT Document

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

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

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

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

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

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

**Cost:** Staff Time      Priority Level 3

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

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

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

**Cost:** \$860,000      Priority Level 2

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

**Total:** \$500,000      Priority Level 3

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**Public Restrooms – Homer Spit:** With increased activity on the Homer Spit, the need for restroom facilities has also increased. The restroom at Ramp 2 is in poor condition and needs to be replaced.

**Cost:** \$295,000      Priority Level: 2

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## Capital Improvement Long-Range Projects

FY 2017 - DRAFT Document

### PUBLIC PROJECTS

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

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

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

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

**Cost:** \$5 million                      Priority Level 3

**Public Works Complex:** The City of Homer Public Works complex on the Sterling Highway was constructed in phases from 1974-1986 (except for the recently completed large equipment storage shed). In 1980, Homer's population was 2,209. Since that time, the population has grown more than 150%, with a corresponding increase in roads, water/sewer lines, and other construction activity that requires employee and equipment time. The existing facility is no longer adequate to meet these needs and the problem will become more acute with continued growth.

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

**Cost:** Design—\$500,000              Construction—\$4,500,000              Priority Level 2

**Homer Greenhouse:** Homer's growth in population and area, the importance of tourism to the local economy, and increased community requests for beautification illustrate the need for a new greenhouse capable of producing 100,000 plants annually. In addition to spring planting, the greenhouse can be used to grow hanging baskets for the Central Business District; poinsettias, etc. for the winter holiday season; and shrubs and trees for revegetation and park improvements. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

**Staff recommend removing this project; proposed locatin (HERC) may be redeveloped for Public Safety building.**

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





## Capital Improvement Long-Range Projects

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**Public Market Design and Financing Plan:** This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. The project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

**Staff recommend removing this project until further work on Town Center; farmer's market currently established**

**Cost:** \$60,000

Priority Level 3

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### UTILITIES

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

**Cost:** \$400,000

Priority Level 3

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

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

Priority Level 3

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

**Cost:** \$16,750,000

Priority Level 3

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

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

**Cost:** Design—\$500,000

Construction—\$4.5 M

Priority Level 2

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FY 2017 - DRAFT Document



## Capital Improvement Long-Range Projects

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FY 2017 - DRAFT Document

### STATE PROJECTS

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

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



## **Capital Improvement Appendices**

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- **CIP Development Schedule**
- **Resolution 16-XXX**
- **City of Homer Financing Assumptions**



## Capital Improvement Appendices

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**CITY OF HOMER  
2017-2022 CAPITAL IMPROVEMENT PLANNING PROCESS  
FY 2018 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council approval of schedule	April 25, 2016
Solicit new/revised project information from City Departments, local agencies and non-profits	April 26
Input for new draft requested by	May 27
Prepare and distribute draft CIP to City advisory groups for review and input:	Meeting dates:
Economic Development Commission	June 14, July 12
Parks and Recreation Commission	June 16
Port and Harbor Commission	June 22, July 27
Planning Commission	June 15, July 20
Cannabis Advisory Commission	June 23, July 28
Library Advisory Board	August 2
Administrative review and compilation	August 22- August 26
City Council worksession to review proposed projects	August 29
Introduction of Resolution on CIP/Legislative Request	September 12
Public Hearing on CIP/Legislative Request	September 26
Adoption of Resolution by City Council	October 10
Administration forwards requests for Governor's Budget	October 12
Administrative Compilation of CIP	Through end of October
Distribution of CIP and State Legislative Request	October 2016 & January 2017
Compilation/distribution of Federal Request	February 2017



## Capital Improvement Appendices

Replace with current resolution.

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**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 15-084(A)**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE  
2016-2021 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING  
CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR  
2017.

WHEREAS, Duly published hearings were held on September 14 and October 12, 2015 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the Commissions and held a Worksession on August 24, 2015; and

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

NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2016-2021" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2017 State Legislative Request:

1. Public Safety Building
2. East Boat Harbor
3. Harbor Sheet Pile Loading Dock
4. Fire Department Fleet Management
5. Storm Water Master Plan

BE IT FURTHER RESOLVED that projects for the FY 2017 Federal Legislative Request will be:

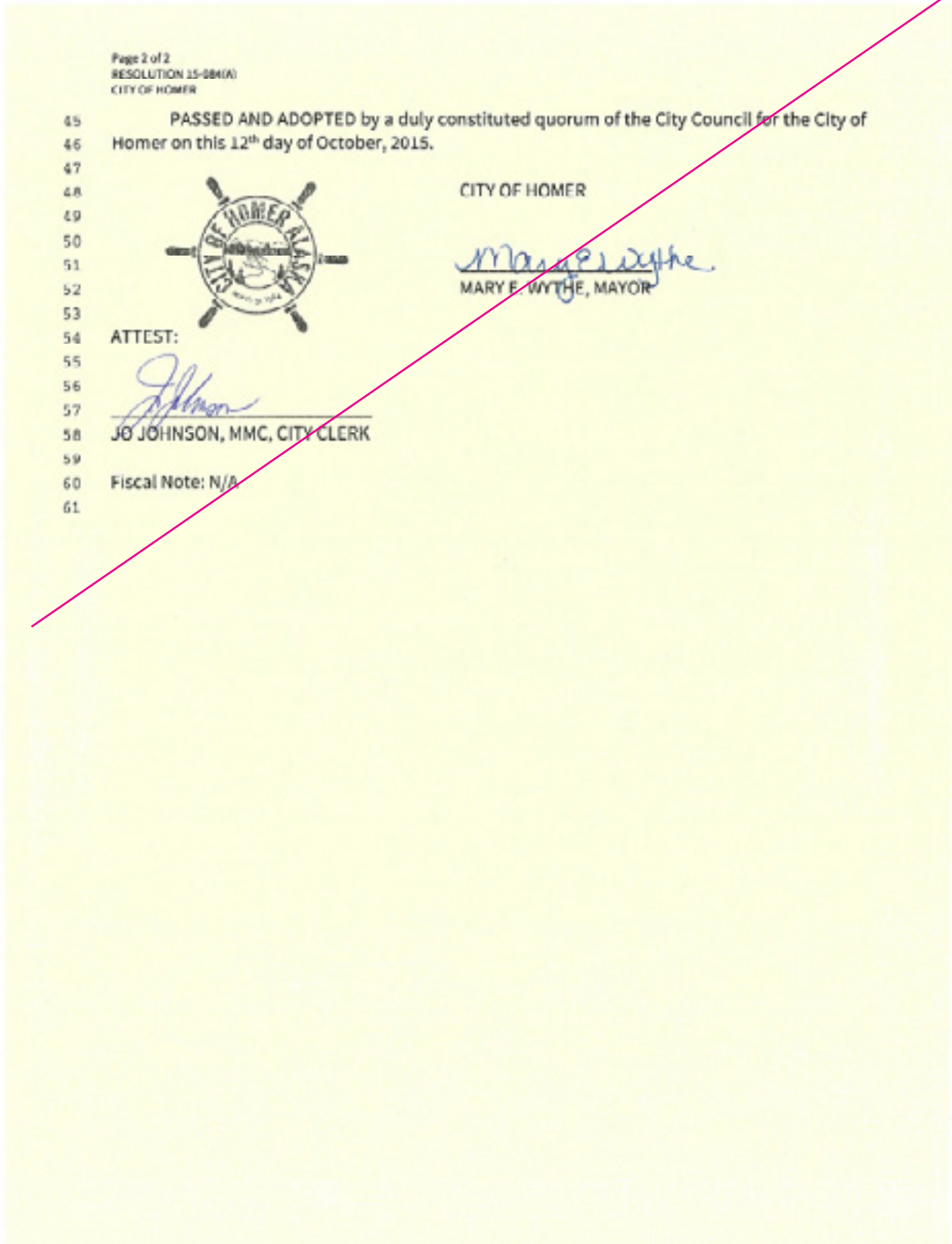
1. Public Safety Building
2. East Boat Harbor

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise the appropriate State and Federal representatives and personnel of the City's FY 2017 capital project priorities and take appropriate steps to provide necessary background information.



## Capital Improvement Appendices

replace with current resolution.





## Capital Improvement Appendices

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

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

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

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

1. The six-mill property tax limitation precludes utilizing General Fund operating revenue to fund major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program.
5. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.







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

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7. South Peninsula Hospital: Operating Room HVAC Replacement.... 8

**PROPOSED NEW PROJECT - DRAFT**



## City of Homer Radio Communication System Upgrades

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

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

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

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

**Plans and Progress:** Homer's Police Department applied for FY16 Homeland Security grants to begin public safety radio system replacement. The requests would help replace Public Safety dispatch consoles and repeaters. Regardless of grant application outcome, considerable city funds will be needed to replace the entire radio communication system by 2022.

**Total Project Cost:** \$1,100,000 - \$1,300,000

Public Safety repeaters and placement on new Spit communication tower: \$175,031

Public Safety dispatch consoles and associated equipment: \$296,000

Public Safety radios: \$558,987

Port & Harbor radios and possible repeater: \$40,000 - \$70,000

Public Works radios: \$100,000-\$120,000 system

Public Works data radio system: \$50,000-\$80,000

PROPOSED NEW PROJECT - DRAFT



## Fire Department Rescue 1 Remount

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

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

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

**Total Project Cost:** \$150,000

**Priority Level:**

**Schedule:** 2017

PROPOSED NEW PROJECT - DRAFT



## Fire Station Improvements

**Project Description & Benefit:** Built nearly 40 years ago from a pre-existing garage structure, Homer's Fire Station is in need of upgrades to address immediate health threats to our public servants, space constraints that limit response capabilities and maintenance issues necessary for continued building use and productivity for another 10 to 15 years.

The Fire Station does not have a ventilation system to protect staff and volunteer responders from vehicle exhaust which is known to contain potential carcinogens, carbon monoxide and other harmful gasses that contribute to respiratory illness. Currently emissions exposure is mitigated by opening windows and bay doors to passively dilute and remove fumes – an inefficient and costly method (especially in the winter) which still leaves personnel exposed. Installing a vehicle exhaust removal system is a critical upgrade.

Homer's emergency call volume and variety has grown with the population. So has the Fire Department's response capabilities. Unfortunately, the Fire Station has not kept pace over time creating cramped work areas, storage challenges and an insufficient number of bunkrooms (two) for volunteers during overnight duty. Raising the eastern roof line to mirror the building's western roofline would expand the second floor by 1,000 square feet to accommodate additional bunk rooms, storage and office space.

Ongoing building maintenance is required to ensure safe, functional operations and preserve the value of the asset. The following corrective maintenance projects will help extend the Fire Station's life and usefulness another 10 years:

- Replace all floor coverings. With the exception of one office space, flooring dates back to original 1980 construction. It is extremely worn and, in places, a tripping/slipping hazard.
- Repaint the station's exterior and interior walls. This was last done in 1995. Bays additionally require specialized epoxy paint and resistant products to protect against damage from heavy equipment use.
- Replace slab flooring in Bays 2 and 3, including leveling sunken subsurface areas, strengthening it to sustain the heavier heavier weight of current apparatus without cracking, and replacing undersized floor drains which consistently clog and trap rot-producing moisture within the building.
- Improve drainage behind the Fire Station to direct water away from building. Proper drainage extends the life of the building and lowers long-term maintenance costs by preventing seasonal heaving and sinking which cracks the Bays' floors and approach aprons and misaligns the Bays' automatic garage door tracks. With drainage system in place, complete paving behind the building and fix apron pavement cracks and 3-4" heaves at the entrance to the Bays.
- Remodel the Fire Station's kitchen. Emergency response here depends upon a vibrant and committed volunteer corps who routinely risk their lives in service to the community. The kitchen is the social center for volunteer responders, hosting up to 25 at eight community-building meals in conjunction with trainings and up to 15 during emergency events. The kitchen will also serve City employees in case of a major disaster (the Fire Station is the designated disaster destination for City personnel). Except for new appliances purchased in 1995, the kitchen has been untouched and is inefficient. Cabinets and drawers are falling apart, and the design is obsolete for what is essentially a small commercial kitchen.

**Plans & Progress:** A new Fire Station was originally proposed as part of a new, combined Public Safety Complex. However, a \$30 million cost estimate led to a scaled-back police-station-only design that reserves part of the adjacent HERC site for future co-location of a new fire hall. Upgrades were proposed to extend the existing Fire Hall's functional life. City Council approved transfer of \$80,000 in design funds from the combined Public Safety Building project to the Fire Station Upgrade project, and approved \$1 million from general funds for construction. The architectural, engineer and construction management team working on the Public Safety Building will continue as General Manager-Contractor for the Fire Station upgrade project.

**Total Project Cost:** \$900,000

**Schedule:** 2017

**Priority Level:**

**Need to update Total Project Cost based on new design**



## Large Vessel Haulout Repair Facility

PROPOSED NEW PROJECT - DRAFT

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

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

**Plans & Progress:** A Large Vessel Haulout Task Force was formed in 2014. Initially, the Task Force analyzed two potential sites for the facility and determined that developing the repair facility on the uplands of lot TR-1-A is more feasible than developing it on the old chip pad. Project development is being carried out in three phases. Phase 1 included pre-development activities such as site selection and completion of management plans and policies. To date the Task Force has completed Best Management Practices, vessel owner use agreements, and venter use agreements for the Large Vessel Repair facility. Staff have completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A.

Phase 2 involves completing the design for the haul out ramp and upland support facilities such as the wash down pad and drainage/water management system according to the prevention plan (SWPPP) and electrical fixtures. Phase 3 is construction.

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

**Schedule:**

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

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

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



The Time Bandit hauled out in Spring of 2016 for repairs on Homer Spit Lot TR 1 A next to Pier One Theatre.



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

PROPOSED NEW PROJECT - DRAFT

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

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

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

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

**Total Project Cost:** \$25,435  
Foundation (materials, labor & equipment): \$9,160  
Motor Relocation (tear down, inspection, cleaning and relocation): \$3,400  
Motor Hut Construction (includes materials & volunteer labor): \$2,775  
Extend Power Supply to New Location: \$6,000  
Excavator and Grade Work: \$4,100

**Schedule:**

Planning & Design: 2016  
Preconstruction completed by: July 2017  
Construction completed by: Jan 2018



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



## Homer Medical Clinic Expansion

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PROPOSED NEW PROJECT - DRAFT

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

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

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

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

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

**Schedule:** Fall 2016 - Summer 2017.



Homer Medical Clinic



## South Peninsula Hospital Operating Room HVAC Replacement

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

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

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

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

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

**Schedule:** 2017-2018



PROPOSED NEW PROJECT - DRAFT



# Port & Harbor Monthly Statistical & Performance Report

For the Month of: **June 2016**

<b><u>Moorage Sales</u></b>	<u>2016</u>	<u>2015</u>	<b><u>Stall Wait List</u></b>	<u>2016</u>	<u>2015</u>
Daily Transient	617	611	No. on list at Month's End	2016	2015
Monthly Transient	285	286	20' Stall	4	2
Semi-Annual Transient	6	3	24' Stall	45	35
Annual Transient	5	5	32' Stall	78	53
Annual Reserved	0	1	40' Stall	29	23
			50' Stall	21	26
			60' Stall	4	3
			75' Stall	3	2
			Total:	184	144
<b><u>Grid Usage</u></b>	<u>2016</u>	<u>2015</u>			
1 Unit = 1 Grid Tide Use					
Wood Grid	48	49			
Steel Grid	9	7			
			<b><u>Docking &amp; Beach/Barge Use</u></b>		
			1 Unit = 1 or 1/2 Day Use	<u>2016</u>	<u>2015</u>
<b><u>Services &amp; Incidents</u></b>	<u>2016</u>	<u>2015</u>	Deep Water Dock	16	36
Vessels Towed	2	1	Pioneer Dock	30	24
Vessels Moved	53	38	Beach Landings	42	13
Vessels Pumped	7	4	Barge Ramp	11	9
Vessels Sunk	0	0			
Vessel Accidents	2	3	<b><u>Marine Repair Facility</u></b>	<u>2016</u>	<u>2015</u>
Vessel Impounds	1	0	Vessels Hauled-Out	0	0
Equipment Impounds	7	9	Year to Date Total	7	2
Vehicle Impounds	0	1			
Property Damage	6	5	<b><u>Wharfage (in short tons)</u></b>		
Pollution Incident	9	11	In Tons, Converted from Lb./Gal.	<u>2016</u>	<u>2015</u>
Fires Reported/Assists	1	0	Seafood	3	177
EMT Assists	9	6	Cargo/Other	1,172	924
Police Assists	3	7	Fuel	74,433	70,576
Public Assists	39	43			
Thefts Reported	0	3			
			<b><u>Ice Sales</u></b>	<u>2016</u>	<u>2015</u>
<b><u>Parking Passes</u></b>	<u>2016</u>	<u>2015</u>	For the Month of June	419	283
Long-term Pass	10	17			
Monthly Long-term Pass	5	14	Year to Date Total	938	695
Seasonal Pass	3	0			
			<b><u>Difference between</u></b>		
<b><u>Crane Hours</u></b>	<u>2016</u>	<u>2015</u>	<b><u>2015 YTD and 2016 YTD:</u></b>	<u>243 tons more</u>	
	369.4	277			



## Port & Harbor Water/Sewer Bills

Service Period End Date: June 30, 2016

Meter Reading Period: 5/12 to 6/14/2016

Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$19.00	\$301.93	-	\$320.93	320,600	348,300	27,700
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$9.50	\$11,734.94	-	\$11,744.44	8,383,300	9,459,900	1,076,600
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$9.50	\$689.97	-	\$699.47	22,637,800	22,701,100	63,300
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$9.50	\$458.89	-	\$468.39	1,051,800	1,093,900	42,100
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	\$153.69	-	\$172.69	2,988,200	30,023	14,100
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$89.38	-	\$108.38	439,400	447,600	8,200
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$912.33	-	\$931.33	8,377,300	8,461,000	83,700
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$19.00	-	-	\$19.00	229,800	229,800	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$3,215.50	\$41.76	\$3,276.26	865,027,100	865,322,100	295,000
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$216.91	\$461.68	\$697.59	931,400	951,300	19,900
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$19.00	\$370.60	-	\$389.60	1,444,600	1,478,600	34,000
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$238.71	\$508.08	\$765.79	1,274,600	1,296,500	21,900
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$69.76	\$148.48	\$237.24	691,700	698,100	6,400
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50	-	-	\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$43.60	\$92.80	\$155.40	41,500	45,500	4,000
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$38.15	\$54.95	\$112.10	29,300	32,800	3,500
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	\$270.32	\$389.36	\$678.68	71,400	96,200	24,800
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$822.95	-	\$841.95	140,800	216,300	75,500

**Overall Charges: \$21,628.74**

**Overall Water Usage: 1,800,700**

Water/Sewer Monthly Comparison CY 2013 to Current								
	2013		2014		2015		2016	
January	\$1,039.71	62,100	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800
February	\$995.09	57,300	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500
March	\$3,777.17	91,400	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300
April	\$2,825.07	208,200	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700
May	\$11,647.05	1,176,600	\$12,019.73	973,600	\$6,982.27	541,900	\$9,770.89	709,300
June	\$19,728.26	1,660,800	\$13,396.30	1,106,200	\$14,116.19	1,134,100	\$21,628.74	1,800,700
July	\$73,511.61	6,344,600	\$16,516.50	1,348,000	\$12,038.01	919,900		
August	\$18,766.53	1,547,500	\$15,883.21	1,279,500	\$15,033.97	1,197,000		
September	\$12,784.77	1,057,600	\$13,105.89	1,073,100	\$15,661.07	1,307,300		
October	\$6,823.64	558,200	\$3,874.68	266,000	\$5,445.90	406,300		
November	\$5,696.76	456,800	\$3,658.86	283,400	\$1,917.85	106,100		
December	\$2,699.74	186,900	\$1,748.09	111,900	\$1,284.30	30,100		
YTD Total	\$160,295.40	13,408,000	\$97,552.31	7,825,200	\$85,357.92	6,688,600	\$40,380.90	3,120,300



**WEEKLY CRANE TIME / TONS OF ICE**  
**City of Homer - Fish Dock 2016**

Date From	Date To	Crane Hours (Weekly)	YTD Crane	Tons of Ice (Weekly)	YTD Ice
1/4/2016	1/10/2016	6	6	shut down for maintenance	0
1/11/2016	1/17/2016	24	30	shut down for maintenance	0
1/18/2016	1/24/2016	29.1	59.1	shut down for maintenance	0
1/25/2016	1/31/2016	28.5	87.6	shut down for maintenance	0
2/1/2016	2/7/2016	30.1	117.7	shut down for maintenance	0
2/8/2016	2/16/2016	64.5	182.2	shut down for maintenance	0
2/15/2016	2/21/2016	40.2	222.4	shut down for maintenance	0
2/22/2016	2/28/2016	36.9	259.3	shut down for maintenance	0
2/29/2016	3/6/2016	32.3	291.6	shut down for maintenance	0
3/7/2016	3/13/2016	51.3	342.9	shut down for maintenance	0
3/14/2016	3/20/2016	43.3	386.2	19	19
3/21/2016	3/27/2016	46.1	432.3	28	47
3/28/2016	4/3/2016	21	453.3	13	60
4/4/2016	4/10/2016	25.4	478.7	20	80
4/11/2016	4/17/2016	52.6	531.3	81	161
4/18/2016	4/24/2016	48.6	579.9	31	192
4/25/2016	5/1/2016	26.1	606	52	244
5/2/2016	5/8/2016	30.9	636.9	16	260
5/9/2016	5/15/2016	42.5	679.4	109	369
5/16/2016	5/22/2016	48.9	728.3	73	442
5/23/2016	5/29/2016	42.4	770.7	77	519
5/30/2016	6/5/2016	56.2	826.9	65	584
6/6/2016	6/12/2016	77.3	904.2	83	667
6/13/2016	6/19/2016	59.7	963.9	81	748
6/20/2016	6/26/2016	84.7	1048.6	113	861
6/27/2016	7/3/2016	91.5	1140.1	77	938
7/4/2016	7/10/2016	111.2	1251.3	95	1033
7/11/2016	7/17/2016	108.1	1359.4	345	1378
7/18/2016	7/24/2016				
7/25/2016	7/31/2016				
8/1/2016	8/7/2016				
8/8/2016	8/14/2016				
8/15/2016	8/21/2016				
8/22/2016	8/28/2016				
8/29/2016	9/4/2016				
9/5/2016	9/11/2016				
9/12/2016	9/18/2016				
9/19/2016	9/25/2016				
9/26/2016	10/2/2016				
10/3/2016	10/9/2016				
10/10/2016	10/16/2016				
10/17/2016	10/23/2016				
10/24/2016	10/30/2016				
10/31/2016	11/6/2016				
11/7/2016	11/13/2016				
11/14/2016	11/20/2016				
11/21/2016	11/27/2016			shut down for maintenance	
11/28/2016	12/4/2016			shut down for maintenance	
12/5/2016	12/11/2016			shut down for maintenance	
12/12/2016	12/18/2016			shut down for maintenance	
12/19/2016	12/25/2016			shut down for maintenance	
12/26/2016	1/1/2017			shut down for maintenance	
				shut down for maintenance	



## Deep Water Dock 2016

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/3	Tustumena	296	1900/2200	St of AK	788.00	52.00
1/7	Swiftwater	218	1000/2100	Turnagain Ma	788.00	52.00
1/13	DBL 54	300	0820/1215	Kirby Offshor	788.00	52.00
1/13	Pacific Wolf	121	0845/1215	Kirby Offshor	506.00	52.00
1/17	Java Sea & DBL 78	395	0430/0900	Kirby Offshor	1,206.00	52.00
1/17	Java Sea INSIDE	121	0900/	Kirby Offshor	506.00	na
1/18	Java Sea & DBL 78	395		Kirby Offshor	1,206.00	
1/18	Java Sea INSIDE	121	/1000	Kirby Offshor	253.00	na
1/19	Java Sea & DBL 78	395	/0245	Kirby Offshor	1,206.00	
1/27	Tustumena INSIDE 1/6	296	0915/1200	St of AK	131.28	na
1/30	Java Sea & DBL 78	395	0500/	Kirby Offshor	1,206.00	52.00
1/31	Java Sea & DBL 78	395	/2020	Kirby Offshor	1,206.00	
1/31	Millennium Star	105	1800/	Olympic	253.00	na
2/1	Millennium Star INSIDE	105	/1200	Olympic	253.00	
2/4	Perseverance	207	1000/	Cispri	788.00	52.00
2/5	Perseverance	207		Cispri	788.00	
2/6	Perseverance	207	/1030	Cispri	788.00	
2/9	Millennium Star INSIDE	105	1350/	Olympic	253.00	na
2/10	Millennium Star INSIDE	105		Olympic	506.00	
2/11	Millennium Star INSIDE	105	/0900	Olympic	253.00	
2/16	PacWolf & DBL54 INSIDE	395	0745/1645	Kirby Offshor	603.00	na
2/23	Tustumena	296	1900/2030	St of AK	788.00	52.00
2/24	DBL 106	383	1630/	Kirby Offshor	1,206.00	52.00
2/24	Bismarck Sea INSIDE	125	1730/	Kirby Offshor	253.00	na
2/25	DBL 106	383		Kirby Offshor	1,206.00	
2/25	Bismarck Sea INSIDE	125		Kirby Offshor	506.00	
2/26	DBL 106	383	/2120	Kirby Offshor	1,206.00	
2/26	Bismarck Sea INSIDE	125	/2100	Kirby Offshor	506.00	
3/2	Anna T INSIDE	105	1215/	Amak Towing	253.00	na
3/3	Anna T	105		Amak Towing	506.00	
3/3	Millennium Star INSIDE	105	0030/	Olympic	506.00	na
3/4	Anna T	105		Amak Towing	506.00	
3/4	Millennium Star INSIDE	105	/1830	Olympic	506.00	
3/5	Anna T	105		Amak Towing	506.00	
3/6	Anna T	105		Amak Towing	506.00	
3/6	Millennium Star INSIDE	105	1600/	Olympic	253.00	na
3/7	Millennium Star INSIDE	105	/1130	Olympic	506.00	
3/7	Anna T	105		Amak Towing	506.00	
3/8	Millennium Star	105	/1315	Olympic	506.00	
3/8	Anna T	105	/1300	Amak Towing	506.00	
3/9	Anna T	105		Amak Towing	506.00	
3/9	Millennium Star INSIDE	105		Olympic	506.00	
3/10	Anna T	105		Amak Towing	506.00	
3/10	Millennium Star INSIDE	105		Olympic	506.00	
3/11	Anna T	105		Amak Towing	506.00	
3/11	Millennium Star INSIDE	105		Olympic	506.00	
3/12	Randolf Yost RIG	350	1930/	Furie	1,005.00	52.00
3/12	Anna T	105	/1530	Amak Towing	506.00	
3/12	Millennium Star INSIDE	105	/1500	Olympic	506.00	
3/13	Randolf Yost RIG	350		Furie	1,005.00	
3/13	Anna T	105	/1115	Amak Towing	506.00	
3/13	Millennium Star INSIDE	105	/1130	Olympic	253.00	
3/14	Randolf Yost RIG	350		Furie	1,005.00	
3/15	Randolf Yost RIG	350		Furie	1,005.00	
3/16	Randolf Yost RIG	350		Furie	1,005.00	
3/17	Randolf Yost RIG	350		Furie	1,005.00	
3/18	Randolf Yost RIG	350		Furie	1,005.00	
3/19	Randolf Yost RIG	350		Furie	1,005.00	

3/20	Randolf Yost RIG	350		Furie	1,005.00	
3/21	Randolf Yost RIG	350		Furie	1,005.00	
3/22	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Randolf Yost RIG	350		Furie	1,005.00	
3/23	Perseverance Cispri INSIDE	207	0030/	Cispri	788.00	na
3/24	Randolf Yost RIG	350		Furie	1,005.00	
3/24	Perseverance Cispri INSIDE	207	/1745	Cispri	788.00	
3/25	Randolf Yost RIG	350		Furie	1,005.00	
3/26	Randolf Yost RIG	350		Furie	1,005.00	
3/27	Randolf Yost RIG	350		Furie	1,005.00	
3/28	Randolf Yost RIG	350		Furie	1,005.00	
3/29	Randolf Yost RIG	350		Furie	1,005.00	
3/30	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Randolf Yost RIG	350		Furie	1,005.00	
3/31	Silver Arrow	242	0930/1145	AK Maritime	131.28	na
4/1	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Randolf Yost RIG	350		Furie	1,005.00	
4/2	Bismarck Sea	125	1300/	Kirby Offshore	506.00	52.00
4/3	Bismarck Sea	125	/2130	Kirby Offshore	506.00	
4/3	Randolf Yost RIG	350		Furie	1,005.00	
4/3	Endurance INSIDE	207	0600/2030	Alyeska Pipe	788.00	na
4/4	Randolf Yost RIG	350		Furie	1,005.00	
4/5	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Randolf Yost RIG	350		Furie	1,005.00	
4/6	Endurance INSIDE	207	1600/	Alyeska Pipe	394.00	na
4/7	Randolf Yost RIG	350		Furie	1,005.00	
4/7	Endurance INSIDE	207	/0800	Alyeska Pipe	394.00	
4/8	Randolf Yost RIG	350		Furie	1,005.00	
4/8	Endurance INSIDE	207	1600/2110	Alyeska Pipe	394.00	na
4/9	Randolf Yost RIG	350		Furie	1,005.00	
4/10	Randolf Yost RIG	350		Furie	1,005.00	
4/11	Randolf Yost RIG	350		Furie	1,005.00	
4/12	Randolf Yost RIG	350		Furie	1,005.00	
4/13	Randolf Yost RIG	350		Furie	1,005.00	
4/14	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Randolf Yost RIG	350		Furie	1,005.00	
4/15	Ramblin Rose	96	1300/1400	Diamond Back	338.00	52.00
4/15	Sam M Taalak	150	1030/1200	Naknek Barg	84.30	na
4/16	Randolf Yost RIG	350		Furie	1,005.00	
4/17	Randolf Yost RIG	350		Furie	1,005.00	
4/18	Randolf Yost RIG	350		Furie	1,005.00	
4/19	Randolf Yost RIG	350		Furie	1,005.00	
4/20	Randolf Yost RIG	350		Furie	1,005.00	
4/21	Randolf Yost RIG	350		Furie	1,005.00	
4/22	Randolf Yost RIG	350		Furie	1,005.00	
4/23	Randolf Yost RIG	350		Furie	1,005.00	
4/24	Randolf Yost RIG	350		Furie	1,005.00	
4/25	Randolf Yost RIG	350		Furie	1,005.00	
4/26	Randolf Yost RIG	350		Furie	1,005.00	
4/27	Randolf Yost RIG	350		Furie	1,005.00	
4/28	Randolf Yost RIG	350		Furie	1,005.00	
5/1	Randolf Yost RIG	350		Furie	1,005.00	
5/1	Anna T	105		Amak Towing	506.00	
5/2	Randolf Yost RIG	350		Furie	1,005.00	
5/2	Anna T	105		Amak Towing	506.00	
5/3	Randolf Yost RIG	350		Furie	1,005.00	
5/3	Anna T	105		Amak Towing	506.00	
5/3	Arctic Titan	120	?	Western Tow	506.00	52.00
5/4	Randolf Yost RIG	350		Furie	1,005.00	
5/4	Anna T	105		Amak Towing	506.00	
5/4	Arctic Titan	120	160/1330	Western Tow	506.00	



5/4	Guardsman INSIDE	127	1600/	Crowley	253.00	na
5/5	Randolf Yost RIG	350		Furie	1,005.00	
5/5	Anna T	105		Amak Towing	506.00	
5/5	Arctic Titan	120		Western Tow	506.00	
5/5	Guardsman INSIDE	127	/1500	Crowley	253.00	
5/6	Randolf Yost RIG	350	/0530	Furie	1,005.00	
5/6	Anna T	105	/0520	Amak Towing	506.00	
5/6	Arctic Titan	120	/0575	Western Tow	506.00	
5/12	Anna T	105	0540/	Amak Towing	506.00	52.00
5/13	Anna T	105	/0700	Amak Towing	506.00	
5/18	Silver Shadow	610	/1700	AK Maritime	2,957.00	481.53
5/18	Bismark Sea INSIDE	125	1830/	Kirby Offshore	253.00	na
5/18	DBL 106	383	1800/	Kirby Offshore	1,206.00	52.00
5/19	DBL 106	383		Kirby Offshore	1,206.00	
5/19	Bismark Sea INSIDE	125		Kirby Offshore	506.00	
5/20	DBL 106	383		Kirby Offshore	1,206.00	
5/20	Bismark Sea INSIDE	125		Kirby Offshore	506.00	
5/21	DBL 106	383		Kirby Offshore	1,206.00	
5/21	Bismark Sea INSIDE	125	/1400	Kirby Offshore	506.00	
5/21	Nakao barge	275	1900/	Kirby Offshore	788.00	52.00
5/22	Bismark Sea & DBL106	536	/0620	Kirby Offshore	2,154.00	
5/23	Perseverance	207	0600/	Cispri	788.00	52.00
5/24	Perseverance INSIDE	207		Cispri	788.00	
5/25	Perseverance INSIDE	207		Cispri	788.00	
5/26	Perseverance INSIDE	207	/1130	Cispri	788.00	
5/31	Maasdam	720	0900/1745	Holland Am	5,119.00	481.53
6/1	North Pacific	98	1230/1700	North Pac	169.00	na
6/1	Whale INSIDE	86	1730/	Suomela LLC	169.00	na
6/7	Whale INSIDE	86	/0230	Suomela LLC	56.31	
6/11	Maasdam	720	0900/1800	Holland Amer	5,119.00	481.53
6/17	Rainier NOAA	231	0900/	NOAA	788.00	52.00
6/17	Rainier NOAA	231		NOAA	788.00	
6/18	Rainier NOAA	231		NOAA	788.00	
6/19	Rainier NOAA	231		NOAA	788.00	
6/20	Bismark Sea&DBL 106	536	2200/	Kirby	2,154.00	52.00
6/21	Bismark Sea&DBL 106	536	/2200	Kirby	2,154.00	
6/22	Maasdam	720	0915/1800	Holland Amer	5,119.00	481.53
<b>07/22/16</b>				<b>Year to Date Totals:</b>	<b>\$135,136.17</b>	<b>\$2,914.12</b>



### Pioneer Dock 2016

Date	Vessel	LOA	Times	Billed	\$ Dock	Srv Chg
1/8	Pacific Wolf & DBL54	395	0030/1315	Kirby Offshore	1,206.00	52.00
1/13	Perseverance	207	0600/1400	Cispri	788.00	52.00
1/22	Pacific Wolf & DBL55	395	0730/1400	Kirby Offshore	1,206.00	52.00
1/23	Bob Franco	120	0030/	Olympic	506.00	52.00
1/24	Bob Franco	120	/1200	Olympic	506.00	
2/5	Pacific Wolf & DBL54	395	0800/1220	Kirby Offshore	1,206.00	52.00
2/12	Perseverance	207	1015/1600	Cispri	788.00	52.00
3/9	Pacific Wolf & DBL 55	395	1200/1700	Kirby Offshor	1,206.00	52.00
3/10	Java Sea & DBL 78 noPO	395	?	Kirby Offshor	1,206.00	52.00
3/11	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/12	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/13	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/14	Java Sea & DBL 78 noPO	395		Kirby Offshor	1,206.00	
3/15	Java Sea & DBL 78 noPO	395	/0730	Kirby Offshor	1,206.00	
3/16	Pacific Wolf & DBL 54	395	0800/2045	Kirby Offshor	1,206.00	52.00
4/1	Silver Arrow	242	1000/	AK Maritime	\$788.00	\$52.00
4/2	Silver Arrow	242	/1115	AK Maritime	788.00	
4/2	DBL 106	383	1200/	Kirby Offshor	1,206.00	52.00
4/3	DBL 106	383	/2200	Kirby Offshor	1,206.00	
4/6	Bob Franco	120	1100/1545	Olympic	506.00	52.00
4/13	Pacific Wolf & DBL54	395	0730/1830	Kirby Offshor	1,206.00	52.00
4/19	Sam M Taalak	150	1400/1630	Naknek Barg	506.00	52.00
4/21	Perseverance	207	0900/1400	Cispri	788.00	52.00
4/21	Capt. Frank Moody	73	1415/1700	Cook Inlet Tug	338.00	52.00
5/2	Pacific Wolf & DBL54	395	0130/	Kirby Offshore	\$1,206.00	\$52.00
5/3	Pacific Wolf & DBL54	395	/1830	Kirby Offshore	1,206.00	
5/3	Swiftwater	218	1945/	Turnagain Mar	788.00	52.00
5/4	Swiftwater	218		Turnagain Mar	788.00	
5/5	Swiftwater	218	/1000	Turnagain Mar	788.00	
5/11	Arctic Titan	120	0550/0950	Western Tow	506.00	52.00
5/18	Pacific Wolf & DBL54	395	0615/1900	Kirby Offshore	1,206.00	52.00
6/3	Pacific Wolf & DBL 54	395	0000/1700	Kirby	1,206.00	52.00
6/15	Pacific Wolf & DBL 54	395	0745/1500	Kirby	1,206.00	52.00
6/16	Bob Franco	120	0815/1200	Olympic	506.00	52.00
6/17	Millie Cruz & Inokoa	150	1400/1515	Cruz Marine	506.00	52.00
6/25	Pacific Wolf & DBL 54	395	1130/2000	Kirby	1,206.00	52.00
<b>07/22/16</b>				<b>Year to Date Totals:</b>	<b>\$34,304.00</b>	<b>\$1,300.00</b>

### Ferry Landings 2016

	Pioneer Dock	Deep Water Dock
January	14	2
February	21	1
March	12	0
April	8	0
May	9	0
June	25	
July		
August		
September		
October		
November		
December		



Pioneer Dock - 2016 Water Usage							Deep Water Dock - 2016 Water Usage						
Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee	Date	Vessel	Beg. Read	End Read	Gal.	Charged	Conx Fee
1/15	Tustumena	2,924,600	2,933,100	8,500	\$ 329.88	\$ 102.00	1/31	Java Sea	8,060,000	8,062,000	2,000	\$ 194.05	\$ 102.00
1/16	Tustumena	2,933,100	2,938,190	5,090	\$ 197.54	\$ 102.00	2/1	Millennium Star	8,062,000	8,064,000	2,000	\$ 194.05	\$ 102.00
1/22	Tustumena	2,938,190	2,948,895	10,705	\$ 415.46	\$ 102.00	2/4	Perseverance	8,064,000	8,105,000	41,000	\$ 1,591.21	\$ 102.00
1/23	Bob Franco	2,948,895	2,953,055	4,160	\$ 194.05	\$ 102.00	2/4	Bob Franco	8,105,000	8,108,700	3,700	\$ 194.05	\$ 102.00
1/28	Tustumena	2,953,055	2,957,900	4,845	\$ 194.05	\$ 102.00	2/10	Millennium Star	8,108,000	8,111,000	3,000	\$ 194.05	\$ 102.00
2/5	Pacific Wolf	412,700	414,500	1,800	\$ 194.05	\$ 102.00	3/7	Anna T	8,111,850	8,115,000	3,150	\$ 194.05	\$ 102.00
2/28	Tustumena	2,957,900	2,967,910	10,010	\$ 388.49	\$ 102.00	3/10	Millennium Star	8,115,000	8,143,000	28,000	\$ 1,086.68	\$ 102.00
3/3	Tustumena	2,967,910	2,973,800	5,890	\$ 228.59	\$ 102.00	3/14	Randolf Yost	8,143,000	8,209,000	66,000	\$ 2,561.46	\$ 102.00
3/10	Tustumena	2,973,800	2,983,650	9,850	\$ 382.28	\$ 102.00	3/31	Bob Franco	8,209,000	8,213,000	4,000	\$ 194.05	\$ 102.00
4/1	Silver Arrow	414,500	439,400	24,900	\$ 966.37	\$ 102.00	4/1	Randolf Yost	8,213,000	8,283,000	70,000	\$ 2,716.70	\$ 102.00
5/2	Pacific Wolf	2,983,000	2,988,300	5,300	\$ 205.69	\$ 102.00	4/22	Bob Franco	8,283,000	8,287,700	4,700	\$ 194.05	\$ 102.00
5/26	Tustumena	2,989,600	2,996,700	7,100	\$ 275.55	\$ 102.00	5/1	Randolf Yost	8,287,700	8,363,450	75,750	\$ 2,939.86	\$ 102.00
6/3	Pacific Wolf	440,100	446,700	6,600	\$ 256.15	\$ 102.00	5/4	Randolf Yost	8,376,200	8,377,350	1,150	\$ 44.63	\$ 102.00
6/15	Pacific Wolf	447,600	450,340	2,740	\$ 194.05	\$ 102.00	5/4	Bob Franco	8,363,550	8,366,900	3,350	\$ 194.05	\$ 102.00
							5/4	Anna T	8,366,900	8,368,450	1,550	\$ 194.05	\$ 102.00
							5/4	Arctic Titan	8,368,450	8,376,200	7,750	\$ 300.78	\$ 102.00
							5/14	wash down	8,377,000	8,380,000	3,000		
							5/18	Silver Shadow	8,385,000	8,424,000	39,000	\$ 1,513.59	\$ 102.00
							5/18	Bob Franco	8,424,850	8,428,870	4,020	\$ 194.05	\$ 102.00
							5/26	Perseverance	8,428,000	8,440,000	12,000	\$ 465.72	\$ 102.00
							5/31	wash down	8,440,000	8,445,000	5,000		
							6/14	wash down	8,455,000	8,461,000	6,000		
							6/15	wash down	8,461,000	8,462,200	1,200		
							6/17	wash down	8,463,000	8,466,000	3,000		
							6/28	wash down	?	8,482,800			
							6/30	wash down	8,482,000	8,487,000	5,000		
<b>Year to Date Totals:</b>				<b>107,490</b>	<b>\$ 4,422.20</b>	<b>\$ 1,428.00</b>	<b>Year to Date Totals:</b>				<b>395,320</b>	<b>\$ 15,161.13</b>	<b>\$ 1,938.00</b>
<b>Notes:</b>	Washing down dock results in missing begin/end reads						<b>Notes:</b>	Washing down dock results in missing begin/end reads					
\$194.05 Min Charge							\$194.05 Min Charge						
\$102.00 CONX							\$102.00 CONX						



**2016 HOMER CITY COUNCIL MEETINGS**  
**PORT & HARBOR ADVISORY COMMISSION ATTENDANCE**

It is the goals of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2016 is as follows:

January 11, 25	<u>Ulmer</u>
February 8, 22	<u>Stockburger</u>
March 14, 28	<u>Hartley</u>
April 11, 25	<u>Carroll</u>
May 9, 23	<u>Zimmerman</u>
June 13, 27	<u></u>
July 25	<u>Zeiset</u>
August 8, 22	<u>Ulmer</u>
September 12, 26	<u>Zimmerman</u>
October 10, 24	<u>Donich</u>
November 28	<u>Donich</u>
December 12	<u>Stockburger</u>