

August 17, 2011
5:30 P.M.

Cowles Council Chambers
491 East Pioneer Avenue
Homer, Alaska

WORK SESSION Advisory Planning Commission AGENDA

1. Call To Order, 5:30 P.M.
2. Discussion of Items on the Regular Meeting Agenda
3. Staff Report PL 11-90, East End Mixed Use Code Amendment (*Please refer to page 41 of the regular meeting packet*)
4. Staff Report PL 11-91, East End Mixed Use Map Amendments (*Please refer to page 51 of the regular meeting packet*)
5. Staff Report PL 11-92, Sign Code Amendments (*Please refer to page 57 of the regular meeting packet*)
6. Public Comments
The public may speak to the Planning Commission regarding matters on the work session agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).
7. Commission Comments
8. Adjournment

Planning Commission Agenda

February 21, 2001

Page 2 of 2

**REGULAR MEETING
AGENDA**

- 1. Call to Order**
- 2. Approval of Agenda**
- 3. Public Comment**

The public may speak to the Planning Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).
- 4. Reconsideration**
- 5. Adoption of Consent Agenda**

All items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Planning Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

 1. Approval of Minutes of August 3, 2011 Page 1
 2. Time Extension Requests
 3. Approval of City of Homer Projects under HCC 1.76.030 g.
 4. KPB Coastal Management Program Reports
- 6. Presentations**
- 7. Reports**
 - a. Staff Report PL 11-89, City Planner's Report Page 5
- 8. Public Hearings**

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

 - A. Staff Report PL 11-86, CUP 11-11, A Request for a Conditional Use Permit for the Homer Transfer Facility to construct a new 9600 s.f. building at the borough solid waste site at 3300 Sterling Highway to consolidate and bale solid waste in preparation to transfer to the central peninsula. Page 7
- 9. Plat Consideration**
- 10. Pending Business**
 - A. Staff Report PL 11-90, Draft East End Mixed Use Code Amendment Page 41
 - B. Staff Report PL 11-91, Draft East End Mixed Use Map Amendments Page 51
 - C. Staff Report PL 11-92, Draft Sign Code Amendments Page 57
- 11. New Business**
 - A. Staff Report PL 11-87, Capital Improvement Projects (CIP) Page 75
 - B. Staff Report PL 11-88, Election of Officers Page 169
- 12. Informational Materials**
 - A. City Manager's Report dated August 8, 2011 Page 171

13. Comments of The Audience

Members of the audience may address the Commission on any subject. (3 minute time limit)

14. Comments of Staff

15. Comments of The Commission

16. Adjournment

Meetings will adjourn promptly at 10 p.m. An extension is allowed by a vote of the Commission.

The next regular meeting will be held on September 7, 2011 at 7:00p.m. There will be a work session at 5:30p.m.

Session 11-13, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Minsch at 7:01 p.m. on August 3, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS DOLMA, DRUHOT, ERICKSON, HIGHLAND, MINSCH, SONNEBORN, VENUTI

ABSENT: BOS

STAFF: CITY PLANNER ABBOD
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF AGENDA

The agenda was approved by consensus of the Commission.

PUBLIC COMMENT

The public may speak to the Planning Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

There were no public comments.

RECONSIDERATION

There were no items for reconsideration.

ADOPTION OF CONSENT AGENDA

All items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Planning Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

1. Approval of the July 20, 2011 minutes
2. Time Extension Requests
3. Approval of City of Homer Projects under HCC 1.76.030 g
4. KPB Coastal Management Program Reports

The Consent Agenda was approved by consensus of the Commission.

PRESENTATIONS

There were no presentations scheduled.

REPORTS

- A. Staff Report PL11-85, City Planner's Report

City Planner Abboud reviewed his staff report.

PUBLIC HEARINGS

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The

HOMER ADVISORY PLANNING COMMISSION
REGULAR MEETING MINUTES
AUGUST 3, 2011

Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

A. Staff Report 11-81, Hostels as a Permitted Use, Ordinance 11-23

City Planner Abboud reviewed the staff report.

There was no applicant and Chair Minsch opened the Public Hearing. There was no public present to comment and the public hearing was closed.

VENUTI/HIGHLAND MOVED TO FORWARD 11-23 TO CITY COUNCIL WITH PLANNING COMMISSION RECOMMENDATIONS AS DELINEATED WITH STRIKE-THROUGHS AND RECOMMEND ADOPTION AS AMENDED.

Commissioner Erickson suggested they might want to include the marine districts in the ordinance to accommodate the migrant workers with the fishing industry. She said housing for workers was one of the issues addressed during the Spit Comp Plan discussions.

There was discussion that a hostel is a dwelling type residence and would be hard to permit in those districts. It would be more appropriate to have dormitory type dwellings for employees, a hostel is different as it is a space rented to tourists and open to the public. A rooming house is an unlisted use in the marine districts, so the Commission would have to make a determination before one could be built. Another opinion expressed was that a hostel is a cheap place to stay and migrant workers would probably be inclined to look for that type of housing. It was reiterated that there is limited marine commercial and marine industrial zoned property. Marine commercial is for primarily water related and water dependant uses and the businesses and commercial uses that serve and support them. Marine Industrial is to provide adequate space for water dependant, industrial uses. The opinion of the Commission at the previous meeting was that the marine districts are different from general commercial districts or the central business district. It was expressed that it would be considered a support business of the marine districts as housing if you have people getting of the fishing boats and needing a place to stay.

ERICKSON/DOLMA MOVED TO AMEND TO ADD THE MARINE COMMERCIAL DISTRICT.

There was brief discussion regarding allowed uses in the districts. It was noted that nothing has been demonstrated showing the need for more hostel type uses out there.

VOTE: YES: DOLMA

NO: MINSCH, HIGHLAND, SONNEBORN, VENUTI, ERICKSON

Motion failed.

There was no further discussion on the main motion.

VOTE: (Main motion) NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PLAT CONSIDERATION

PENDING BUSINESS

A. Staff Report PL 11-82, Sign Code Amendments

The Commission continued their discussion from the worksession. They addressed electoral signs, temporary signs, and off premise signs.

B. Staff Report PL 11-76, Draft Resolution Amending the Homer Advisory Planning Commission Bylaws to Change the Regular Meeting Time

MINSCH/HIGHLAND MOVED TO APPROVE THE DRAFT RESOLUTION OUTLINED IN STAFF REPORT PL 11-76 AND FORWARD TO CITY COUNCIL FOR ADOPTION.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

C. Staff Report PL 11-77, East End Mixed Use

Chair Minsch explained that the Commission gave staff feedback during the worksession.

NEW BUSINESS

A. Staff Report PL 11-84, More than One Permitted Principal Use on a Lot

City Planner Abboud reviewed the staff report.

HIGHLAND/VENUTI MOVED TO DISCUSS AND MAKE RECOMMENDATIONS.

No objection was expressed and discussion ensued.

The Commission discussed challenges and concerns regarding density and how it relates to the different districts and the Comprehensive Plan. They began reviewing districts to try to establish if there is enough direction for staff to make a determination rather than bringing it to the Commission with a CUP. The following points were raised:

- Concern was expressed regarding water and septic requirements in rural residential district.
- Staff could permit one additional use, and two or more would come to the Commission.
- Would this include permitting a second 4-plex or rooming house.

Chair Minsch recommended reviewing the Comprehensive Plan. City Planner Abboud appreciated the feed back and will bring a revised recommendation at a future meeting.

INFORMATIONAL MATERIALS

A. City Manager's Report dated July 25, 2011

COMMENTS OF THE AUDIENCE

Members of the audience may address the Commission on any subject. (3 minute time limit)

There were no audience comments.

COMMENTS OF STAFF

There were no staff comments.

COMMENTS OF THE COMMISSION

Commissioners Dolma and Venuti welcomed the new Commissioners.

Commissioner Highland reiterated that she would like to have a worksession topic of no more residential use on the spit. She welcomed the new Commissioners.

Commissioner Erickson thanked everyone and said there is a lot to learn, but it was a lot of fun.

Commissioner Sonneborn said she is glad to be here and it was way more fun than she thought it would be.

Chair Minsch expressed her appreciation for the new Commissioners and their involvement at their first meeting. She reminded them that there will be election of officers at the next meeting.

ADJOURN

There being no further business to come before the Commission, the meeting adjourned at 9:05 p.m. The next regular meeting is scheduled for August 3, 2011 at 7:00 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer Planning & Zoning

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Homer, Alaska 99603-7645

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STAFF REPORT PL 11-89

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 17, 2011
SUBJECT: Planning Director's Report

August 8th Regular City Council Meeting

Ordinance 11-32, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 21.34.010, Purpose; Homer City Code 21.24.020, Permitted Uses; and Homer City Code 21.34.030, Conditional Uses; Regarding the Purpose and Uses Permitted in the Conservation Zoning District. Planning. Recommended dates: Introduction July 25, 2011, Public Hearing and Second Reading August 8, 2011.
Memorandum 11-103 from City Planner as backup.
ADOPTED without discussion.

August 22th Regular City Council Meeting

Hostel Ordinance – Introduction

Planning Commission bylaw change (meeting time)

Activities:

Julie is now in the office Monday, Wednesday, and Friday from 10 – 5PM. She will keep this schedule through August then full time. Starting receive inquiries into the EEMU District and Sign Ordinance from both local newspapers (so much for the not in the weekly news streak I had going). This is good though because the press will play a role in our outreach for both these items. So far, it is understood that the best time for a story is when the ordinances are ready for public comment. It may not be the best idea to roll these out simultaneously. Think about it and give me your suggestions. Initially, I am thinking that the sign ordinance outreach might be best to start in before that of the EEMU district as the optimal time for participation is prior to when the spit closes down.





City of Homer

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STAFF REPORT PL 11-86

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: August 17, 2011
SUBJECT: Staff Report PL 11-86, CUP 11-11, 3300 Sterling Highway, Kenai Peninsula Borough Transfer Facility

SYNOPSIS: Homer's landfill and transfer site consists of three lots with a combined acreage of 84 acres. The most southern lot is nine (9) acres and is **within the city limits**. This parcel is zoned GC1 and has an office trailer, baler building and a recycle shelter. This CUP proposes the construction of a 9,600 sf transfer building and a scale house on the 9 acre lot found within the city limits.

Applicants: Kenai Peninsula Borough
Location: 3300 Sterling Hwy
Parcel ID: 17367004
Lot Size: 9.08 acres
Zoning Designation: GC1
Existing Land Use: Homer's landfill and baling facility
Surrounding Land Use: North: Landfill
South: Gas station, convenience store and lodging
East: Vacant/residential
West: Maintenance/storage yard
Comprehensive Plan: Public Service & Facilities (Chapter 6) Goal #1: "Provide and improve city-operated facilities and service to meet the current needs of the community, anticipate growth, conserve energy, and keep pace with future demands."
Wetland Status: Homer Wetland Map indicates "discharge" slope on the west side of the lot.
Flood Plain Status: Not in the floodplain
BCWPD: Not in the Bridge Creek Watershed Protection District
Utilities: Cistern water and septic
Public Notice: Notice was sent to 5 property owners of 9 parcels as shown on the KPB tax assessor rolls.

This project will convert the existing baling and landfill facility to a transfer site where trucks haul municipal solid waste to the Central Peninsula landfill. Currently, Homer's municipal solid waste is buried at the Homer landfill which is outside of the city limits on KPB land. On August 6, 2013 the Alaska Dept. of Environment Conservation (ADEC) permit to bury municipal solid waste expires at which point the KPB will transfer all municipal solid waste to the Central Peninsula Landfill.

Construction is proposed to begin in the fall of 2011 and includes:

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- A 9,600 sf Transfer Building
- Extension and improvements for commercial vehicles access
- Widening the paved access for public users
- Relocation of recyclable collections to the existing baler building
- Installation of a new septic system

Annexation/Nonconformity: The top of Baycrest Hill was annexed by the City of Homer in 2002 and was zoned GC1 shortly thereafter. This facility was a landfill prior to annexation and now needs to expand. Homer’s nonconforming code does not allow for expansion until a Conditional Use Permit is obtained, in this case for a transfer site that has:

- HCC 21.24.030(k) More than one building containing a permitted principal use on a lot.
- HCC 21.24.040 (d) No lot shall contain more than 8,000 sf of building area (all buildings combined)
- HCC 21.24.030(d) Public utility facility or structure.

Buildings: There are three existing buildings on the nine acre parcel that is within the City limits. When combined with the new transfer building and a scale house the total building area will be 17,798 sf.

Building Area	Square Feet
<u>Existing</u>	
Office Trailer	287 sf
Baler Building	5,128 sf
Recycle Tent	1,493 sf
<u>Proposed</u>	
Transfer Building	9,600 sf
Transfer Building Mezzanine	1,050 sf
Scalehouse	240 sf
Total Building Area	17,798 sf

The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030 and 21.71.040.

a. The applicable code authorizes each proposed use and structure by conditional use permit in that zoning district.

A CUP is needed for a “public utility facility or structure” and “more than one building containing a permitted principal use on a lot” and the lot will “contain more than 8,000 sf of building area”.

A “public utility facility or structure” is defined as: “for the purpose of requiring a conditional use permit, means (i) any facility or structure owned and operated by a public or private utility, or (ii) a telecommunications tower or antenna, but it excludes water distribution mains, pressure stations and hydrants, sewage collection lines, manholes and lift stations, underground and overhead electrical,

cable and telephone lines and poles, street lights and small wind energy systems” per HCC 21.03.040.

The Homer Transfer Facility (HTF) is owned and operated by the Kenai Peninsula Borough, a public entity for public use.

Finding 1: The code authorizes these uses and structures per:

HCC 21.24.030(d) Public utility facility or structure.

HCC 21.24.030(k) More than one building containing a permitted principal use on a lot.

HCC 21.24.040 (d) No lot shall contain more than 8,000 sf of building area (all buildings combined)

b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning district in which the lot is located.

Analysis: HCC 21.03.040 defines: “Public utility facility or structure,” for the purpose of requiring a conditional use permit, means (i) any facility or structure owned and operated by a public or private utility, or (ii) a telecommunications tower or antenna, but it excludes water distribution mains, pressure stations and hydrants, sewage collection lines, manholes and lift stations, underground and overhead electrical, cable and telephone lines and poles, street lights and small wind energy systems.”

HCC 21.24.010 Purpose. “The General Commercial 1 (GC1) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area, and to provide business locations in proximity to arterials and transportation centers. It is also intended to minimize congestion and adverse effects on adjacent residential districts and on the appearance of the community.”

The HTF is owned and operated by the KPB, a public entity for public use. The new Transfer Building will be located on the nine (9) acre parcel in the City limits. In an effort to minimize congestion and increase safety, this proposal includes a second access for commercial trucks only. Once this expansion is complete, the Homer site will no longer bury municipal solid waste, which will improve any adverse effects to the adjacent residential districts. Existing vegetation will provide a visual buffer to the Sterling highway.

Finding 2: The HTF has direct access to the Sterling Highway.

Finding 3: The HTF is operated by the KPB, a public entity for public use.

Finding 4: The HTF is compatible with the purpose of the GC1 zoning district.

c. The value of the adjoining property will not be negatively affected greater than that anticipated from other permitted or conditionally permitted uses in this district.

Analysis: The Homer Landfill has been permitted to operate by Alaska Department of Environmental Conservation (ADEC) since 1979. The ADEC permit expires in August 2013 at

which time the KPB plans to transfer all municipal solid waste (MSW) to the central peninsula. The MSW will be disposed directly onto the tipping floor in the transfer building and then loaded into a transfer truck. Trucks then haul the waste to the Central Peninsula Landfill. Transferring solid waste out of Homer reduces the negative affect to adjoining properties.

Other permitted uses in the GC1 district include building suppliers, heavy equipment/truck repair and lumber yards. Conditionally permitted uses include pipelines, railroads and heliports.

Finding 5: The value of adjoining properties will not be negatively affected greater than other permitted uses such as building suppliers, heavy equipment/truck repair and lumber yards or conditionally permitted uses such as pipelines, railroads and heliports.

d. The proposal is compatible with existing uses of surrounding land.

Analysis: This site has been used as a landfill since 1979. The recycle structure, the baler building and proposed transfer building are setback approximately 340 feet from the Sterling Highway.

Over the years surrounding properties have developed. Adjacent and to the north is 275 acres reserved for public non-motorized trails. Adjacent and to the west is the State of Alaska Dept. of Transportation (ADOT) site which is used for storing heavy equipment, stock piling gravel, and sand. Across the Sterling Highway the RV park, gas station and convenience store were developed in the mid 1990's. Also to the south and over looking Kachemak Bay are vacation rentals that were built in 2000. These view properties continue to expand indicating that the landfill activity may be compatible with a variety of uses.

Finding 6: This proposal is compatible with the maintenance/storage yard to the west and auto fueling station to the south. Building setbacks of approximately 340 ft from the Sterling Highway provide adequate separation for the existing uses of surrounding land.

e. Public services and facilities are or will be, prior to occupancy, adequate to serve the proposed use and structure.

Analysis: The HTF itself provides a public service and is a facility with goal of providing solid waste disposal on a long-term basis. The HTF receives municipal solid waste, construction/demolition and land clearing waste, wastewater treatment plant sludge from the City of Homer, hazardous waste, old appliances, junk cars and recyclables. The site as proposed will not increase the current demand for public services with the only discernable difference in traffic generation will be the addition of one commercial vehicle per day.

The proposed transfer building will include a 31,000 gallon underground water storage tank for the sprinkler system, sheet A8. This water storage tank will also be accessible to all fire emergency units on the southern peninsula.

Cistern potable water and the septic system will meet ADEC standards.

Finding 7: The site is and will be adequately served with a paved highway maintained by ADOT.

Finding 8: Developing water and wastewater systems that meet ADEC standards will serve the proposal adequately.

f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the nature and intensity of the proposed use, and other relevant effects, the proposal will not cause undue harmful effect upon desirable neighborhood character.

Analysis: The total building area is 20,432 or 4.5% of the lot area. Building height of the new transfer buildings will be 34.5'.

Based on 2009 traffic counts the maximum peak day use is 250 vehicles per day, with a maximum peak hourly count of 44 vehicles.

Finding 9: The traffic counts are below the requirement outlined in HCC 21.76.060(a) and do not require a Traffic Impact Analysis.

Public traffic will remain essentially the same with household waste and recyclables brought to the site via the existing driveway. To increase safety the KPB will be constructing a separate driveway and access route for the commercial trucks (Site plan C3 of 15). The only additional traffic is one 120 cubic yard, double-trailer per day which will be entering and exiting from the commercial drive.

Finding 10: The development is in harmony with the scale, bulk, coverage and density and will not have an undue harmful effect of the neighborhood character.

g. The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

On August 6, 2013 the Alaska Dept. of Environment Conservation (ADEC) permit to bury municipal solid waste expires at which point the KPB will transfer all municipal solid waste to the Central Peninsula Landfill. After August 6, 2013 no municipal solid waste will be buried on site which improves the health and safety of the surrounding area.

The transfer building will have two water cisterns, one for potable water and a 31,000 gallon underground water cistern to service the sprinkler system which is also accessible for emergency fire fighting needs.

Finding 11: This proposal is not detrimental and improves the health, safety or welfare of the surrounding area or the City of the Homer.

Finding 12: A 31,000 gallon water cistern will help improve the fire fighting capacity of the area.

h. The proposal does or will comply with the applicable regulations and conditions specified in this title for such use.

Condition 1: This proposal shall comply with applicable local, state and federal regulations.

i. The proposal is not contrary to the applicable land use goals and objectives of the Comprehensive Plan.

Land Use (Chpt 4) Goal 2, Objective E: Collaborate with jurisdictions outside the City of Homer, as well as state and federal agencies, to ensure that environmental quality is maintained.

Finding 13: The KPB and ADEC are local and state agencies collaborating to ensure this project meets the environmental standards.

Public Service & Facilities (Chpt 6) Goal 1: "Provide and improve city-operated facilities and service to meet the current needs of the community, anticipate growth, conserve energy, and keep pace with future demands."

Finding 14: Though operated by the KPB, the transfer site helps the Homer area keep pace with future solid waste demands.

Energy (Chpt 2) Goal 2 Implement a waste reduction, reuse and recycling program by developing a solid waste and recycling management strategy for users of the Homer transfer station in cooperation with the Kenai Peninsula Borough. The existing baler building and will be used as a recycle center along with the existing recycle shelter.

Finding 15: The Homer transfer station, in cooperation with the KPB, will continue to support a recycling program.

Finding 16: This proposal meets the intent of the Homer Comprehensive Plan.

j. The proposal will comply with all applicable provisions of the Community Design Manual (CDM).

Finding 17: The CDM does not apply to this portion of the GC1 district.

In approving a conditional use, the Commission may impose such conditions on the use as may be deemed necessary to ensure the proposal does and will continue to satisfy the applicable review criteria. Such conditions may include, but are not limited to, one or more of the following:

- 1. Special yards and spaces.** No conditions deemed necessary.
- 2. Fences, walls and screening.** Along the Sterling Highway the buffer is 25 ft and extends to 100 ft in places. The buffer consists of native vegetation. See sheet C3
- 3. Surfacing of vehicular ways and parking areas.** Queuing areas will be paved along with the existing paved driveway.
- 4. Street and road dedications and improvements (or bonds).** No conditions deemed necessary.
- 5. Control of points of vehicular ingress and egress.** A new access for commercial trucks will be provided from Maintenance Street. See sheet C3 of 15.
- 6. Special restrictions on signs.** No conditions deemed necessary.

7. **Landscaping.** Upon completion of earthwork, all exposed slopes, and all cleared, filled and disturbed soils shall be protected against erosion per HCC 21.50.030.
8. **Maintenance of the grounds, buildings, or structures.** No conditions deemed necessary.
9. **Control of noise, vibration, odors, lighting or other similar nuisances.** The applicant states that windblown litter will be reduced with waste being transferred out. Hazardous materials are prospering disposed of, off-site. All lighting will be down lit per HCC 21.59.030.
10. **Limitation of time for certain activities.** The hours of operation are M-Sat. 8:00 am to 5:45 pm. Sunday 12:00p to 4:00 pm. Closed on Thanksgiving, Christmas and New Year's Day.
11. **A time period within which the proposed use shall be developed and commence operation.** Majority of the construction will take place in 2012.
12. **A limit on total duration of use or on the term of the permit, or both.**
13. **More stringent dimensional requirements, such as lot area or dimensions, setbacks, and building height limitations.** Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.
14. **Other conditions necessary to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot.** Site development standards are outlined in HCC 21.50.030 and include standards for drainage, slopes, a Development Activity Plan and a Stormwater Plan.

PUBLIC WORKS COMMENTS: No comments.

FIRE DEPARTMENT COMMENTS: The building elevation is modified so that the building height is less than 35 ft per HCC 21.24.040(c).

STAFF COMMENTS/RECOMMENDATIONS that the Planning Commission approved the CUP 11-11, findings 1-4 and condition 1.

Approval of a Conditional Use Permit requires five yes votes.

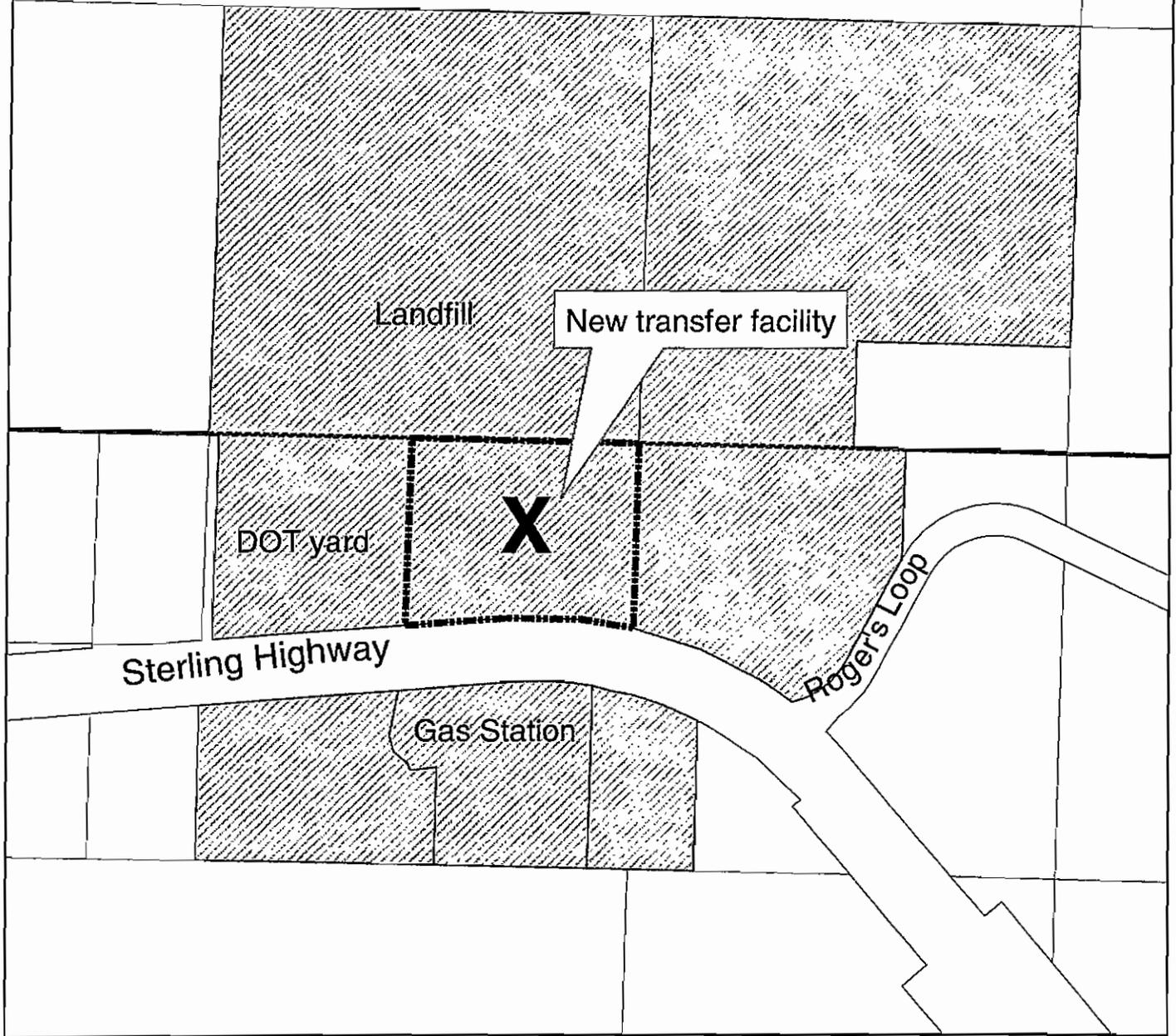
Condition 1. This proposal shall comply with applicable local, state and federal regulations.

ATTACHMENTS

1. Vicinity map
2. KPB cover letter dated 7/26/11
3. CUP application
4. Nelson Engineering letter dated 7/18/11
5. KPB May 2011 Project description
6. Existing landfill C2 of 15
7. Proposed landfill C3 of 15
8. Architectural drawings, C9 of 15, A2,A3,A7,A8,A7.1 & A8.1



Vicinity Map

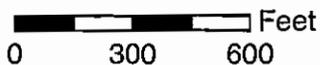


City of Homer
Planning and Zoning Department

August 5, 2011

Request for a Conditional Use Permit

Shaded lots are w/in 300 feet
and property owners notified.



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



KENAI PENINSULA BOROUGH

Solid Waste Department

47140 East Poppy Lane • Soldotna, Alaska 99669
Toll-free within the Borough: 1-800-478-4441, Ext. 2004
PHONE: (907) 262-9667 • **FAX:** (907) 262-6090
www.borough.kenai.ak.us/SolidWaste

DAVID R. CAREY
BOROUGH MAYOR

July 26, 2011

Ms. Dotti Harness
Planner
Planning and Zoning Department
City of Homer
491 East Pioneer Avenue
Homer, Alaska 99603-7645

Subject: Homer Transfer Facility - Conditional Use Permit Application

Ms. Harness:

The Kenai Peninsula Borough (Borough) hereby submits a conditional use permit application for the Homer Transfer Facility (HTF) planned for construction commencement in the fall 2011 and completion in 2012.

Background

The Homer Landfill was established in 1979 as a landfill and converted to a baling/landfill facility (HBF) in 1983. The site consists of approximately 90 acres of which 18 acres are currently being used for landfill activities.

The facility has operated under an Alaska Department of Environmental Conservation (ADEC) solid waste disposal permit since its inception. The current permit expires in August 2013 and the Borough plans to transfer all municipal solid waste (MSW) to the Central Peninsula Landfill (CPL) for burial at this point. The Borough plans to obtain an ADEC permit for an inert waste monofill and plans to operate the facility in a similar manner as the Seward Transfer Facility.

Final closure of the unlined MSW cell is planned for 2013-2014.

Legal Description & Zoning

The HTF is planned for construction on KPB Parcel #17367004 with the following legal description:

T6S R14W Section 15 Seward Meridian HM 0830140 Rogers-Tice Addition Tract A-2.

The parcel is zoned General Commercial 1 and includes the HBF baler building which has been operating since 1983. The parcel also includes a maintenance shop built in the 1990s to support landfill equipment maintenance activities.

Planned Operations

MSW (public and commercial) will be disposed directly onto the tipping floor in the transfer facility building and loaded into trailers that will be hauled to CPL on an as-needed basis, but estimated at one trip of two trailers on a daily basis for most of the year.

The baler building will no longer be used to bale MSW, but will be used solely for managing recyclables. Baled recyclables currently include plastics, plastic film, aluminum, cardboard, mixed paper and tin. Baled recyclables will continue to be stored at the site and hauled to Anchorage markets on an as-needed basis, but estimated at weekly which is the current practice.

Inert waste includes scrap metal, appliances, furniture, junk vehicles, construction and demolition debris such as concrete and asphalt, and some wood and landscaping wastes. Wood wastes as the site are consolidated and burned several times per year. Some of these items are currently recycled based on market prices and there is the potential for expansion of these programs in the future.

Commercial disposers will be separate from the public disposers as evident in the proposed HTF traffic plan.

The Borough is confident that the Homer Transfer Facility will meet the needs of the City of Homer and surrounding Borough residents for many years. We have been a shareholder in waste management since 1974 and plan to continue to provide this valuable service to all Borough taxpayers.

Please contact me at 262-2002 or via email at jmaryott@borough.kenai.ak.us if you have any questions or require any additional information during this review process.

Sincerely,



Jack Maryott
Solid Waste Director



City of Homer Planning & Zoning

491 East Pioneer Avenue Telephone (907) 235-3106
Homer, Alaska 99603-7645 Fax (907) 235-3118
E-mail Planning@ci.homer.ak.us
Web Site www.ci.homer.ak.us

Applicant

Name: Kenai Peninsula Borough Solid Waste Department Telephone No.: 907-262-9667

Address: 47140 East Poppy Lane, Soldotna, Alaska 99669

Email: Jack Maryott, Solid Waste Director jmaryott@borough.kenai.ak.us

Property Owner (if different than the applicant):

Name: N/A

PROPERTY INFORMATION:

Address: 3300 Sterling Highway Lot Size: 9.08 acres KPB Tax ID #17367004

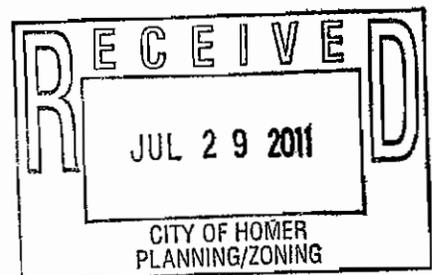
Legal Description of Property: T6S R14W Section 15 Seward Meridian HM 0830140 Rogers-Tice Addition Tract A-2

For staff use:

Date: 7/29/11 Fee submittal: Amount \$1500.00
Received by: [Signature] Date application accepted as complete 7/29/11
Planning Commission Public Hearing Date: 8/17/11

Conditional Use Permit Application Requirements:

1. A Site Plan
2. Right of Way Access Plan
3. Parking Plan
4. A map showing neighboring lots and a narrative description of the existing uses of all neighboring lots. (Planning can provide a blank map for you to fill in).
5. Completed Application Form
6. Payment of application fee (nonrefundable)
7. Any other information required by code or staff, to review your project



Circle Your Zoning District

	RR	UR	RO	CBD	TCD	GBD	GC1	GC2	MC	MI	OSR	BCWPD
Level 1 Site Plan	x	x	x			x			x		x	x
Level 1 ROW Access Plan	x	x							x		x	
Level 1 Site Development Requirements	x	x										
Level 1 Lighting			x	x	x	x	x	x	x	x		
Level 2 Site Plan			x	x	x		x	x		x		
Level 2 ROW Access Plan			x	x	x		x	x		x		
Level 2 Site Development Requirements			x*	x	x	x	x	x	x	x		
Level 3 ROW Access Plan						x						
DAP/SWP questionnaire				x	x	x	x	x	x	x		

Circle applicable permits. Planning staff will be glad to assist with these questions.

Y/N Are you building or remodeling a commercial structure, or multifamily building with more than 3 apartments? If yes, Fire Marshal Certification is required. Status: Yes, Fire Marshal review and permit will be completed prior to the start of the Phase II portion of the project.

Y/N Will your development trigger a Development Activity Plan?
Application Status: Yes, A Storm Water Pollution Prevention Plan and a Hazardous Materials control plan will be implemented prior to the start of any ground disturbing activity.

Y/N Will your development trigger a Storm water Plan?
Application Status: Yes, all long term storm water issues are addressed in the design. The existing EPA/NPDES multi-sector general permit will be updated to reflect all new storm water control modifications.

Y/N Does your site contain wetlands? If yes, Army Corps of Engineers Wetlands Permit is required. Application Status: Yes, An Army Corps of Engineers Permit is currently in the public Notice of Application Period from July 8, 2011 to August 8, 2011.

Y/N Is your development in a floodplain? No. If yes, a Flood Development Permit is required.

Y/N Does your project trigger a Community Design Manual review? No.
If yes, complete the design review application form. The Community Design Manual is online at: <http://www.ci.homer.ak.us/documentsandforms>

Y/N Do you need a traffic impact analysis? No. The site does not accommodate more than 100 vehicle trips per hour at any given time. Traffic issues were reviewed and addressed in the design based on data collected from vehicle counts.

Y/N Are there any nonconforming uses or structures on the property? Yes, Solid Waste Bailer Facility with no CUP.

Y/N Have they been formally accepted by the Homer Advisory Planning Commission?
No. The property was used for waste management prior to its annexation by the City of Homer.

Y/N Do you have a state or city driveway permit? Status: Yes. Alaska Department of Transportation driveway permit is on file for the Sterling Highway approach.

Y/N Do you have active City water and sewer permits? Status: No.
1. Currently, how is the property used? Are there buildings on the property? How many square feet? Uses within the building(s)? The property is currently being used to support Homer Landfill activities. There are two permanent structures on the parcel, a main baler building (7,500 sq. ft) and a maintenance facility (2,000 sq.ft). The baler building

consists of a cement tipping floor that collects municipal solid waste that then pushed on to a conveyor and baled. Baled waste is transported via truck to the landfill for burial and placement. The maintenance facility is used to support landfill equipment maintenance. Additional temporary structures include a recycle tent, office and a chemical storage building used to support the household hazardous waste collection program.

2. What is the proposed use of the property? How do you intend to develop the property?
(Attach additional sheet if needed. Provide as much information as possible).

The property is proposed to be used for a municipal solid waste (MSW) transfer facility that includes a building to collect MSW where it will be loaded into 120 cubic yard transfer trailers and transported to the Central Peninsula Landfill in Soldotna for burial. Inert waste is still planned to be managed at the site and buried in an Alaska Department of Environmental Conservation permitted inert waste monofill.

CONDITIONAL USE INFORMATION: (Please use additional sheet(s), if necessary)

- a. What code citation authorizes each proposed use and structure by conditional use permit?
HCC 21.24.030(d) Public utility facility or structure.
HCC 21.24.030(k) More than one building containing a permitted principal use on a lot.
HCC 21.24.040 (d) No lot shall contain more than 8,000 sf of building area (all buildings combined)
- b. Describe how the proposed uses(s) and structures(s) are compatible with the purpose of the zoning district. General Commercial District 1 allows for a public utility facility or structure that fits the intended use of the Homer Transfer Facility.
- c. How will your proposed project affect adjoining property values? No effect on property values anticipated since proposed use is compatible with current use.
- d. How is your proposal compatible with existing uses of the surrounding land? Northern properties consist of landfill development; western property is similar in use as public utility for Alaska Department of Transportation. Eastern property is private and undeveloped – the Borough approached owner to purchase property as buffer but offer was declined. Southern property boundary is the Sterling Highway.
- e. Are/will public services adequate to serve the proposed uses and structures?
Homer Transfer Facility is designed to meet the current and long term community needs once the Homer Landfill no longer receives MSW.
- f. How will the development affect the harmony in scale, bulk, coverage and density upon the desirable neighborhood character, and will the generation of traffic and the capacity of surrounding streets and roads be negatively affected?
 The Borough does not see any negative effect with respect to HTF development. The only additional traffic will be transfer trailers leaving the site to haul waste to the CPL.

Other traffic is planned to remain essentially the same with the only change being a separate entrance/exit for commercial traffic, reducing interaction with public disposers and benefitting overall facility safety. Based on 2009 traffic count data, the maximum peak day was 250 vehicles per day (VPD), with a maximum peak hourly count of 44 vehicles per hour (VPH).

- g. Will your proposal be detrimental to the health, safety or welfare of the surrounding area or the city as a whole?

The Borough sees this project as an asset to the Homer community. No longer will MSW be buried at the site, but will be relocated to a lined landfill cell better suited to MSW waste burial.

- h. How does your project relate to the goals of the Comprehensive Plan? Comp. Plan, Chapter 9: Energy Plan http://www.cityofhomer-ak.gov/sites/default/files/fileattachments/chapter_9_energy_plan.pdf

Land Use (Chapter 4) Goal #2: "Maintain the quality of Homer's natural environment and scenic beauty."

The transferring of the MSW will eliminate the need for a MSW landfill. In lieu of viewing an active MSW landfill as you enter the City of Homer via the Sterling Highway, the view will consist of a vegetated grassy closed landfill.

Public Service & Facilities (Chapter 6) Goal #1: "Provide and improve city-operated facilities and service to meet the current needs of the community, anticipate growth, conserve energy, and keep pace with future demands."

Solid waste management is not a city-operated service. However, solid waste management is an important and required service to the community. The transfer facility is designed to meet the current and the long term future demands of solid waste management in the Homer area.

Chapter 9 Energy Plan Goal #2 "Implement a waste reduction, reuse and recycling program."

The primary purpose of the new transfer building will be to process municipal solid waste. Therefore, the baler building will be dedicated solely to recycling efforts. The net gain in available space to recycle and provide the opportunity for a more comprehensive reuse station is directly in-line with Chapter 9 Energy Plan Goal #2

Greenhouse gas emissions will be reduced in the local area with MSW diverted to CPL. The long term plan at the CPL is to capture, manage and reuse the landfill gas that is being generated by the municipal solid waste.

Increased recycling efforts are planned with the availability of the main baler building for recyclable management with the need to bale MSW no longer required. More space availability will allow for consideration of expansion of reuse and recycling programs in the future.

- i. The Planning Commission may require you to make some special improvements. Are you planning on doing any of the following, or do you have suggestions on special improvements you would be willing to make? (circle each answer)

1. Y/N Special yards and spaces. No.
2. Y/N **Fences, walls and screening.** Yes. Vegetative buffer will remain as shown on Sheet C3 Site Plan.
3. Surfacing of parking areas. Yes. Queuing areas around the Transfer Building will be paved. All other driveways and pads will be gravel surfaced.
4. Y/N Street and road dedications and improvements (or bonds). No.
5. Y/N Control of points of vehicular ingress & egress. Yes. New proposed access off of Maintenance Street will separate commercial and public vehicle access.
6. Y/N Special provisions on signs. Yes. Signs will be installed directing disposer, prohibited disposal materials, safety rules, and hours of operations and emergency contact information.
7. Y/N **Landscaping.** Yes. All disturbed areas will be top soiled and seeded. Existing vegetation will remain as a visual buffer to the highway and adjoining property where possible.
8. Y/N Maintenance of the grounds, buildings, or structures. No.
9. Y/N **Control of smoke, odors, gases, particulate matters, noise, vibration, heat, glare, water and solid waste pollution, dangerous materials, material and equipment storage, or other similar nuisances.** No.
The municipal solid waste will be managed in a manner that will mitigate odor migrating beyond property boundary. Additionally, windblown litter will be greatly reduced with the management of MSW contained to the transfer building and transport trailer. Waste water generated from transfer operations will be collected and stored in a double-walled holding tank for disposal. Dangerous and hazardous materials are prohibited for disposal. Prohibited materials discovered through the screening process of the waste stream will be managed in the same manner as current operations.
10. Y/N Time for certain activities. Yes. The hours of operation are 8:00 a.m. to 5.45 p.m. Monday thru Saturday. Sunday the hours of operation are 12:00 p.m. to 4:00 p.m. The landfill is closed on Thanksgiving, Christmas, and New Years Day.
11. Y/N A time period within which the proposed use shall be developed. Yes. See attached project schedule.



CONSULTING ENGINEERS
155 BIDARCA STREET
(907) 283-3583

STRUCTURAL CIVIL ENVIRONMENTAL
KENAI, ALASKA 99611
FAX (907) 283-4514

July 18, 2011

John Hedges
Project Manager
Kenai Peninsula Borough

RE: Design Methodology for the proposed Homer Solid Waste Transfer Facility:

Project Site

Most of the Transfer Facility will be built on Rogers-Tice Addition Tract A-2, T6S, R14W, Sec 15, Seward Meridian. 9 acres, more or less. Commercial Scales and an access road to the Transfer Facility will be across the south west corner of the existing landfill property, NW ¼, NW ¼, Sec 15, T6S, R14W Seward Meridian.

Level 1 Lighting Plan

Site area lighting will consist of seven, pole mounted luminaires. Poles will be 30 feet high. The luminaires will be directional and focused downward. There will also be area lighting mounted on exterior walls of the Transfer Building to light parking and maneuvering areas. The wall mounted fixtures will also be directionally focused downward so that light will not be directed offsite. There will be up to 8 wall mounted fixtures.

Level 2 Site Plan

- a. Site Development.
 1. Existing surface drainage patterns will be maintained. Culverts will be provided at key points in the road fills to allow existing drainage flow patterns to be maintained. Water from roof tops and maneuvering areas will be directed into a designated detention pond area to provide short term detention and prevent increased rate of storm water discharge from the site.
 2. Runoff from roads and maneuvering areas will be sheet drain into ditches in cut areas or over the slope in fill areas. Cut slopes and fill slopes will be seeded as required to establish hearty, perennial vegetation to prevent slope erosion. Ditches along the tow of cut slopes will be lined with 1" to 3" graded rock and seeded.
 3. All disturbed areas will be revegetated.
- b. Slopes over 20%
 1. Most of the proposed site has slopes less than 20%. New access roads and maneuvering areas are located within the portions of the lot where slopes are less than 20%.
 2. Slopes over 20% are limited to the northeast portion of Tract A-2. The landfill facility is sited to take advantage of the slopes in the northeast corner of the lot. The Transfer Building is configured as a split level building. The upper level includes a tipping floor to receive mixed solid waste. The floor features a large hopper opening located over the a truck tunnel. Haul trucks parked at the lower level of the tunnel will be loaded with solid waste from the tipping floor via the hopper. The elevation distance from the lower tunnel level to the tipping floor is 18 feet. The building will be set into the steep hillside and engineered concrete retaining walls will stabilize the backfill material. The areas

John Hedges
Kenai Peninsula Borough
July 18, 2011
Page 2 of 2

3. Vegetation will remain undisturbed to the extent feasible. Structural fills, such as new access road and trailer staging/maneuvering area will be constructed by clearing with equipment ("Hydro Ax" style) that will leave existing ground cover intact. Stumps will be cut off flush with grade and left in place. Areas that need to be excavated to remove unsuitable soils will be cleared and clearing debris, peat and unsuitable soils will be taken to the landfill. Peat and soil will be used for ground cover in landfill closure operations.
4. Grading will maintain natural contours where possible. Access roads will follow existing contours as nearly as possible. Roads have been designed to minimize cut into the existing landfill.

c. Drainage

1. Existing drainage patterns will be maintained. A detention pond will be provided to collect storm water runoff and provide removal of sediment by settling. Culverts will be used to convey runoff through proposed fills.
2. Open ditch construction will not be required.
3. No closed systems will be required.
4. 1" to 3" rock will be used to line ditches where longitudinal slopes exceed 5%.

d. Development Activity Plan

1. A Development Activity Plan will be provided by the Borough.

e. Storm Water Plan

1. A Storm Water Plan will be provided by the Borough to verify.

Sincerely,



Kenai Peninsula Borough

Homer Transfer Facility

May 2011

Project Description

The Kenai Peninsula Borough (KPB) is proposing to expand current infrastructure associated with the Homer Baling/Landfill Facility (HBF) in order to develop the Homer Transfer Facility (HTF). The project is located at milepost 169.3 of the Sterling Highway in Homer, Alaska (S15, T06S, R14W; Seward Meridian; USGS Quad Map Seldovia C-5). This project would convert the existing baling and landfill facility into a transfer station, and all municipal solid waste (MSW) would be transferred to the Central Peninsula Landfill (CPL) in Soldotna, which is located approximately 75 miles northeast of Homer. The funding for this project is expected to come from the issuance of general obligations bonds, KPB general funds and/or the Alaska municipal loan program. Additional funds may come from Alaska Department of Environmental Conservation (ADEC) municipal matching grants and other grants as available.

The project is expected to be constructed during the spring and summer of 2011, and it would include the following:

- Construct a new Transfer Building
- Construct a new scaleshouse and public scales at the public entrance on the South Access Road
- Construct new commercial scales at the commercial entrance on the West Access Road
- Construct a new trailer storage staging area
- Extend and improve the Alaska Department of Transportation (DOT&PF) access road to provide access for transfer facility operations vehicles and commercial haul vehicles (West Access Road)
- Widen and pave the South Access Road for public users
- Construct a Loop Road that circles the trailer staging area
- Relocate the recycling collection building and provide additional recycling containers for transfer facility users
- Install a new septic system

Existing Conditions

The existing HBF was established by the KPB in 1979 as a landfill and converted to a baling/landfill facility in 1983. Currently, the HBF receives MSW, construction/demolition and land clearing waste, wastewater treatment plant sludge from the City of Homer, and recyclables. The waste that is deposited at the HBF is screened for hazardous wastes and/or materials not allowed for disposal prior to transport via conveyor to a baler pit. The waste is then compacted into approximately 2.5 x 3.5 x 4.5 foot cubes that weigh an average of one ton each. After compaction, the bales are transported to the landfill for stacking and burial. There is also a building with containers to collect recyclables at the HBF, and the baler is used to compact all recyclables, except for the glass, prior to transfer to Anchorage. There is also an existing maintenance facility at the HBF.

Purpose and Need

The purpose of this project is to construct a new waste transfer facility adjacent to the existing landfill in Homer. Currently, the KPB operates the Homer Landfill under ADEC solid waste permit SW2A011-13; however, the ADEC permit expires on August 6, 2013. When the permit expires, the HBF will no longer be allowed to bury MSW at the facility. Instead, the KPB will be required to transfer all MSW to the CPL

in Soldotna. Currently, there is no waste transfer facility in Homer. The project is needed to handle waste that is produced in the project area after the ADEC permit expires.

The Borough plans to obtain an ADEC permit for an inert waste monofill and plans to operate the facility in a similar manner as the Seward Transfer Facility (STF) in Seward, Alaska. The KPB plans to continue managing the disposal of construction/demolition and land-clearing waste beyond 2013 at the HBF until landfill space is exhausted. The KPB will also continue to accept and process recyclable materials using the existing baler unit in the Baler Building.

Project Details

Transfer Building

The Transfer Building would be a pre-engineered metal building with separate entrances for public and commercial/operations users. Waste storage area on the floor would be approximately 2,300 square feet, which could accommodate a total of two days waste at peak daily waste generation. The Transfer Building would also include ancillary facilities, including a laundry room, lunch room, manager's office, restroom facility with showers, and mechanical and electrical equipment control rooms. A 2,000 gallon holding tank inside the mechanical control room would store potable water to serve all domestic water needs in the new Transfer Building and Scalehouse. A new septic system would be installed to replace the existing subsurface septic system, which does not meet code. The new system would consist of a small lift station to service the Transfer Building, a single septic tank, and a subsurface disposal system (drainfield).

Public Users

The project would provide separate entrances for the public and for commercial/operations vehicles. The existing entrance, the South Access Road, would be used for the public, who would be self-hauling to the landfill. The general traffic flow pattern for the public is to enter the facility off the Sterling Highway. The public entrance scalehouse and scale facilities would consist of two offset 10 or 11-foot wide by 60 - foot long platform truck scales, with a 20 foot by 12 foot scalehouse in between the scales. The scalehouse would provide desk/counter space and windows facing both inbound and outbound approaches and scale areas.

Users would have the opportunity to drop-off recyclables in the pull-out area if necessary, and these vehicles would then merge back into traffic. Vehicles would then pull onto the inbound scale through traffic control light queuing, users would complete the transaction with the attendant, and vehicles would then pull onto the Transfer Building apron area, back-up and dump (using barriers and spotters to control flow and safety), and then continue out in a counter-clockwise flow pattern to the outbound scale, make the payment transaction, and then exit the facility.

Commercial and Transfer Facility Operations Users

The commercial/operations vehicles would access the HTF using the West Access Road, which is an existing ADOT access road that is located west of the landfill property. The road would be extended east at the northwest corner of the ADOT property where it intercepts with landfill property. The road extension would then run east through a new commercial inbound, unmanned scale area and would continue to the proposed Transfer Building location. Separate access driveways for the public and commercial/operations vehicles would be provided to the Transfer Building.

A separate scale will be provided for commercial users. The commercial scale facilities would consist of one 10 or 11-foot wide by 80 -foot long platform truck scales.

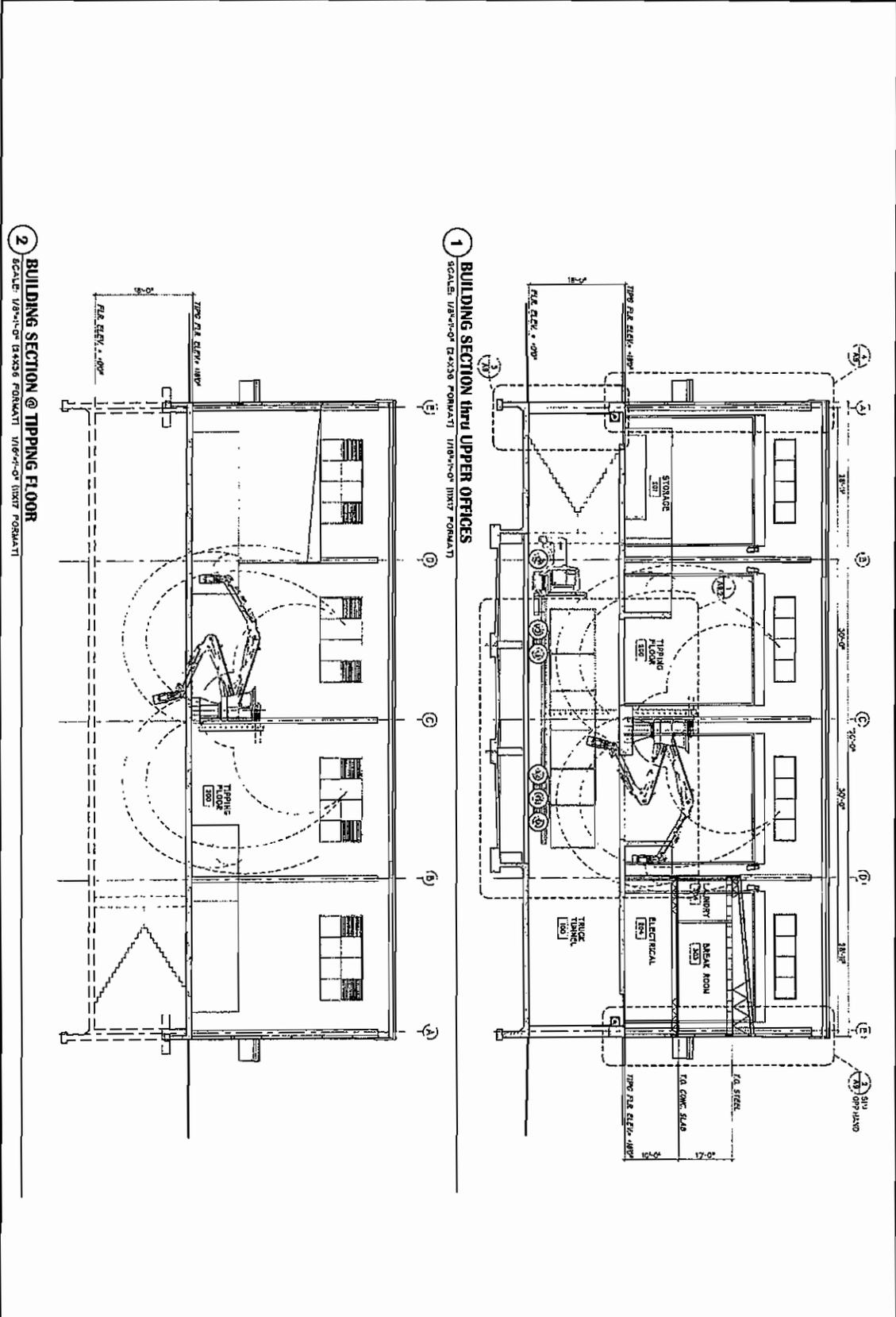
A trailer storage staging area (gravel pad) would be provided west of the proposed Transfer Building providing adequate storage for tandem trailer drop-off and pick-ups. It is assumed that a "yard goat" tractor will move single transfer trailers from the storage area into the tunnel for loading and back out onto the storage/staging area for trailer hook-ups and drive-out.

Project Cost

This project is estimated to cost approximately \$10.3 million.

Project Impacts

The project will result in approximately 104,336 square feet (2.4 acres) of impacts to wetlands. A U.S. Army Corps of Engineers (Wetlands) permit will be needed. Because the project will occur within the Kenai Peninsula Borough Coastal Management Zone, the project will need to be consistent with state and local enforceable policies. In addition, because more than one acre will be disturbed during construction, a construction general permit will be needed. An ADEC solid waste permit, and updates to existing EPA/NPDES multi-sector general permit if required.



AS.1

SHEET NUMBER

DATE: 10/12/11

SCALE: 1/8"=1'-0" (ASAP FORNATI) 1/16"=1'-0" (HST FORNATI)

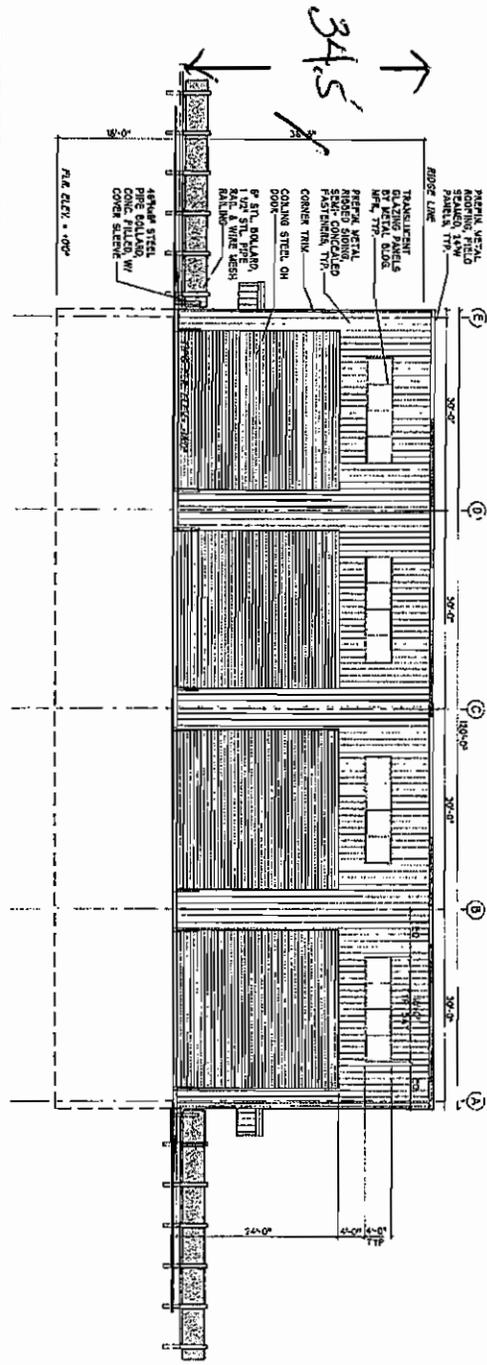
HOMER TRANSFER FACILITY
KENAI PENINSULA BOROUGH

Benchmark Architecture

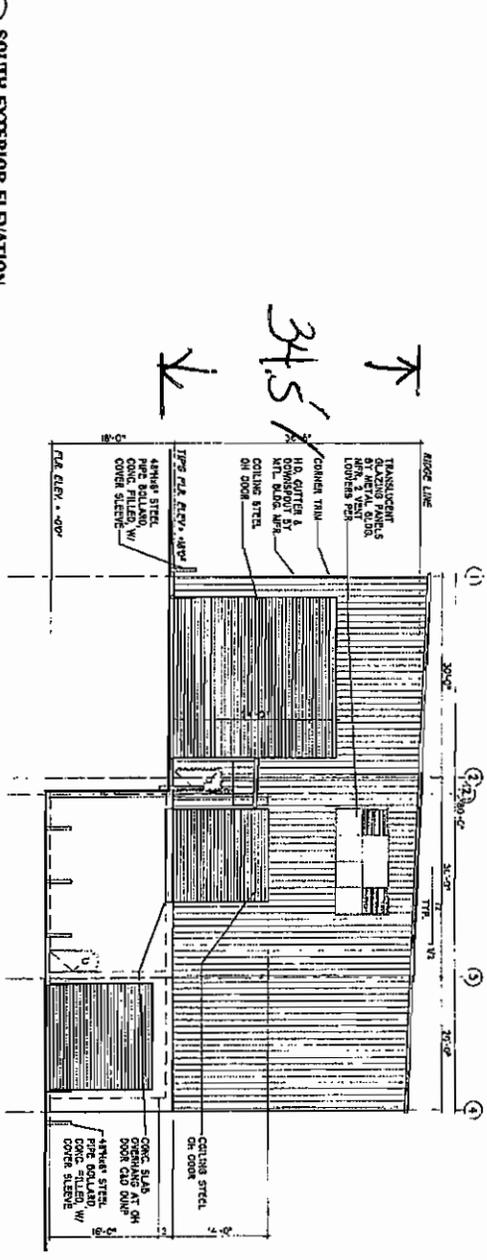
POB 130217 Kenai, Alaska 99520-1117
907.243.4300 www.BenchmarkArch.com

NO.	REV.	DATE	BY	CHK.





1 TUNNEL SIDE / WEST EXTERIOR ELEVATION
SCALE: 1/8"=1'-0" (24X36 FORMAT) 1/8"=1'-0" (24X36 FORMAT)



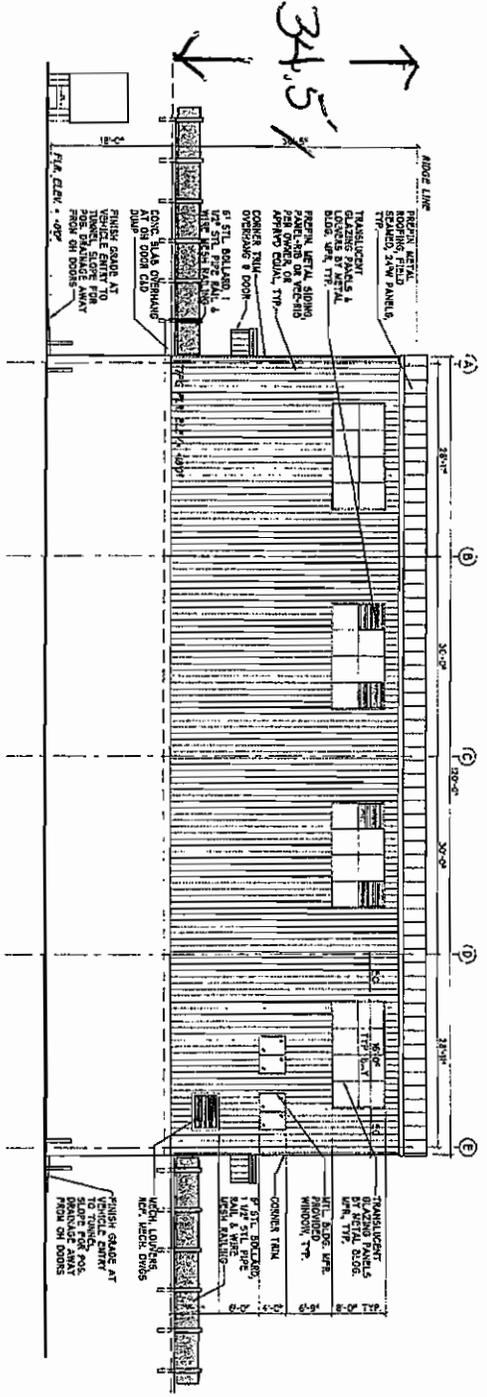
2 SOUTH EXTERIOR ELEVATION
SCALE: 1/8"=1'-0" (24X36 FORMAT) 1/8"=1'-0" (24X36 FORMAT)

SHEET TITLE: EXTERIOR ELEVATIONS
DATE: 08/14/2018
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
PROJECT NUMBER: A7.1

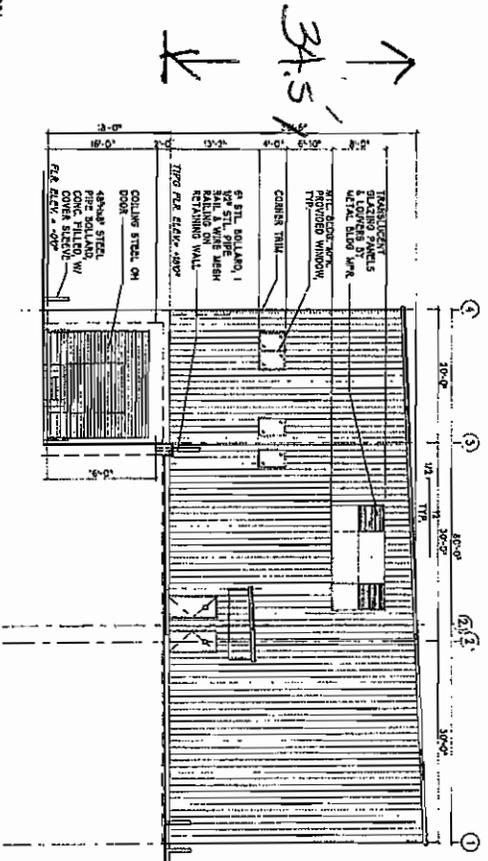
HOMER TRANSFER FACILITY
KENAI PENINSULA BOROUGH

Benchmark Architecture
1163-1167
2025 11th Ave S, Anchorage, Alaska 99503
907.561.1212

NO.	REVISION	DATE



1 TUNNEL SIDE / WEST EXTERIOR ELEVATION
SCALE: 1/8"=1'-0" (34x35 FORMATT) VIEW-N OF 11037 FORMATT



2 SOUTH EXTERIOR ELEVATION
SCALE: 1/8"=1'-0" (34x35 FORMATT) VIEW-N OF 11037 FORMATT

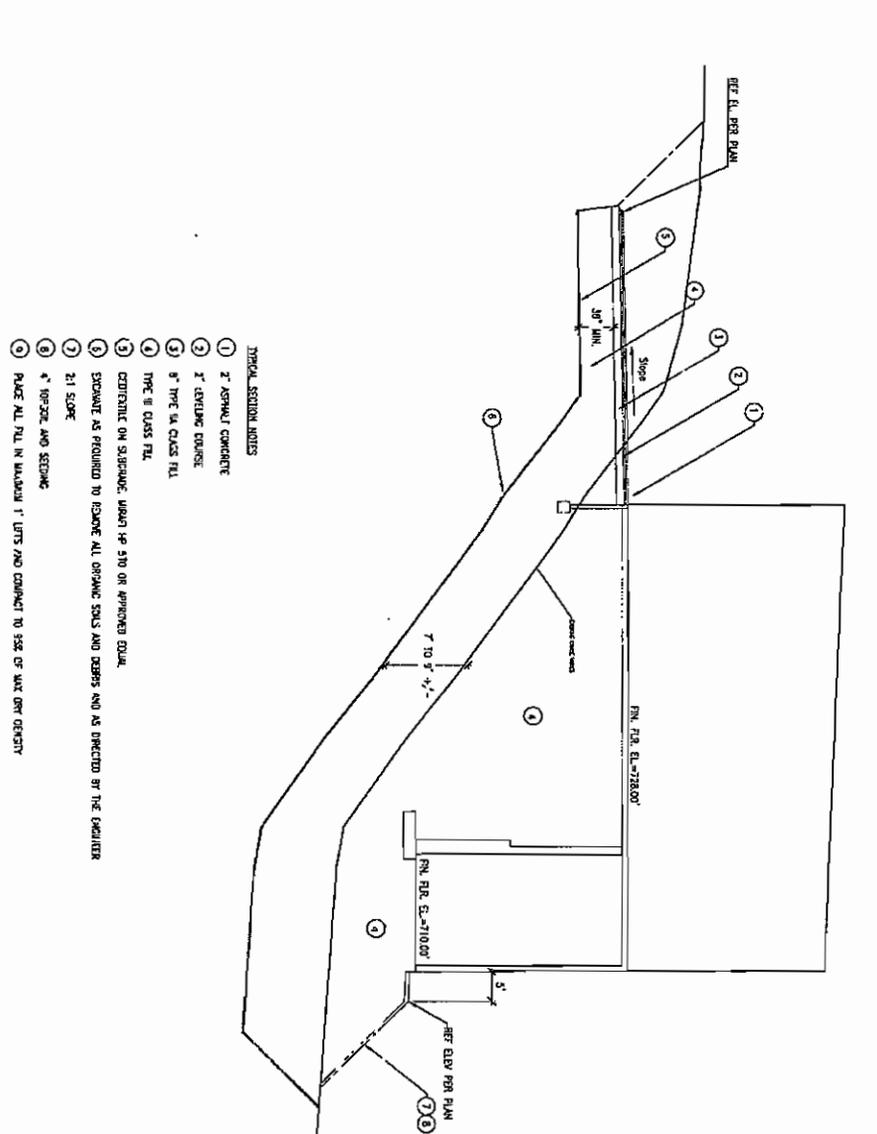
NO.	REV.	DATE

Benchmark Architecture
 604 325-5172 Anchorage, Alaska 99503-9112
 (907) 341-6100 phone benchmarkarch.com

HOMER TRANSFER FACILITY
 KENAI PENINSULA BOROUGH

WEST SIDE
 EXTERIOR
 ELEVATIONS
 DATE: 09.04.2018
 0022 P113 117XV
 SHEET NUMBER
A7

1 TYPICAL SECTION AT TRANSFER BUILDING
 2 SCALE: N.T.S.



TYPICAL SECTION NOTES

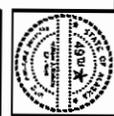
- 1 2" ASPHALT CONCRETE
- 2 2" DENSURE COURSE
- 3 8" TYPE IIA CLASS FILL
- 4 TYPE III CLASS FILL
- 5 CONTIGUOUS OR SEPARATE, ABOUT 1/2" OR APPROX. EQUAL
- 6 EXCAVATE AS REQUIRED TO REMOVE ALL ORGANIC SOILS AND DEBRIS AND AS DIRECTED BY THE ENGINEER
- 7 2:1 SLOPE
- 8 4" VIBRATED AND SEEDING
- 9 PLACE ALL FILL IN MAXIMUM 1' LIFTS AND COMPACT TO 98% OF MAX DRY DENSITY

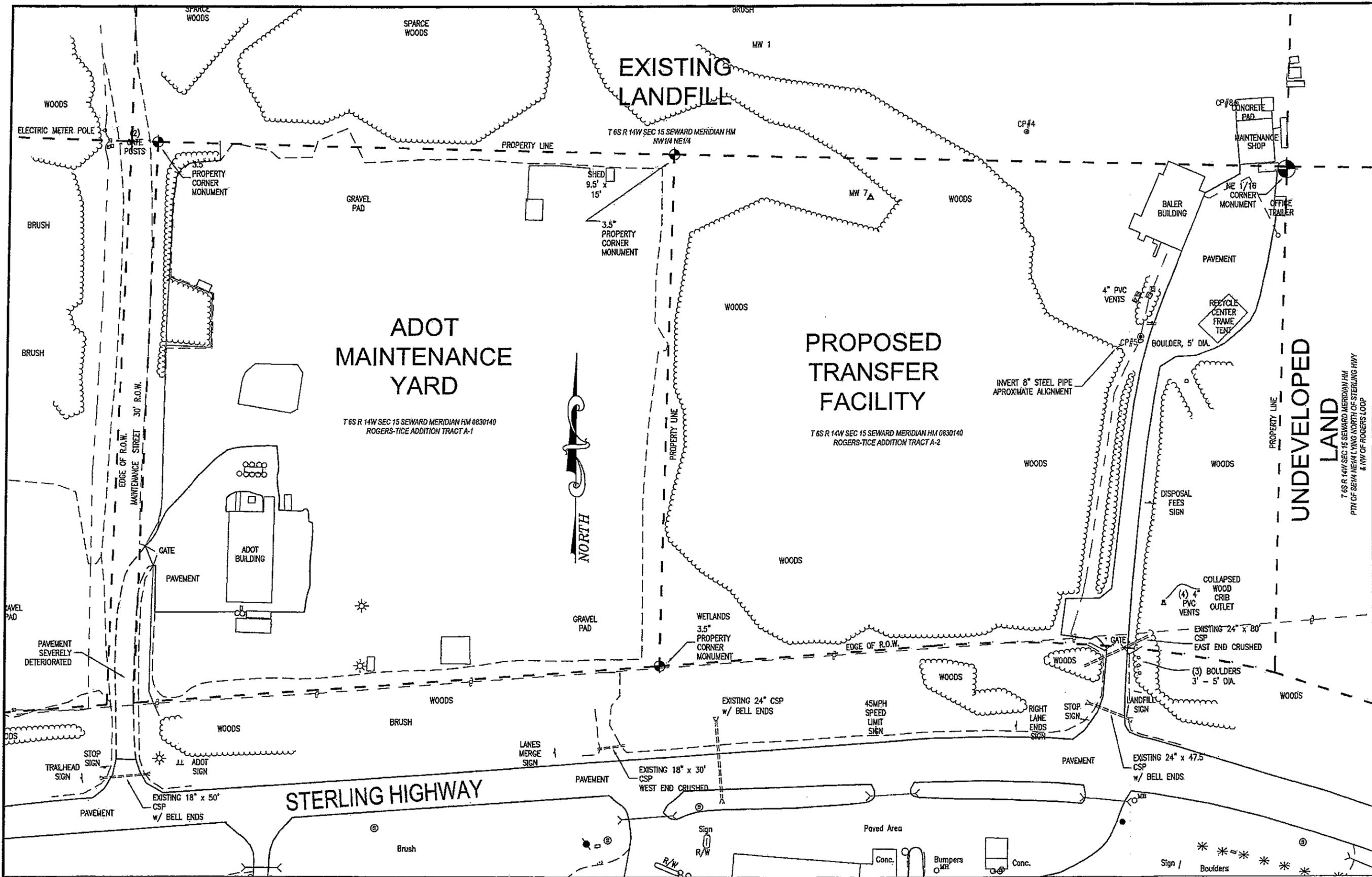
PROJECT NO. 1118
 DRAWN BY: MLD
 CHECKED BY: WLN
 DATE: 08/11/11
 TITLE: NOTED
 REVISIONS: NOTED
 SHEET: CS 3 OF 15

TYPICAL SECTIONS
 HOMER TRANSFER FACILITY
 KENAI PENINSULA BOROUGH

NELSON ENGINEERING
 CONSULTING ENGINEERS
 STRUCTURAL/CIVIL
 155 BIDARCA ST
 KENAI, AK 99811
 TEL. (907) 263-3583
 NELSONENGINEER@GMAIL.COM

NO.	REVISION	DATE





EXISTING CONDITIONS
 SCALE: 1" = 50'

NO.	REVISION	DATE

CONSULTING ENGINEERS
 STRUCTURAL/CIVIL
 155 BIDARKA ST.
 KENAI, AK 99511
 TEL. (907) 289 - 9583
 NELSONENGINEER@ALASKA.NET



EXISTING CONDITIONS
 HOMER TRANSFER FACILITY
 KENAI PENINSULA BOROUGH

PROJECT NO.
 DRAWN BY: MZD
 CHECKED BY: WJN
 DATE: 07/27/11
 SCALES: NOTED
 HORIZ.: NOTED
 VERT.: NOTED
 SHEET



City of Homer Planning & Zoning

491 East Pioneer Avenue
Homer, Alaska 99603-7645

Telephone (907) 235-8121

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E-mail Planning@ci.homer.ak.us

Web Site www.ci.homer.ak.us

STAFF REPORT PL 11-90

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 17, 2011
SUBJECT: Draft East End Mixed Use Ordinance

GENERAL INFORMATION

After reviewing the ordinance at the July 20th meeting, I had the Attorney address some of the concerns that the Commission still had with the ordinance. The latest version of the ordinance includes recent updates from the attorney. I am providing a summary of the changes made since the last version.

Accessory single family and duplex dwellings

hh. It is clear that this only allowed as accessory and incidental to a constructed building housing the principle use.

Repair, reconstruction or expansion of existing single family and duplex

ii. This is now clarified by the attorney. The currently existing and future districts are described that may contain existing single family and duplex dwellings. As long as the existing dwellings were lawfully existing at inception and do not conflict with the provisions of 21.61 they are allowed to continue as a principle permitted use.

No changes to Nonconforming

Condition of AKDEC acceptance

We do not have a proven method of recording and verifying AKDEC acceptance of wastewater systems as it is not something that we currently permit or review. I can show how current code deals with this, but have no recommendation that increases the involvement of the Planning Department. The requirements of wastewater facilities are currently under provisions pertaining to the Public Works Department. Something of this nature would be best regulated by a building/utility inspector and the issuance of a permit of occupancy, something not currently supported or budgeted.

The Planning Department processes zoning applications and part of the application includes HCC 21.70.020 (b)(7) "Copies of any building permits or other permits required by applicable federal, state or local law or regulations."

And Public Works requires AKDEC approval in HCC 14.04.020

14.04.020 Connection--Required. a. No person shall erect any dwelling or commercial or industrial building, except as such may be specifically exempted under the City Code, without providing sewage facilities and connection to the City sewer system; provided, that such connection need not be made if the proposed alternative sanitary facility shall have been approved by the Alaska Department of Environmental Conservation as providing adequate disposal of wastes and continues to function as approved.

b. After October 1, 1973, no person shall occupy and no person shall own, maintain or control any structure or premises used as a home, apartment, or other living quarters unless the structure is connected to the City sewer; nor, after October 1, 1973, shall any person occupy, maintain or control any structure or premises used for any commercial, industrial or business use unless the structure is connected to sewer; provided, however, that the provision of this subsection shall not apply if the existing sanitary facilities shall have been approved by the Alaska Department of Environmental Conservation as providing adequate disposal of wastes and continues to function as approved.

c. All septic systems now in use or hereafter constructed within the City shall meet the specifications of the Alaska Department of Environmental Conservation.

d. Notwithstanding subparagraphs (a) and (b), water tight vaults are allowed if City Sewer is not available, under the following conditions: 1. Soil conditions prohibit the installation of an on-site drainfield. 2. The vault holds minimum design quantities required by DEC. 3. The tank is regularly pumped to prevent overflow.

e. The City sewer is considered as not available to a structure when the nearest City sewer is located more than 200 feet from any point on the boundary of the lot or parcel of land on which the structure is located. Sewer connection will be required within one year of sewer becoming available.

f. Cesspools and privies shall not be considered adequate sanitary facilities. (Ord. 94-17(A), 1994; Ord. 90-24(A), 1990)

Signs

I propose that the sign code of the General Commercial Districts be mirror with this district as it is primarily commercial in nature. Refer to sign code columns found in existing code under GC1 or 2, they are identical. The sign code as proposed had added the EEMU District to the table.

Proposed amendment

Screening

I am taking another opportunity to introduce some language that contributes to the responsible development of the significant travel corridors of East End Road and Kachemak Drive. I believe it is in the interests of the continuing development of the city to at least have a minimum of requirement. The Comprehensive Plan prescribes that the EEMU District "Guide use to create/maintain an attractive highway environment (Appendix B, p. B6)." I do interpret this to refer to East End Road and Kachemak Drive. I also find this encourages the "basic landscaping" referred to in the plan. This proposes to only require screening as it relates to the outdoor storage of materials. The proposed amendment gives several different options without being over prescriptive.

f. Screening.

1. When one or more side or rear lot lines abut land within an RO, RR, or UR district or when a side or rear yard area is to be used for parking, loading, unloading or servicing, then

those side and rear yard areas shall be effectively screened by a wall, fence, or other sight-obscuring screening. Such screening shall be of a height adequate to screen activity on the lot from outside view by a person of average height standing at street level.

2. Outside storage of materials, equipment and trash/dumpsters adjacent to East End Road and Kachemak Drive shall be screened. Screening material may consist of walls, fences, landscaped berms, evergreen plantings, or any combination thereof.

Zoning Districts and Maps

We will propose and add to the appropriate ordinance an amendment to 21.10, adding EEMU to the list of districts.

LEGISLATIVE PROCEDURES AND AMENDMENTS

INITIATION

The City Planner has initiated this Code Amendment with the concurrence of the Planning Commission for development of the East End Mixed Use District (EEMU) as described in the 2008 City of Homer Comprehensive Plan per HCC 21.95.010.

PLANNING DEPARTMENT REVIEW

Per HCC 21.95.040, The Planning Department shall evaluate each amendment... and may recommend approval only if it finds that the amendment:

- a. Is consistent with the comprehensive plan and will further specific goals and objectives of the plan.

Finding: The EEMU District has been crafted with the guidance given in the 2008 City of Homer Comprehensive Plan, Appendix B, page B6. The district ensures and reserves for the allowance of a wide variety of commercial, industrial and heavy industrial uses while allowing residential opportunities to continue or be developed in coordination with primary commercial and industrial development.

- b. Will be reasonable to implement and enforce.

Finding: The proposed code amendment has been crafted on the basis of existing code and is comparable with the General Commercial 1 and 2 Districts and will be reasonable to implement and enforce.

- c. Will promote the present and future public health, safety and welfare.

Finding: The EEMU District has been crafted with safeguards in relation to permitted and conditionally permitted uses and structures in addition to reasonable standards for site and access plans as well as requirements in consideration of dimension, traffic, site development, nuisance and lighting.

- d. Is consistent with the intent and wording of the other provisions of this title.

Finding: The City Attorney has drafted the ordinance and reviewed it in consideration of the intent and wording of the provisions found in Homer City Code Title 21.

STAFF COMMENTS/RECOMMENDATIONS:

Planning Commission

1. Make motion to accept draft EEMU district as amended.
2. Instruct staff to distribute notices and hold public meeting(s) for district as proposed and suggested in the Comprehensive Plan.

ATTACHMENTS

1. 7.27.11 Attorney Edit Draft Ordinance

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CITY OF HOMER
HOMER, ALASKA

Planning

ORDINANCE 11-

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, ENACTING HOMER CITY CODE CHAPTER 21.27, EAST END MIXED USE DISTRICT; AND AMENDING HCC §21.61.030, NONCONFORMING STRUCTURES, REGARDING RECONSTRUCTION OF NONCONFORMING SINGLE FAMILY AND DUPLEX RESIDENTIAL STRUCTURES IN THE EAST END MIXED USE DISTRICT.

THE CITY OF HOMER ORDAINS:

Section 1. HCC Chapter 21.27, East End Mixed Use District, is adopted to read as follows:

Chapter 21.27

EAST END MIXED USE DISTRICT

Sections:

- 21.27.010 Purpose
- 21.27.020 Permitted uses and Structures
- 21.27.030 Conditional Uses and Structures
- 21.27.040 Dimensional requirements
- 21.27.050 Site and Access Plans
- 21.27.060 Traffic Requirements.
- 21.27.070 Site Development Requirements
- 21.27.080 Nuisance standards
- 21.27.090 Lighting Standards

21.27.010 Purpose. The East End Mixed Use (EEMU) District is primarily intended to provide sites for businesses that require direct motor vehicle access and may require larger land area. The district is meant to accommodate a mixture of existing and accessory residential with non-residential uses. When a conflict exists between residential and nonresidential uses conflicts shall be resolved in favor of non-residential uses.

21.27.020 Permitted uses and structures. The following uses are permitted outright in the East End Mixed Use District, except when such use requires a conditional use permit by reason of size, traffic volumes, or other reasons set forth in this chapter.

- a. Auto, trailer, truck, recreational vehicle and heavy equipment sales, rentals, service and repair;
- b. Drive-in car washes;

- 47 c. Building supply and equipment sales and rentals;
- 48 d. Garden supplies and greenhouses;
- 49 e. Boat and marine equipment sales, rentals, manufacturing, storage yard, service
- 50 and repair;
- 51 f. Welding and mechanical repair;
- 52 g. Restaurants, including drive-in restaurants, clubs and drinking establishments;
- 53 h. Religious, cultural, and fraternal assembly;
- 54 i. Studios;
- 55 j. Personal services;
- 56 k. Agricultural activities, including general farming, truck farming, nurseries, tree
- 57 farms and greenhouses;
- 58 l. Private stables;
- 59 m. Storage of heavy equipment, vehicles or boats;
- 60 n. Plumbing, heating and appliance service shops;
- 61 o. Home occupations on a lot whose principal permitted use is residential, provided
- 62 they conform to the requirements of HCC § 21.51.010;
- 63 p. Mortuaries and crematoriums;
- 64 q. Open air businesses;
- 65 r. Parking lots and parking garages, in accordance with HCC Chapter 21.55;
- 66 s. Manufacturing, fabrication and assembly;
- 67 t. Retail businesses;
- 68 u. Trade, skilled or industrial schools;
- 69 v. Wholesale businesses, including storage and distribution services incidental to the
- 70 products to be sold;
- 71 w. Parks and open space;
- 72 x. Warehousing, commercial storage and mini-storage;
- 73 y. Recreational vehicles, subject to the standards in HCC § 21.54.320.(a), (b) and
- 74 (c);
- 75 z. Dry cleaning, laundry, and self-service laundries;
- 76 aa. Mobile food services;
- 77 bb. As an accessory use, one small wind energy system per lot;
- 78 cc. Production, processing, assembly and packaging of fish, shellfish and seafood
- 79 products;
- 80 dd. Research and development laboratories;
- 81 ee. Storage and distribution services and facilities, including truck terminals,
- 82 warehouses and storage buildings and yards, contractors' establishments,
- 83 lumberyards and sales, or similar uses;
- 84 ff. Cold storage facilities;
- 85 gg. Mobile commercial structures;
- 86 hh. Single family and duplex dwellings, only as an accessory use incidental to a
- 87 permitted principal use, provided that no permit shall be issued for the
- 88 construction of an accessory dwelling prior to establishing a primary use on the
- 89 lot;
- 90 ii. Customary accessory uses to any of the uses permitted in the EEMU district that
- 91 are clearly subordinate to the main use of the lot or building, including without
- 92 limitation wharves, docks, storage facilities, restaurant or cafeteria facilities for

- 93 employees; or caretaker or employee dormitory residence if situated on a portion
94 of the principal lot, provided that no permit shall not be issued for the
95 construction of any type of accessory building prior to that for the building that
96 houses the principal use;
- 97 jj. Taxi operation;
 - 98 kk. Itinerant merchants, provided all activities shall be limited to uses permitted
99 outright under this zoning district;
 - 100 ll. More than one building containing a permitted principal use on a lot;
 - 101 mm. The outdoor harboring or keeping of dogs, small animals and fowl as an accessory
102 use to a residential use in a manner consistent with the requirements of all other
103 provisions of the Homer City Code and as long as such animals are pets of the
104 residents of the dwelling and their numbers are such as not to unreasonably annoy
105 or disturb occupants of neighboring property.

106
107 21.27.030 Conditional uses and structures. The following conditional uses may be
108 permitted in the East End Mixed Use District when authorized by conditional use permit issued
109 in accordance with HCC Chapter 21.71:

- 110 a. Construction camps;
- 111 b. Extractive enterprises, including crushing of gravel, sand and other earth products
112 and batch plants for asphalt or concrete;
- 113 c. Auto fueling stations;
- 114 d. Bulk petroleum product storage;
- 115 e. Planned unit developments;
- 116 f. Junk yard;
- 117 g. Kennels;
- 118 h. Public utility facilities and structures;
- 119 i. Impound yards;
- 120 j. Indoor recreational facilities;
- 121 k. Outdoor recreational facilities;
- 122 l. Other uses approved pursuant to HCC § 21.04.020.

123
124 21.27.040 Dimensional requirements. The following dimensional requirements shall
125 apply to all structures and uses in the East End Mixed Use District:

- 126 a. Lot Size.
 - 127 1. The minimum area of a lot that is not served by public sewer or water
128 shall be 40,000 square feet.
 - 129 2. The minimum area of a lot that is served by either a public water supply
130 approved by the State Department of Environmental conservation, or a public or community
131 sewer approved by the State Department of Environmental Conservation, shall be 20,000 square
132 feet.
 - 133 3. The minimum area of a lot that is served by both a public water supply
134 approved by the State Department of Environmental conservation, and a public or community
135 sewer approved by the State Department of Environmental Conservation, shall be 10,000 square
136 feet.

137 b. **Building Setbacks.**
138 1. All buildings shall be set back 20 feet from all dedicated rights-of-way
139 other than alleys, except that adjacent to rights-of-way that lead to Kachemak Bay and have been
140 determined to be unsuitable for road construction by resolution of the City Council, all buildings
141 shall be set back from the boundary of the right-of-way according to the number of stories as
142 follows:

143	Number of Stories	Setback (in feet)
144	1	5
145	1½	6
146	2	7
147	2½	8

148
149 2. The setback requirements from any lot line abutting an alley will be
150 determined by the dimensional requirements of subparagraphs (b)(3) and (4);

151 3. Buildings shall be set back five feet from all other lot boundary lot lines
152 unless adequate firewalls are provided and adequate access to the rear of the building is
153 otherwise provided (e.g., alleyways) as defined by the State Fire Code and enforced by the State
154 Fire Marshal;

155 4. Any attached or detached accessory building shall maintain the same yards
156 and setbacks as the main building.

157 c. **Building Height.** The maximum building height shall be 35 feet.

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

161 e. **Building Area and Dimensions - Retail and Wholesale.** The total floor area of
162 retail and wholesale business uses within a single building shall not exceed 75,000 square feet.
163 No conditional use permit, Planned Unit Development, or variance may be granted that would
164 allow a building to exceed the limits of this subparagraph, and no nonconforming use or structure
165 may be expanded in any manner that would increase its nonconformity with the limits of this
166 subparagraph.

167 f. **Screening.** When one or more side or rear lot lines abut land within an RO, RR, or
168 UR district or when a side or rear yard area is to be used for parking, loading, unloading or
169 servicing, then those side and rear yard areas shall be effectively screened by a wall, fence, or
170 other sight-obscuring screening. Such screening shall be of a height adequate to screen activity
171 on the lot from outside view by a person of average height standing at street level.

172
173
174 21.27.050 Site and Access Plans. a. A zoning permit for any use or structure within the
175 East End Mixed Use District shall not be issued by the City without a level two site plan
176 approved by the City under HCC Chapter 21.73.

177 b. No zoning permit may be granted for any use or structure without a level two
178 right-of-way access plan approved by the City under HCC § 21.73.100.

179
180 21.27.060 Traffic Requirements. A conditional use permit is required for every use that is
181 estimated or expected to generate traffic in excess of the criteria contained in HCC § 21.18.060.

182
183 21.27.070 Site Development Requirements. All development on lands in this district shall
184 conform to the level two site development standards set forth in HCC § 21.50.030.
185

186 21.27.080 Nuisance standards. The nuisance standards of HCC § 21.59.010(a) through
187 (g)(1) apply to all development, uses, and structures in this zoning district. Open storage of
188 materials and equipment is permitted, subject to the requirement that when a lot abuts a
189 residential zoning district any outdoor storage of materials and equipment on the lot must be
190 screened from the residential district by a wall, fence, or other sight-obscuring material. The
191 screen must be a minimum of eight feet in height.
192

193 21.27.090 Lighting Standards. The level one lighting standards of HCC § 21.59.030 apply to all
194 development, uses, and structures in this zoning district.
195

196 Section 2. HCC §21.61.030, Nonconforming structures, is amended to read as follows:
197

198 21.61.030 Nonconforming structures. A nonconforming structure may be continued so
199 long as it remains otherwise lawful, subject to the following provisions:

200 a. A nonconforming structure may be enlarged or altered, but only if it does not
201 increase its nonconformity;

202 b. If a nonconforming structure is moved for any reason for any distance whatsoever
203 it shall thereafter conform to the code provisions applicable in the zone in which it is located
204 after it is moved;

205 c. If a nonconforming structure or nonconforming portion of a structure is damaged
206 by any means to an extent of more than fifty percent of its replacement cost at time of the
207 damage, it shall not be reconstructed except in conformity with the provisions of Homer City
208 Code.

209 d. If at any time a nonconforming structure is abandoned or brought into conformity
210 with this title, the structure shall thereafter conform to all the regulations of the in which it is
211 located, and the nonconforming structure shall not be allowed to continue in use.

212 **e. Notwithstanding subsection (d) of this section, in the East End Mixed Use**
213 **District, a nonconforming structure that is a single family or duplex dwelling may be**
214 **reconstructed if damaged, provided that its principal use after reconstruction remains a**
215 **single family or duplex dwelling, and a zoning permit for the reconstruction is issued no**
216 **later than 18 months after the date that the damage occurred.**
217

218 Section 3. This Ordinance is of a permanent and general character and shall be included
219 in the City Code.

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ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of _____ 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

Walt E. Wrede, City Manager

Date: _____

Thomas F. Klinkner, City Attorney

Date: _____



City of Homer Planning & Zoning

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Web Site www.ci.homer.ak.us

STAFF REPORT PL 11-91

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 17, 2011
SUBJECT: Draft East End Mixed Use Ordinance Map Amendment

GENERAL INFORMATION

The creation of the East End Mixed Used District (EEMU) as suggested in the 2008 Comprehensive Plan involves two actions. One is the creation of the text amendment, which we have spent many hours debating and refining over the last several months. The other action is amending the map itself, which is the focus of this staff report which serves to introduce this subject to the Planning Commission's Regular Agenda, fulfilling the criteria required in code. This staff report includes a draft of the items that will be found in a memo from the Planning Department to the City Council assuming a proposal for a map amendment is forwarded. After receiving public comment the Planning Commission shall submit to the City Council its written recommendation regarding the amendment proposal, along with the Planning Department's comments and recommendations (HCC 21.95.060(d)).

BOUNDARY

In the work sessions, there was a consensus that the discussion of the district boundary for consideration should be the one depicted in the 2008 Homer Comprehensive Plan Land Use Recommendations found on page 4-7. A map will be attached to the ordinance that displays the area for consideration. All notices and invitations to participate in the discussion of the EEMU district will be based on this map.

LEGISLATIVE PROCEDURES AND AMENDMENTS

INITIATION

The City Planner has initiated the Zoning Map Amendment with the concurrence of the Planning Commission, fulfilling the item in the Comprehensive Plan's Land Use Implementation Table, "work with the Comprehensive Plan Land Use Recommendation Map on an area by area basis to determine the feasibility and acceptability of rezoning," per HCC 21.95.020.

PLANNING DEPARTMENT REVIEW OF ZONING MAP AMENDMENT

Per HCC 21.95.050, the Planning Department shall evaluate each amendment to the official zoning map. Approval shall only be recommended if it is found that the amendment:

- a. Is consistent with the comprehensive plan and will further specific goals and objectives of the plan.

Finding: The creation of the EEMU District is a component of fulfilling the second item identified in the 2008 Homer Comprehensive Plan's Land Use Implementation Table. The discussion and recommendations pertaining to the district are based on the area identified for consideration in the Comprehensive Plan Land Use Recommendation Map.

- b. Applies a zoning district or districts that are better suited to the area that is the subject of the amendment than the district or districts that the amendment would replace, because either conditions have changed since the adoption of the current district or districts, or the current district or districts were not appropriate to the area initially.

Finding: The Planning Commission found and the Planning Department concurs that the area under consideration for inclusion in the EEMU District is better suited than the existing districts because the current districts are not fully appropriate to the area. Much of the area under consideration is found to have a mix of uses germane to both the General Commercial 1 and 2 Districts. Other parts of the area for consideration has effectively condemned rebuilding of established residential units and offered limited consideration for live work opportunities as well as residential opportunities that support commercial and industrial operations. The proposed district provides a remedy for zoning not found to be appropriate to the proposed district.

- c. Is in the best interest of the public, considering the effect of development permitted under the amendment, and the cumulative effect of similar development, on property within and in the vicinity of the area subject to the amendment and on the community, including without limitation effects on the environment, transportation, public services and facilities, and land use patterns.

Finding: The Planning Department finds that effect of the development permitted under the amendment including the cumulative effect of similar development on property within and in vicinity of the area and on the community is in the community's best interest. Community wide opportunity for commercial and industrial development in Homer is quite constrained with little land available zoned for such. The Planning Department recognizes that some environmental constraints are present in the proposed area and will rely upon decisions made by other governmental agencies such as, the United States Army Corps of Engineers and the Alaska Department of Environment Conservation regarding development in wetlands and approval of wastewater systems. Weighing the aforementioned concern, the Department concludes that the benefits far outweigh concerns of negative impact considering that much of the area proposed for the EEMU District has traditionally supported industrial and commercial activities, has access to arterial roads, and is nearby to current and planned utility infrastructure. The Planning Department finds the proposal in the best interests of the public.

PLANNING COMMISSION REVIEW

The Planning Commission shall review each proposal to amend the zoning map before it is submitted to the City Council. The Planning Department will schedule one or more public hearings and provide a public notice for each in accordance to HCC Chapter 21.94. The Department will provide additional notice in an attempt to ensure that all property owners and nearby neighbors will have an opportunity to comment. After comment the Planning Commission may wish to amend the proposal or not and forward recommendation to the City Council.

STAFF COMMENTS/RECOMMENDATIONS:

Planning Commission

1. Make motion to accept draft EEMU zoning district map for public comment.
2. Recommend that staff distribute notices and hold public meeting(s) for district as proposed and suggested in the Comprehensive Plan.

ATTACHMENTS

1. Map Amendment Ordinance Draft 8.3.11
2. Map



**CITY OF HOMER
HOMER, ALASKA**

City Manager/Planning

ORDINANCE 11-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, AMENDING THE HOMER CITY ZONING MAP TO REZONE A PORTION OF THE GENERAL COMMERCIAL 1 (GC1), GENERAL COMMERCIAL 2 (GC2) AND RURAL RESIDENTIAL (RR) DISTRICTS TO EAST END MIXED USE (EEMU).

WHEREAS, The Planning Department reviewed the zoning map amendment, recommending approval, finding it consistent with Homer City Code 21.95.040; and

WHEREAS, The Homer Advisory Planning Commission reviewed the 2008 Homer Comprehensive Plan Land Use Recommendations regarding the creation of the East End Mixed Used District from lands currently zoned General Commercial 1, General Commercial 2 and Rural Residential; and

WHEREAS, The Homer Advisory Planning Commission held Neighborhood meetings and public hearing(s) on the matter on xx/xx/2011 as required by Homer City Code, Section 21.95.060; and

WHEREAS, The Homer Advisory Planning Commission determined that the zoning amendment is consistent with the comprehensive plan and furthers its goals and objectives; and

WHEREAS, The Homer Advisory Planning Commission determined the rezone applies a zoning district that is better suited to the area than the existing districts; and

WHEREAS, The Homer Advisory Planning Commission considered the affect of the change on the district and surrounding properties finding it in the best interests of the public.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer Zoning Map will be amended as per attached Exhibit A, to extend Residential Office zoning to include the entire parcel of:

INSERT LEGAL DESCRIPTION HERE

Section 2. The City Planner is authorized to sign the map and adhere to the requirements set forth in the Homer City Code, Section 21.10.030(b).

Section 3. This is a non Code Ordinance of a permanent Nature and shall be noted in the Ordinance history of 21.10.030.

CITY OF HOMER

JAMES HORNADAY, MAYOR

ATTEST

Jo Johnson, CMC, CITY CLERK

AYES:
NOES:
ABSTAIN:
ABSENT:

First Reading:
Public Hearing:
Second Reading:
Effective Date:

REVIEWED AND APPROVED AS TO FORM AND CONTENT:

Walt Wrede, City Manager

Tom Klinker, City Attorney

Date: _____

Date: _____

Fiscal Note: Costs of mapping.



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STAFF REPORT PL 11-92

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 17, 2011
SUBJECT: DRAFT Sign Ordinance

General Information

The City Attorney has again compiled the latest draft of the sign ordinance with the latest recommendations of the Planning Commission.

Summary of the latest version

Electoral Signs
Lines 63-65, definition added back
Repealed section of ordinance is left as is

Temporary Signs

Lines 135-139, removed reference to "used only temporarily"
Starting at line 304, still a bit disorientating with all the strike outs, but I believe that the break down is a bit more intuitive than the last version. Remember that everything in this section can only be held in the context of definition of "Temporary sign" line 135

Prohibited Signs

Lines 312-317, vehicles used for the primary purpose of displaying a sign. I had asked the attorney for language addressing and prohibiting vehicle signs. Staff found that the previous versions of the ordinance removed reference to this. As of the late revision of the ordinance conversation regarding this item is continuing and additional information may be made available at the meeting.

Provision for Compliance

Removed language pertaining to 3 year provisions

STAFF RECOMMENDS:

1. Make amendments, if needed.
2. Consider recommendation for public outreach and public hearing(s).

Att: Draft sign ordinance 8.12.11



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CITY OF HOMER
HOMER, ALASKA

Planning

ORDINANCE 11-

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE 21.60.040, DEFINITIONS; HOMER CITY CODE 21.60.060, SIGNS ALLOWED ON PRIVATE PROPERTY WITH AND WITHOUT PERMITS; HOMER CITY CODE 21.60.070, PERMITS REQUIRED; HOMER CITY CODE 21.60.090, SIGNS IN THE PUBLIC RIGHT-OF-WAY; HOMER CITY CODE 21.60.100, SIGNS EXEMPT FROM REGULATION UNDER THIS CHAPTER; HOMER CITY CODE 21.60.110 SIGNS PROHIBITED UNDER THIS CHAPTER; HOMER CITY CODE 21.60.130, TEMPORARY SIGNS-PRIVATE PROPERTY; HOMER CITY CODE 21.60.150, TIME OF COMPLIANCE-NONCONFORMING SIGNS AND SIGNS WITHOUT PERMITS; AND HOMER CITY CODE 21.60.170, ENFORCEMENT AND REMEDIES; AND REPEALING HOMER CITY CODE 21.60.120, GENERAL PERMIT PROCEDURES; HOMER CITY CODE 21.60.140, TEMPORARY SIGNS-PUBLIC RIGHTS-OF-WAY; AND HOMER CITY CODE 21.60.160, VIOLATIONS; REGARDING THE REGULATION OF SIGNS.

THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code 21.60.040, Definitions, is amended to read as follows:

21.60.040 Definitions. ~~In~~ For the purpose of this chapter, in addition to terms defined in HCC §21.03.040, the following words and phrases shall have the meanings set forth in this ~~section~~ chapter.

"Abandoned sign:" ~~means a~~ Any sign ~~containing copy~~ that refers to a business or activity that is no longer being conducted or pursued.

"Animated sign:" ~~means a~~ Any sign that uses flashing lights, movement or change of lighting to depict action or create a special effect or scene, or that includes characters, letters, or illustrations whose message changes at least one time per day; provided that a changing- ~~A sign on which the only copy that changes is an~~ electronic or mechanical indication of time or temperature does not cause a sign to be ~~shall be considered a time and temperature portion of a sign and not an animated sign for purposes of this chapter.~~

"Banner:" ~~means a~~ Any sign of lightweight fabric or similar material that is attached to a rigid structure along its entire circumference ~~mounted to a pole or a building by a permanent frame at one or more edges. A flag, as defined in HCC § 21.60.040, shall not be considered a banner.~~

"Beacon:" ~~means a~~ Any sign that emits ~~with~~ one or more beams of light, capable of being directed in one or more ~~any direction or~~ directions or ~~capable of being~~ rotated or moved.

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

P:\PACKETS\PCPacket 2011\Ordinance\Sign\Draft Sign Ord. 8.12.11 Att edit.DOCX

45 "Building marker-" means a wall ~~Any~~ sign cut or etched into masonry, bronze, or similar
46 material that includes only the building name, date of construction, or historical data on historic
47 site.

48 "Building sign-" means a ~~Any~~ sign that is attached to and supported by any part of a
49 building, but that is not a freestanding sign ~~unless it is supported in whole or in part by~~
50 structures or supports that are placed on, or anchored in, the ground and that are independent
51 from any building or other structure.

52 "Changeable copy sign-" means a ~~A~~ sign that includes ~~or portion thereof with~~
53 characters, letters, or illustrations that can be changed or rearranged without altering the face or
54 the surface of the sign, and ~~A~~ sign on which the message changes less often ~~more than one time~~
55 per day ~~shall be considered an animated sign and not a changeable copy sign for purposes of this~~
56 chapter; provided that a A-changing sign on which the only copy that changes is an electronic
57 or mechanical indication of time or temperature does not cause a sign to be ~~shall be considered~~
58 a time and temperature portion of a sign and not a changeable copy sign for purposes of this
59 chapter.

60 "Commercial message-" means letters, graphic material or a combination thereof ~~Any~~
61 sign wording, logo, or other representation that, directly or indirectly, names, advertises, or calls
62 attention to a business, brand, product, service or other commercial activity.

63 "Department." The Planning and Zoning division or department of the City.

64 "Electoral sign-" means a ~~Any~~ sign used for the purpose of advertising or promoting a
65 political party, or the election or defeat of a candidate, initiative, referendum or proposition at an
66 election.

67 "Flag-" means the flag ~~Flags~~ of the United States, the State, the City, a ~~foreign~~ nations
68 having diplomatic relations with the United States, and any other flag adopted or sanctioned by
69 an elected legislative body of competent jurisdiction. ~~A flag shall not be considered a banner for~~
70 ~~purposes of this chapter.~~

71 "Freestanding sign-" means a ~~Any~~ sign supported, in whole or in part, by structures or
72 supports that are placed on, or anchored in, the ground and that are independent of ~~from~~ any
73 building or other structure.

74 "Ground sign-" means ~~A~~ ground sign is a freestanding sign that is placed directly on the
75 ground with having or appearing to have a foundation or solid base beneath 50 percent or more
76 of the longest horizontal dimension of the sign.

77 "Handbill." Any flyer, notice or brochure advertising or promoting any product, business,
78 cause, political candidate or issue, and intended for distribution to the general public.

79 "Incidental sign-" means an ~~A~~ sign, generally informational, or directional sign that is
80 incidental and subordinate has a purpose secondary to a principal the use of the lot on which
81 it is located, such as "no parking," "entrance," "loading only," "telephone," and other similar
82 directives. No sign with a and that bears no commercial message that is legible from outside
83 that a position off the lot on which the sign is located shall be considered incidental.

84 "Lot." See HCC § 21.32.030.

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

85 "Marquee." Any permanent roof like structure projecting beyond a building or extending
86 along and projecting beyond the wall of the building, generally designed and constructed to
87 provide protection from the weather.

88 "Marquee sign:" means a Any sign attached in any manner to, in any manner, or made a
89 part of, a permanent roof-like structure projecting beyond a building, generally designed
90 and constructed to provide protection from the weather marquee.

91 "Non-conforming sign." Any lawfully pre-existing sign that does not conform to
92 regulations of this chapter that became applicable after erection of the sign.

93 "Official traffic control device" means a sign not inconsistent with Alaska Statutes
94 Title 28, placed or erected by authority of a state or municipal agency or official having
95 jurisdiction, for the purpose of traffic regulating, warning and guiding.

96 "Off-premise sign:" means a A sign containing a commercial or non-commercial
97 message drawing attention to goods or services, business or other activity not offered or
98 conducted on the lot on which the sign is located.

99 "Pennant:" means a Any lightweight plastic, fabric, or other material, whether or not
100 containing a message of any kind suspended from a rope, wire, or string, usually in series,
101 designed to move in the wind.

102 "Permanent sign" means a sign that is not a temporary sign.

103 "~~Portable sign.~~" ~~means a Any sign not permanently attached to the ground or other~~
104 ~~permanent structure, or a sign designed to be transported, including signs designed to be~~
105 ~~transported by means of wheels; signs converted to A or T frames; menu and sandwich board~~
106 ~~signs; balloons used as signs; umbrellas used for advertising; and signs attached to or painted on~~
107 ~~vehicles parked and visible from the public right of way, unless said vehicle is used in the~~
108 ~~normal day to day operations of the business.~~

109 "Principal building:" means a The building in which is conducted the principal use of the
110 lot is conducted on which it is located. Lots with multiple principal uses may have multiple
111 principal buildings, but storage buildings, garages, and other accessory structures shall not be
112 considered principal buildings.

113 "Projecting sign:" means a Any building sign attached affixed to a building or wall and
114 that protrudes in such a manner that its leading edge extends more than six inches beyond the
115 surface of the such building or wall.

116 "Public sign:" means A Public Sign is an off-premise off-premises sign placed by a
117 governmental agency to that provides direction or information, or to identify or identifies
118 public facilities such as parks, playgrounds, libraries, or schools or to a distinct area of the City,
119 such as Pioneer Avenue, the Homer spit, Old Town and entrances to the City. ~~Public Signs may~~
120 ~~identify categories of services available, but may not carry any other commercial message.~~
121 Public signs are non-regulatory.

122 "Residential sign:" means a Any sign located in the Rural Residential, Residential Office
123 or Urban Residential zoning districts that contains no commercial message except for advertising
124 for goods or services legally offered on the premises where the sign is located, if offering such
125 services at such location conforms to with all requirements of the zoning code.

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

126 "Roof sign, integral-" ~~means a~~ Any sign erected and constructed as an integral part of a
127 ~~normal~~ the roof of a building structure, such that no part of the sign extends vertically more than
128 two feet above the highest portion of that roof of which it is a part.

129 "Setback-" ~~means the~~ The distance between a sign located on a lot and the closest lot
130 line ~~and the sign~~.

131 "Sign-" ~~means a~~ Any device, fixture, placard, or structure that uses any color, form,
132 graphic, illumination, symbol, or writing to advertise, announce the purpose of, or identify the
133 purpose of a person or entity, or to communicate information of any kind to the public.

134 ~~"Suspended sign-" A sign that is suspended from the underside of a horizontal plane~~
135 ~~surface and is supported by such surface.~~

136 "Temporary sign-" ~~means a~~ Any sign that is not affixed permanently to a building or
137 to a permanent support or foundation, used only temporarily and is not permanently mounted
138 including without limitation menu or sandwich board signs.

139
140 "Wall sign-" ~~means a~~ Any sign attached parallel to, but within six inches of, a wall,
141 painted on the ~~wall surface of~~, or erected and confined within the limits of an outside wall of any
142 building or structure, which is supported by such ~~wall or~~ building or structure, and which
143 displays only one sign surface.

144 "Window sign-" ~~means a~~ Any sign, pictures, symbol, or combination thereof, designed to
145 communicate information about an activity, business, commodity, event, sale, or service, that is
146 placed inside a window or upon the window panes or glass and is visible from the exterior of the
147 window.

148
149 Section 2. The title and subsection (a) of Homer City Code 21.60.060, Signs allowed on
150 private property with and without permits, are amended to read as follows:

151
152 ~~21.60.060 Signs allowed on private property with and without permits.~~ a. Signs shall be
153 allowed on private property in the City ~~in accordance with, and~~ only in accordance with Table 1.
154 If the letter "A" appears for a sign type in a column, such sign type is allowed without prior
155 permit approval in the zoning district represented by that column. If the letter "P" appears for a
156 sign type in a column, such sign type is allowed only with prior permit approval in the zoning
157 districts represented by that column. Special conditions may apply in some cases. If the letter
158 "N" appears for a sign type in a column, such a sign type is not allowed in the zoning districts
159 represented by that column under any circumstances. If the letters "PH" appear for a sign
160 type in a column, such sign type is allowed in the zoning districts represented by that
161 column only with prior approval by the Commission after a public hearing.

162 b. Although permitted under the previous paragraph, a sign designated by an "AP"
163 or "PS" in Table 1 shall be allowed only if:

164 1. The sum of the area of all building and free standing signs on the lot does
165 not exceed ~~conforms with~~ the maximum permitted sign area for the zoning district in
166 which the lot is located as specified in Table 2; and

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

167 2. The characteristics of the sign conform ~~to with~~ the limitations of Table 3;
168 Permitted Sign Characteristics, and with any additional limitations on characteristics
169 listed in Table 1 or Table 2.

170 c. Any sign type that is not listed on the following tables is prohibited ~~are not~~
171 ~~permitted, with or without a permit.~~

172
173 Section 3. The Key to Tables 1 through 3 that follows Homer City Code 21.60.060,
174 Signs on private property, is amended to read as follows:

175

KEY to Tables 1 through 3	
RR Rural Residential	GBD Gateway Business District
UR Urban Residential	GC1 General Commercial 1
RO Residential Office	GC2 General Commercial 2
INS Institutional Uses Permitted in Residential Zoning Districts (a)	<u>EEMU East End Mixed Use</u>
CBD Central Business District	MC Marine Commercial
TC Town Center District	MI Marine Industrial
	OSR Open Space Recreation
	PS Public Sign Uses Permit
<p><u>AP</u> = Allowed without sign permit</p> <p><u>PS</u> = Allowed only with sign permit</p> <p>N = Not allowed</p> <p>PH = Allowed only upon approval by the Planning Commission after a public hearing</p>	
<p>For parenthetical references, <i>e.g.</i>, "(a)," <i>see</i> Notes following graphical portion of table.</p>	

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Section 4. Table 1 following Homer City Code 21.60.060, Signs on private property, is amended to read as follows:

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Sign Type	RR	UR	RO	INS (a)	CBD	TC	GBD	GC 1	GC 2	<u>EEM</u> <u>U</u>	MC	MI	OSR	PS
<u>Freestanding</u>														
Residential (b)	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	N	N	<u>N</u>	N	N	<u>AP</u>	PH
Other (b)	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u> (jk)	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	PH
Incidental (c)	N	N	<u>AP</u> (d)	<u>AP</u> (d)	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>A</u>	<u>AP</u>	<u>AP</u>	N	N
<u>Building</u>														
Banner	N	N	N	N	<u>PS</u>	<u>PS</u>	N	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	N
Building Marker (e)	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>A</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	N
Identification (d)	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>A</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	N
Incidental (c)	N	N	<u>AP</u> (f)	<u>AP</u> (c)	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>A</u>	<u>AP</u>	<u>AP</u>	N	N
Marquee (g)	N	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	N
Projecting (g)	N	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	N
Residential (b)	<u>AP</u>	<u>AP</u>	<u>AP</u>	N	<u>AP</u>	<u>AP</u>	<u>AP</u>	N	N	<u>N</u>	N	N	<u>AP</u>	N
Roof	N	N	N	N	N	N	N	N	N	<u>N</u>	N	N	N	N
Roof, Integral	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	N
Suspended (g)	N	N	N	S	S	S	S	S	S		S	S	N	N
Temporary (gh)	<u>AN</u>	<u>AN</u>	<u>AN</u>	<u>AN</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>A</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>
Wall	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	<u>AP</u>	<u>AP</u>
Window	N	N	<u>AP</u>	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	N
<u>Miscellaneous</u>														
Banner (c)	N	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>	N	N
Flag (hi)	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>A</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>	<u>AP</u>
Portable	N	N	N	N	S	S	S	S	S		S	S	N	N

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

182 Notes to Table 1:

- 183 a. This column does not represent a zoning district. It applies to institutional uses permitted under
184 the zoning code in the RR, UR and RO zoning districts. Institutional is defined as an established
185 organization or corporation of a public, non-profit, or public safety/benefit nature, i.e., schools, churches,
186 and hospitals.
- 187 b. No commercial message allowed on sign, except for a commercial message drawing attention to
188 goods or services legally offered on the lot, except signs approved by the state of Alaska Department of
189 Transportation and signs that meet the requirements of HCC § 21.60.092.
- 190 c. No commercial message of any kind allowed on sign if such message is legible from any location
191 off the lot on which the sign is located.
- 192 d. Only address and name of occupant allowed on sign.
- 193 e. May include only building name, date of construction, or historical data on historic site; must be
194 cut or etched into masonry, bronze, or similar material.
- 195 f. No commercial message of any kind allowed on sign.
- 196 ~~g. If such a sign is suspended or projects above a public right of way, the issuance and continuation~~
197 ~~of a sign permit shall be conditioned on the sign owner obtaining and maintaining in force liability~~
198 ~~insurance for such a sign in such form and such amount as the City planner may reasonably from time to~~
199 ~~time determine, provided that the amount of such liability insurance shall be at least \$500,000 per~~
200 ~~occurrence per sign.~~
- 201 **gh.** The conditions of HCC § 21.60.130 of this ordinance apply.
- 202 **hi.** Flags of the United States, the state, the city, foreign nations having diplomatic relations with the
203 United states and any other flag adopted or sanctioned by an elected legislative body of competent
204 jurisdiction. These flags must be flown in accordance with protocol established by the Congress of the
205 United states for the stars and stripes. Any flag not meeting any one or more of these conditions shall be
206 considered a banner sign and shall be subject to regulations as such.
- 207 **jj.** Permitted on the same terms as a temporary sign, in accordance with HCC § 21.60.130, except
208 that it may be free standing.
- 209 **jk.** The main entrance to a development in GBD may include one ground sign announcing the name
210 of the development. such sign shall consist of natural materials. Around the sign grass, flowers and shrubs
211 shall be placed to provide color and visual interest. The sign must comply with applicable sign code
212 requirements.

213
214 Section 5. Table 2 following Homer City Code 21.60.060, Signs on private property, is
215 amended to read as follows:

Table 2. Maximum Total Sign Area Per Lot by Zoning District

Table 2 Part A

The maximum combined total area of all signs, in square feet, except incidental, building marker and flags (b) shall not exceed the following according to district:

R	UR	RO	RO (e)	INS (a)	OSR	PS (d)
4	4	6	50	20	4	32

Table 2 Part B

In all other districts not described in Table 2 Part A, the maximum combined total area of all signs, in

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

square feet, except incidental, building marker and flags, shall not exceed the following:

<u>Square feet of wall frontage (c):</u>	<u>Maximum allowed sign area per lot:</u>
750 s.f. and over	150 s.f.
650 to 749	130 s.f.
550 to 649	110 s.f.
450 to 549	90 s.f.
350 to 449	70 s.f.
<u>2000</u> to 349	50 s.f.
<u>0</u> to <u>199</u>	<u>30 s.f.</u>

In all districts covered by Table 2 Part B, on any lot with multiple principal buildings or with multiple independent businesses or occupancies in one or more buildings, the total allowed sign area may be increased beyond the maximum allowed signage as shown in Table 2 Part B, by 20%. This additional sign area can only be used to promote or identify the building or complex of buildings.

In all districts covered by Table 2 Part B, freestanding signs, when otherwise allowed, shall not exceed the following limitations:

Only one freestanding sign is allowed per lot, except one freestanding Public Sign may be additionally allowed. A freestanding sign may not exceed ten (10) feet in height. The sign area on a freestanding sign (excluding a Public Sign) shall be included in the calculation of maximum allowed sign area per lot and shall not exceed the following:

One business or occupancy in one building – 36 sq ft

Two independent businesses or occupancies or principal buildings in any combination – 54 sq ft

Three independent businesses or occupancies or principal buildings in any combination – 63 sq ft

Four or more independent businesses or occupancies or principal buildings in any combination – 72 sq ft

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Section 6. Table 3 following Homer City Code 21.60.060, Signs on private property, is amended to read as follows:

Sign Type	Table 3.											
	RR	UR	RO	INS (a)	CBD	TC	GBD	GC1	GC2	<u>EEMU</u>	MC	MI
Animated (b)	N	N	N	N	<u>PS</u>	<u>PS</u>	N	<u>PS</u>	N	<u>P</u>	<u>PS</u>	N
Changeable Copy (c)	N	N	N	N	<u>PS</u>	<u>PS</u>	N	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>
Illumination Internal	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	N	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>
Illumination External	N	N	N	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>
Neon (d)	N	N	N	N	<u>PS</u>	<u>PS</u>	N	<u>PS</u>	<u>PS</u>	<u>P</u>	<u>PS</u>	<u>PS</u>

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

Notes to Table 3

- a. The INS column does not represent a zoning district. It applies to institutional uses permitted under the zoning code in the RR, UR and RO zoning districts. Institutional is defined as an established organization or corporation of a public, non-profit or public safety/benefit nature, *i.e.*, schools, churches and hospitals.
- b. Animated signs may not be neon or change colors or exceed three square feet in area.
- c. Changeable Copy signs must be wall or pole mounted, and may not be flashing.
- d. Neon signs may not be flashing and may not exceed 32 square feet.
- e. The PS column does not represent a zoning district. It applies to Public Signs permitted under the zoning code, in all zoning districts.

Section 7. Homer City Code 21.60.070, Permits required, is amended to read as follows:

21.60.070 Sign permits ~~Permits required.~~ a. **No person may place, construct, erect or modify a sign for which** ~~If a sign requiring a provision of this chapter requires a permit without first obtaining a permit for the sign under this section~~ the provisions of this chapter is to be placed, constructed, erected, or modified on a lot, the owner of the lot shall secure a sign permit prior to the construction, placement, erection, or modification of such a sign in accordance with the requirements of HCC § 21.60.120.

b. **Applications. An application for a sign permit shall be submitted to the Department on an application form or in accordance with application specifications published by the Department. An application for a permit for a sign that is not an off-premise sign shall be submitted by the owner of the lot where the sign is to be located, or by a tenant leasing all or part of the lot when the sign names, advertises, or calls attention to a business, brand, product, service or other commercial activity of the tenant.**

c. **Fees. An application for a sign permit shall be accompanied by the applicable fees established by the Homer City Council from time to time by resolution.**

d. **Action. Within seven working days after the submission of a complete application for a sign permit, the Department shall either:**

1. Issue the sign permit, if each sign that is the subject of the application conforms in every respect with the requirements of this chapter; or

2. Reject the sign permit if a sign that is the subject of the application fails in any way to conform to the requirements of this chapter. In case of rejection, the Department shall specify in the rejection the section or sections of this chapter to which the sign does not conform.

Section 8. Homer City Code 21.60.090, Signs in the public right-of-way, is amended to read as follows:

21.60.090 Permanent ~~sSigns in the public rights-of-way.~~ No **person may place, construct or erect a permanent** sign shall be allowed in ~~a~~ the public right-of-way, except for the following:

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

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- 252 a. ~~Permanent Signs. Only the following permanent signs, including:~~
253 **a1. Official traffic control devices.**
254 **b. Public signs erected by or on behalf of a governmental body to post legal notices,**
255 **identify public property, convey public information, and direct or regulate pedestrian or**
256 **vehicular traffic;**
257 **c2. Informational signs of a public utility regarding its poles, lines, pipes, or facilities;**
258 **and**
259 **d3. Signs containing commercial messages that have been must be approved by the**
260 **State of Alaska Department of Transportation, Tourist Oriented Directional Signing Program.**
261 ~~b. Temporary Signs. Temporary signs for which a permit has been issued in~~
262 ~~accordance with HCC § 21.60.140, which shall be issued only for signs meeting the following~~
263 ~~requirements:~~
264 1. ~~The signs shall contain no commercial message; and~~
265 2. ~~The signs shall be no more than two square feet in area each.~~
266 3. ~~Notwithstanding (1) and (2), such signs calling attention to civic events~~
267 ~~shall be no more than four square feet in area, if freestanding, or if street banner, may not~~
268 ~~exceed the width of traveled portion of road.~~
269 e. ~~Emergency signs. Emergency warning signs erected by a governmental agency, a~~
270 ~~public utility company, or a contractor doing authorized or permitted work within the~~
271 ~~public right-of-way.~~
272 d. ~~Other Signs Forfeited. Any sign installed or placed on public property, except in~~
273 ~~conformance with the requirements of this section, shall be forfeited to the City and subject to~~
274 ~~confiscation. In addition to other remedies hereunder, the City shall have the right to recover~~
275 ~~from the owner or person placing such a sign the full costs of removal and disposal of such sign.~~

276
277 Section 9. Homer City Code 21.60.100, Signs exempt from regulation under this chapter,
278 is amended to read as follows:

279
280 21.60.100 Signs exempt from regulation under this chapter. The following signs shall be
281 exempt from regulation under this chapter:

- 282 a. Any **sign bearing only a** public notice or warning required by a valid and applicable
283 federal, state, or local law, regulation, or ordinance.
284 b. Any **emergency warning signs erected by a governmental agency, a public utility**
285 **company, or a contractor doing authorized or permitted work within a public right-**
286 **of-way.**
287 c. Any sign inside a building, not attached to a window or door, that is not legible from a
288 distance of more than three feet beyond the lot line of the lot or parcel on which such sign is
289 located,
290 d. Works of art that do not contain a commercial message;
291 e. Holiday lights between October 15 and April 15;

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

292 fe. Traffic control signs on private property, such as a stop sign, a yield sign, and similar
293 signs, the face of which meet Department of Transportation standards and that contain no
294 commercial message of any sort.

295 gf. Signs in existence before February 11, 1985, but such signs shall not be replaced,
296 moved, enlarged, altered, or reconstructed except in compliance with this chapter.

297
298 Section 10. Homer City Code 21.60.110, Signs prohibited under this chapter, is amended
299 to read as follows:

300
301 21.60.110 Signs prohibited under this chapter. All signs not expressly permitted under
302 this chapter or exempt from regulation hereunder in accordance with HCC § 21.60.100 are
303 prohibited in the City. Without limiting the foregoing, examples of prohibited signs include:

- 304 a. Beacons;
- 305 b. Pennants;
- 306 c. Strings of lights not permanently mounted to a rigid background, except those exempt
307 under HCC § 21.60.100;
- 308 d. Inflatable signs and tethered balloons;
- 309 e. Animated signs that are neon, change colors, or exceed three square feet in area;
- 310 f. Placement of hand bills, flyers, or bumper stickers on parked vehicles other than by
311 owner;

312 g. A sign on a motor vehicle or trailer that is parked on or off a business premises
313 for the primary purpose of displaying the sign. It will be presumed that a motor vehicle or
314 trailer bearing a sign is parked for the primary purpose of displaying the sign if the sign is
315 legible from a public right-of-way at a distance of 100 feet or more, and the motor vehicle
316 or trailer is parked at the same location continuously for four or more hours, or on a
317 recurring daily schedule.

318 hg. Abandoned signs, which shall be removed by the owner or lessee, if any, of the lot
319 upon which the signs are located. If such owner or lessee fail to remove such signs after an
320 opportunity for a hearing before the Planning Commission and fifteen days written notice to
321 remove given by the City, then (i) the owner or lessee has committed a violation, and (ii) the City
322 may remove the signs and collect the cost of removal from such owner or lessee, who shall be
323 jointly and severally liable for such cost.

324
325 Section 11. Homer City Code 21.60.120, General permit procedures, is repealed.

326
327 Section 12. Homer City Code 21.60.130, Temporary signs-private property, is amended
328 to read as follows:

329
330 21.60.130 Temporary signs-Private property. a. General. All temporary signs are
331 subject to the following requirements:

332 1. A temporary sign may not be an illuminated, animated, or changeable
333 copy sign.

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

334 2. Unless a smaller area is required by another provision of this chapter, the
335 area of a temporary sign shall not exceed 16 square feet.

336 3. A temporary sign whose message pertains to a specific date, event, or time
337 period shall not be displayed for more than seven days after that date or the
338 conclusion of the event or time period.

339 b. Commercial. A temporary sign that bears a commercial message is on private
340 property shall be allowed subject to the following requirements:

341 a. ~~Term. A temporary sign shall not be displayed for more than 14 days in any 90-~~
342 ~~day period, except a sign offering for sale or lease the lot on which the sign is located,~~
343 ~~which is allowed as long as the property is for sale or lease.~~

344 b. ~~Number. Only one temporary sign per lot is allowed.~~

345 1b. The sign may not be an off-premise sign.

346 2. There may be no more than one such temporary sign per lot is allowed.

347 3. The purpose of the sign shall be limited to the following

348 i. Advertising the property on which the sign is located for sale or for
349 rent; or

350 ii. Advertising a temporary sale of household goods on a lot occupied
351 by a dwelling.

352 c. Non-commercial. Temporary signs that do not bear a commercial message are
353 allowed in any number, subject to the square footage limitations in this chapter.

354
355 Section 13. Homer City Code 21.60.140, Temporary signs-Public right-of-way, is
356 repealed.

357
358 Section 14. Homer City Code 21.60.150, Time of compliance-Nonconforming signs and
359 signs without permits, is amended to read as follows.

360
361 21.60.150 Time of compliance-Nonconforming signs and signs without permits. a.
362 Except as otherwise provided herein, the owner of any lot or other premises on which exists a
363 sign that does not conform with the requirements of this chapter or for which there is no current
364 and valid sign permit must remove such sign or, in the case of a nonconforming sign, bring it
365 into conformity with the requirements of this chapter.

366 b. Signs that were prohibited by Ordinance 84-33(S), as amended by Ordinances 86-18,
367 89-8 and that are prohibited in this chapter are illegal and must be removed immediately.

368 c. Any sign that was constructed and continues to be maintained in accordance with the
369 applicable ordinances and other laws that existed prior to an amendment to this code, but which
370 becomes unlawful as a result of an amendment to this code, is lawfully nonconforming. A sign
371 that is lawfully nonconforming under this subsection may remain in place and continue to be
372 maintained until the information on the face of the sign is changed, or for a period of three
373 years ~~one year~~ after the effective date of the amendment, whichever occurs first. If any action
374 is taken that increases the degree or extent of the nonconformity with the amended code, the sign
375 loses lawful nonconforming status and must be removed immediately. ~~A change in the~~

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

376 ~~information on the face of an existing nonconforming sign is allowed.~~ At the end of the period
377 during which the lawfully nonconforming sign is allowed to remain in use, the sign shall either
378 be removed or the owner must obtain a permit, if required, and complete all other steps and make
379 any modifications necessary to bring it into full compliance with this code.

380 d. Any sign that was constructed and continues to be maintained in accordance with the
381 applicable laws that governed territory prior to its annexation to the City, but which becomes
382 unlawful under this code as a result of annexation to the City, is lawfully nonconforming. A sign
383 that is lawfully nonconforming under this subsection may remain in place and continue to be
384 maintained **until the information on the face of the sign is changed, or** for a period of one year
385 after the later of (i) the effective date of the annexation of the territory or (ii) the effective date of
386 the ordinance that assigns the territory in which the sign is located to a zoning district under the
387 Homer zoning code, **whichever occurs first.** If any action is taken that increases the degree or
388 extent of the nonconformity with the code, the sign loses lawful nonconforming status and must
389 be removed immediately. ~~A change in the information on the face of an existing nonconforming~~
390 ~~sign is allowed.~~ At the end of the period during which the lawfully nonconforming sign is
391 allowed to remain in use, the sign shall either be removed or the owner must obtain a permit, if
392 required, and complete all other steps and make any modifications necessary to bring it into full
393 compliance with this code.

394 **(e) Notwithstanding the remainder of this section, a nonconforming banner or**
395 **temporary sign shall be removed no later than January 1, 2012.**

396
397 Section 15. Homer City Code 21.60.160, Violations, is repealed.

398
399 Section 16. Homer City Code 21.60.170, Enforcement and remedies, is amended to read
400 as follows:

401
402 21.60.170 Enforcement and remedies. In addition to the remedies provided in HCC
403 **Chapter 21.90, violations of this chapter are subject to the following remedies:**

404 a. **A person designated to enforce this title under HCC 21.90.020 may remove a**
405 **temporary sign placed in a public right-of-way in violation of this chapter. The person**
406 **responsible for the illegal placement shall be liable for the cost incurred in removing the**
407 **sign.** ~~Any violation or attempted violation of this chapter or of any condition or requirement~~
408 ~~adopted pursuant hereto may be restrained, corrected, or abated, as the case may be, by~~
409 ~~injunction or other appropriate proceedings pursuant to law.~~

410 **b. Notwithstanding any other provision of this title:**

411 **1. An appeal to the Planning Commission from an enforcement order that**
412 **requires the abatement or removal of a temporary sign placed on private property**
413 **in violation of this chapter must be filed within seven days after the date of**
414 **distribution of the enforcement order to the person whose property is the subject of**
415 **the enforcement order.**

416 **2. An appeal from a final decision of the Planning Commission regarding an**
417 **enforcement order that requires the abatement or removal of a temporary sign**

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

418 **placed on private property in violation of this chapter must be taken directly to the**
419 **Superior Court** ~~A violation of this chapter shall be considered a violation of the zoning~~
420 ~~code of the City, subject prosecution and, upon conviction, subject to fines pursuant to~~
421 ~~HCC § 21.90.100.~~

422 ~~e. The City shall have and may exercise all remedies provided for or allowed by City~~
423 ~~code or other law for the violation of the zoning code.~~

424 ~~d. All remedies provided herein shall be cumulative. To the extent that state law may~~
425 ~~limit the availability of a particular remedy set forth herein for a certain violation or a part~~
426 ~~thereof, such remedy shall remain available for other violations or other parts of the same~~
427 ~~violation.~~

428
429 Section 17. Sections 1 through 16 of this Ordinance are of a permanent and general
430 character and shall be included in the City Code.

431
432 Section 18. This Ordinance shall become effective on January 1, 2012.

433
434 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
435 _____ 2011.

436
437 CITY OF HOMER

438
439
440
441 _____
442 JAMES C. HORNADAY, MAYOR

443 ATTEST:

444
445
446 _____
447 JO JOHNSON, CMC, CITY CLERK

448
449 YES:

450 NO:

451 ABSTAIN:

452 ABSENT:

453
454 First Reading:

455 Public Hearing:

456 Second Reading:

457 Effective Date:

458
459 Reviewed and approved as to form:

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

460
461
462
463
464

Walt E. Wrede, City Manager
Date: _____

Thomas F. Klinkner, City Attorney
Date: _____

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





City of Homer Planning & Zoning

491 East Pioneer Avenue
Homer, Alaska 99603-7645

Telephone (907) 235-8121
Fax (907) 235-3118
E-mail Planning@ci.homer.ak.us
Web Site www.ci.homer.ak.us

STAFF REPORT PL 11-87

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 17, 2011
SUBJECT: Capital Improvement Plan

Introduction

Each year, every city commission reviews the Capital Improvement Plan (CIP), and makes a recommendation to the City Council about what projects they consider a priority. The Council takes the recommendations of the public, the Commissions, and their own opinions, and creates a top 15 list, which is used to lobby for money from state and federal sources, and for grant applications.

What is the Capital Improvement Plan? It's a document that lists more expensive construction projects and equipment needs, like the new water treatment plant or a new fire truck. It's a way of documenting what the needs are in the city, and if a project is listed in this document, it is more likely to be funded by state, federal or grant sources.

Staff Comments

Staff recommends each Commissioner come prepared to the meeting with their top five projects. Each project gets one point. The projects with the highest points become the priority recommendation to the City Council. Staff recommends the Commission allocate twenty minutes on this task during the regular meeting. If you have questions about specific projects, please ask them before the meeting so staff has time to research the information. Last year's recommendations were as follows:

1. Alternative Water Source
2. Sewer Treatment Plant Bio-solids Treatment Improvements
3. Skyline Fire Station
4. Deep Water Dock Expansion
5. Port and Harbor Building

Attachments

Draft Capital Improvement List



VOTE: (amendment): NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VOTE: (main motion as amended) NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Staff Report PL 10-74, Election of Officers

SINN/BOS -MOVE TO SUSPEND RULES AND CONTINUE MEETING UNTIL 10:30p.m.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

DRUHOT/BOS - MOVE TO NOMINATE CHAIR MINSCH FOR CHAIR OF THE HOMER ADVISORY PLANNING COMMISSION.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

DRUHOT/HIGHLAND - MOVE TO NOMINATE COMMISSIONER BOS FOR VICE CHAIR OF THE HOMER ADVISORY PLANNING COMMISSION.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

B. Staff Report PL 10-77, Capital Improvement Plan

KRANICH/SINN - MOVE TO SUBMIT LAST YEAR'S RECOMMENDATIONS WITH THE EXCEPTION OF DELETING EAST BOAT HARBOR AND MOVING WATER SOURCE TO THE NUMBER ONE POSITION.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

A. City Manager's Report dated August 9, 2010

B. Letter dated August 11, 2010 from Mayor Hornaday to Franco Venuti regarding Appointment to the Homer Advisory Planning Commission

C. Memorandum dated August 4, 2010 to Rick Abboud, City Planner from Carey Meyer, Public Works Director regarding Homer City Code Revisions



NEW BUSINESS

The Commission hears a report from staff. Commission business includes resolutions, ordinances, zoning issues, requests for reconsideration and other issues as needed. The Commission may ask questions of staff, applicants, and the public. Any items brought before the Commission for discussion are on the floor for discussion following introduction of the item. The Commission will accept testimony or a presentation on agenda items that involve an applicant (such as acceptance of a non conformity).

A. Staff Report PL 09-63, Capital Improvement Plan

BOS/SINN MOVED TO BRING STAFF REPORT PL 09-63 TO THE FLOOR FOR DISCUSSION.

There was no objection and discussion ensued.

The Commission ranked their priorities for recommendation to the City Council.

KRANICH/SINN MOVED TO RECOMMEND THE FOLLOWING LIST TO COUNCIL FOR CONSIDERATION:

1. Alternative Water Source
2. Sewer Treatment Plant Bio-solids Treatment Improvements
3. ~~East Boat Harbor~~
4. Skyline Fire Station
5. Deep Water Dock Expansion
6. Port and Harbor Building

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

B. Staff Report PL 09-69, Public Sign Code Amendment

City Planner Abboud reviewed the staff report.

KRANICH/BOS MOVED TO REVIEW STAFF REPORT PL 09-69 AND MOVE THE ORDINANCE FOR PUBLIC HEARING AT THE COMMISSION LEVEL.

There was discussion clarifying the differences between public building signs and private business signs and that the purpose of the ordinance is for both to have the same regulations.

MINSCH/KRANICH MOVED TO AMEND TO ADD BACK THE STRIKEN PORTION OF LINE I.

Chair Minsch referenced the City installed sign off the Sterling Highway heading toward Beluga Lake that exceeds the height limit. The signs installed by the City need to meet the same regulations as private signs.

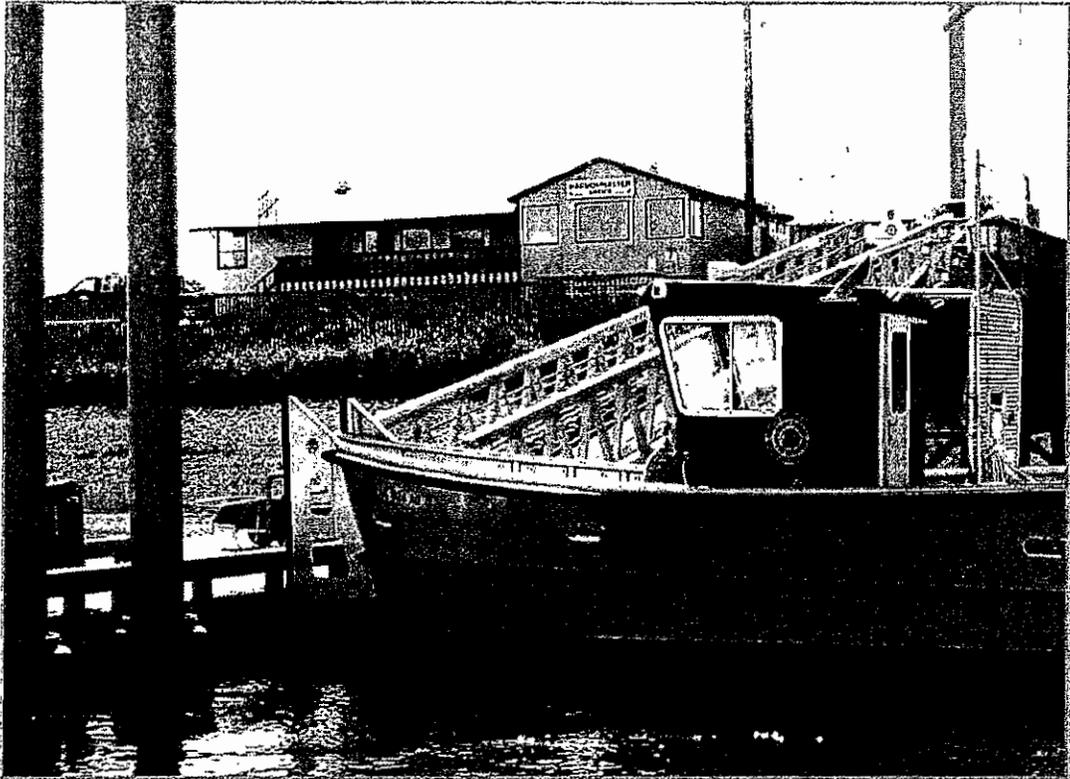
There was brief discussion that public signs should have the same standards as private signs.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.



City of Homer Capital Improvement Plan 2011-2016



The Port & Harbor Office, seen in the background of this photo, was constructed in 1983 from two older buildings. A new Port & Harbor Office has been identified as a need in the CIP since 1985.

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



City of Homer

City Manager
491 East Pioneer Avenue
Homer, Alaska 99603
907-435-3102

Fax:(907) 235-3148 E-mail: wwrede@ci.homer.ak.us Web Site: www.ci.homer.ak.us

November 1, 2010

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2011 through 2016 Capital Improvement Plan adopted by the Homer City Council on October 11, 2010. 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. State transportation projects and non-profit projects supported by the City of Homer are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix, along with a table listing all projects for easy reference.

"Long-range projects" are those which are not expected to be undertaken in the next six years but which the Council and community do not want to lose sight of. Those projects are listed in the Appendix but should not be considered as true CIP projects.

The projects included in our 2011-2016 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 our intent to update the CIP annually to ensure our long-range capital improvement planning stays current as well as to determine annual legislative priorities and assist with budget development. Your assistance in this effort is much appreciated.

Sincerely,

Walt Wrede
City Manager

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 10-78(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2011-2016 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2012.

WHEREAS, A duly published hearing was held on September 27, 2010 in order to obtain public comments on capital improvement projects and legislative priorities; 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 2011-2016" 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 2012 State Legislative Request:

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Skyline Fire Station
3. Harbor Float Replacement/Ramp 3 Gangway & Approach Replacement
4. Port & Harbor Building
5. Fire Engine 4 Refurbishment
6. Natural Gas Pipeline Anchor Point to Homer
7. Alternative Water Source
8. Deep Water Dock Expansion, Phase 1
9. Karcn Hornaday Park Improvements, Phase 1
10. Homer Intersection Improvements
11. Deep Water Dock Upland Improvements
12. Mariner Park Improvements, Phase 1
13. Fishing Lagoon Improvements
14. Upgrade System 5: Vessel Shore Power and Water
15. Kachemak Bay Tidal Power Feasibility and Conceptual Design

BE IT FURTHER RESOLVED that projects for the FY 2012 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate state and federal representatives and personnel of the City's FY 2012 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 11th day of October, 2010.

CITY OF HOMER


MARY E. WYTHE, MAYOR PRO TEMPORE

ATTEST:


JO JOHNSON, CMC, CITY CLERK

**ACCOMPLISHED (FUNDED) PROJECTS
FROM 2010-2015 CIP LIST**

*We are pleased to note that funding to complete the
following projects has been identified or procured:*

Beluga Slough Trail Reconstruction
Fire Training Facility

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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 projects will benefit the community. The CIP also 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 improvements needs so the most important projects are given consideration for funding before projects not as urgently needed;
- Plan for maintenance and operations costs so expenses are budgeted in advance and projects communities cannot afford to operate are avoided;
- 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; and
- 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, since only some of the projects are funded and completed each year.

A capital improvement plan is not complete without public input. The public should be involved throughout the CIP process, including 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. The CIP program involves a process where the City Council, with technical support from the administration and ideas and suggestions from the public, compiles a viable way to implement goals for the community.

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, and increasing community connectivity for vehicles, pedestrians, and cyclists.

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

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

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

CIP CATEGORIES 2011-2016

SUMMARY OF PROJECTS BY YEAR AND COST

CATEGORY	2011	2012	2013	2014	2015	2016	TOTAL \$
LOCAL ROADS & TRAILS	500,000	650,000	5,350,000	-	-	-	6,500,000
STRUCTURES	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000
UTILITIES	10,755,000	6,310,000	18,710,000	200,000	200,000	-	36,175,000
EQUIPMENT	950,000	270,000	210,000	-	-	-	1,430,000
TOTAL \$	21,615,000	16,455,000	130,945,000	21,125,000	200,000	175,000	190,515,000

LOCAL ROADS & TRAILS SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Heath Street, Pioneer to Anderson		400,000	3,600,000				4,000,000
Horizon Loop Trail Feasibility and Conceptual Design							0-
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure		250,000	1,750,000				2,000,000
TOTAL \$	500,000	650,000	5,350,000				6,500,000



City of Homer Capital Improvement Plan • 2011 – 2016

HEATH STREET - PIONEER TO ANDERSON

PROJECT DESCRIPTION & BENEFIT: This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska DOT/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 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, 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). The City of Homer has agreed to fund 50% of the project.

Schedule and Cost: 2012-2013 (design)—\$400,000

2013-2014 (construction)—\$3.6 M

Priority Level 1



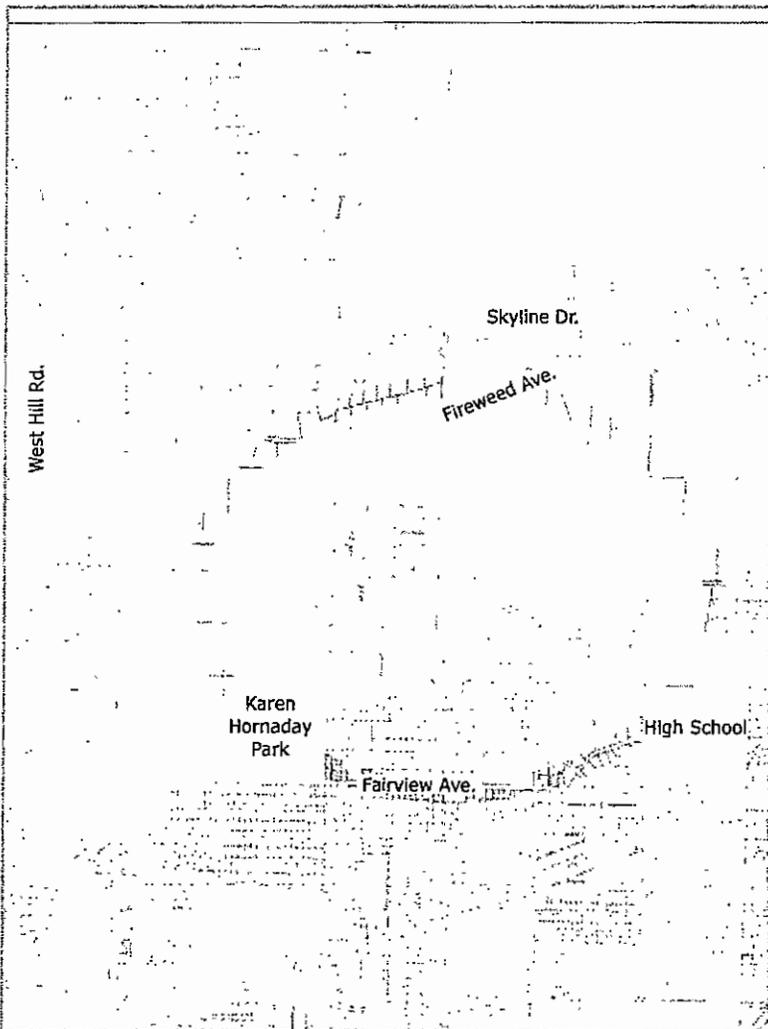


HORIZON LOOP TRAIL

PHASE 1: FEASIBILITY & CONCEPTUAL DESIGN

PROJECT DESCRIPTION & BENEFIT: The Homer Horizon Loop Trail is proposed as a 4 to 5 mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward along Fireweed Avenue, 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.

The trail will fill a need identified by trails advocates for more hiking opportunity on this side of the bay. Many Homer residents will be able to access the trail without having to drive at all, since it will begin and end in the most densely populated area of town, with additional access points on the upper part of the loop. The Homer Non-Motorized Transportation and Trail Plan notes the need for such a trail, which would provide both transportation and recreation benefits.



The oval above indicates the general area of the Horizon Loop Trail. It is not intended to indicate a proposed trail route.

The trail will also provide fitness benefits in that it will be long enough and steep enough to provide a good workout suitable for a wide range of children and adults. While beach walking in Homer is popular, it does not provide the same fitness benefits as a trail with a 600 foot elevation gain. In a 2-3 hour hike, trail users will improve cardiovascular health, build muscles, burn calories, and reap the mental health benefits of fresh air, spectacular views, and a sense of accomplishment. In a year-long assessment effort, the Southern Kenai Peninsula Communities Project, spearheaded by South Peninsula Hospital, identified "Healthy Lifestyle Choices" as its number 1 goal. The proposed Horizon Loop Trail will help meet that goal in the Homer community.

Phase 1 of the project will identify the routing options, begin discussions to establish necessary easements, and develop a preliminary design and cost estimate.

Cost (Phase 1): Staff time

Schedule: 2011

Priority Level 2



LAND ACQUISITION FOR NEW ROADS

PROJECT DESCRIPTION & BENEFIT: This project will help meet current and future transportation needs by acquiring specific land parcels and rights-of-way to extend five local roads:

Lake/Heath Street to Anderson Avenue

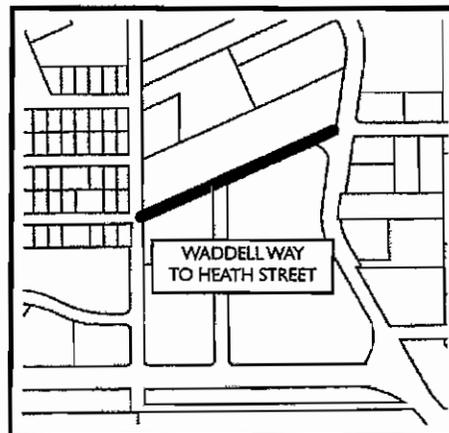
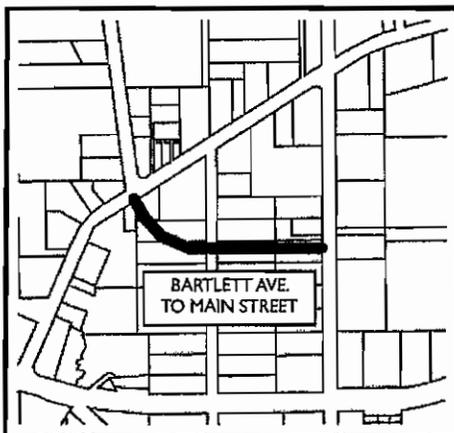
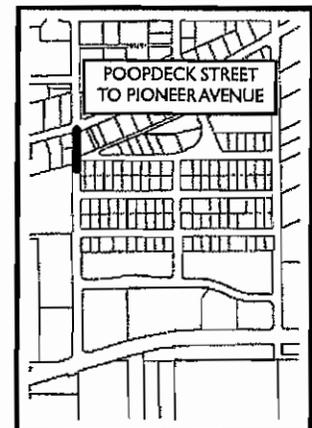
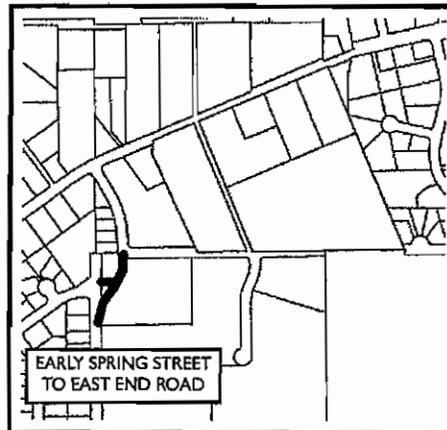
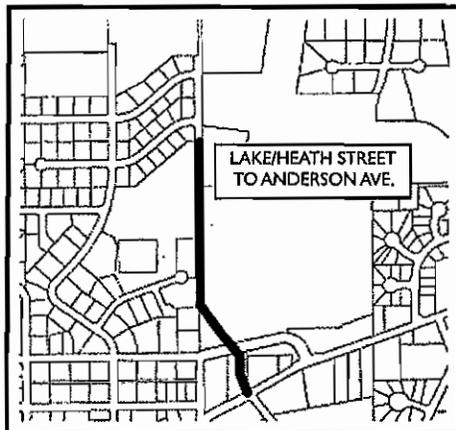
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

PLANS & PROGRESS: All four road projects are recommended in the 2005 Homer Area Transportation Plan.

Cost: \$500,000

Schedule: 2011-13

Priority Level 2





TOWN CENTER INFRASTRUCTURE

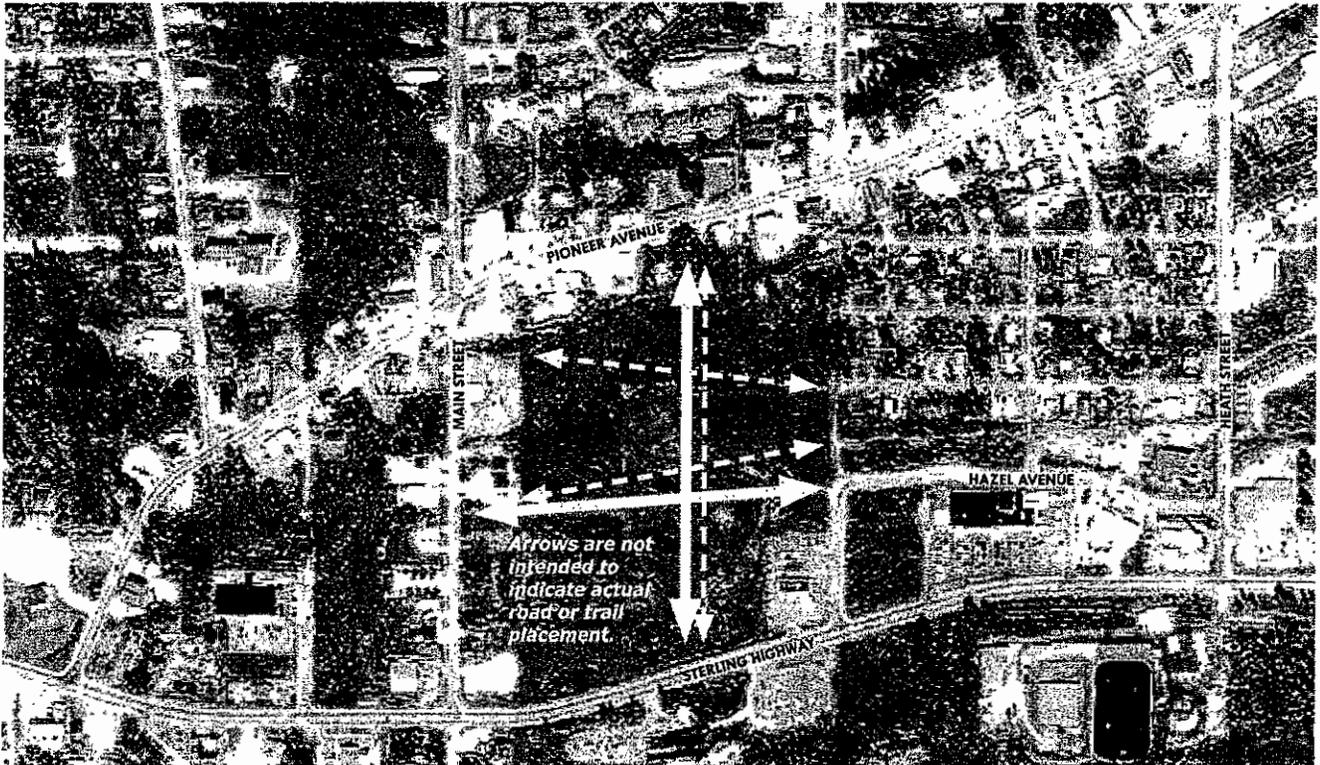
PROJECT DESCRIPTION & BENEFIT: In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. Specifically, it will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property owners; and develop the first trails through Town Center along with primary roadways with sidewalks, crosswalks, and utilities.

PLANS & PROGRESS: The Homer Town Center Project began in 1998 (as the Town Square Project) with a goal "to envision and create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life."

In April 2006, the Homer Town Center Development Plan was adopted by the City Council as a component of the Comprehensive Plan.

Schedule and Cost: 2012-2013 (design)—\$250,000 2013-2014 (construction)—\$1.75 M Priority Level 1



East-west and north-south road connections combined with trails, sidewalks, and parking in Town Center will set the stage for development of an economically vibrant and attractive downtown district in the heart of Homer.

STRUCTURES

SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Ben Walters Park Improvements		200,000					200,000
Deep Water Dock Expansion	1,200,000	1,750,000	26,000,000				28,950,000
Deep Water Dock Upland Improvements		800,000					800,000
Downtown Restroom #1			400,000				400,000
East Boat Harbor	1,520,000		78,500,000	20,600,000			100,620,000
End of the Road Park, Phase 1			1,075,000				1,075,000
Fish Dock Restroom		400,000					400,000
Fishing Lagoon Improvements	255,000						255,000
Harbor Entrance Erosion Control			600,000				600,000
Harbor Float Replacement/Ramp 3 Gangway and Approach	5,200,000						5,200,000
Homer Spit Dredged Material Beneficial Use Project	10,000	970,000					980,000
Jack Gist Park Improvements, Phase 1			100,000				100,000
Karen Homaday Park Improvements, Phase 1	700,000						700,000
Mariner Park Improvements, Phase 1		475,000		325,000		175,000	975,000
Port and Harbor Building	375,000	2,500,000					2,875,000
Public Restroom - Fish Dock		400,000					400,000
Skyline Fire Station	150,000	1,200,000					1,350,000
Upgrade System 5 - Vessel Shore Power and Water		530,000					530,000
TOTAL \$	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000



City of Homer Capital Improvement Plan • 2011 – 2016

BEN WALTERS PARK IMPROVEMENTS, PHASE 2

PROJECT DESCRIPTION & BENEFIT: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer's most frequently visited parks.

Phase 1 of the park improvement project, to replace the dock, was completed in 2009.

Phase 2 will enlarge the parking area and renovate the picnic shelter.

Cost: \$200,000

Schedule: 2012

Priority Level 2



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



City of Homer Capital Improvement Plan • 2011 – 2016

DEEP WATER DOCK EXPANSION, PHASE 1

PROJECT DESCRIPTION & BENEFIT: The City of Homer is in the process of completing major infrastructure improvements that will help position Homer as the economic and transportation hub for the Kenai Peninsula.

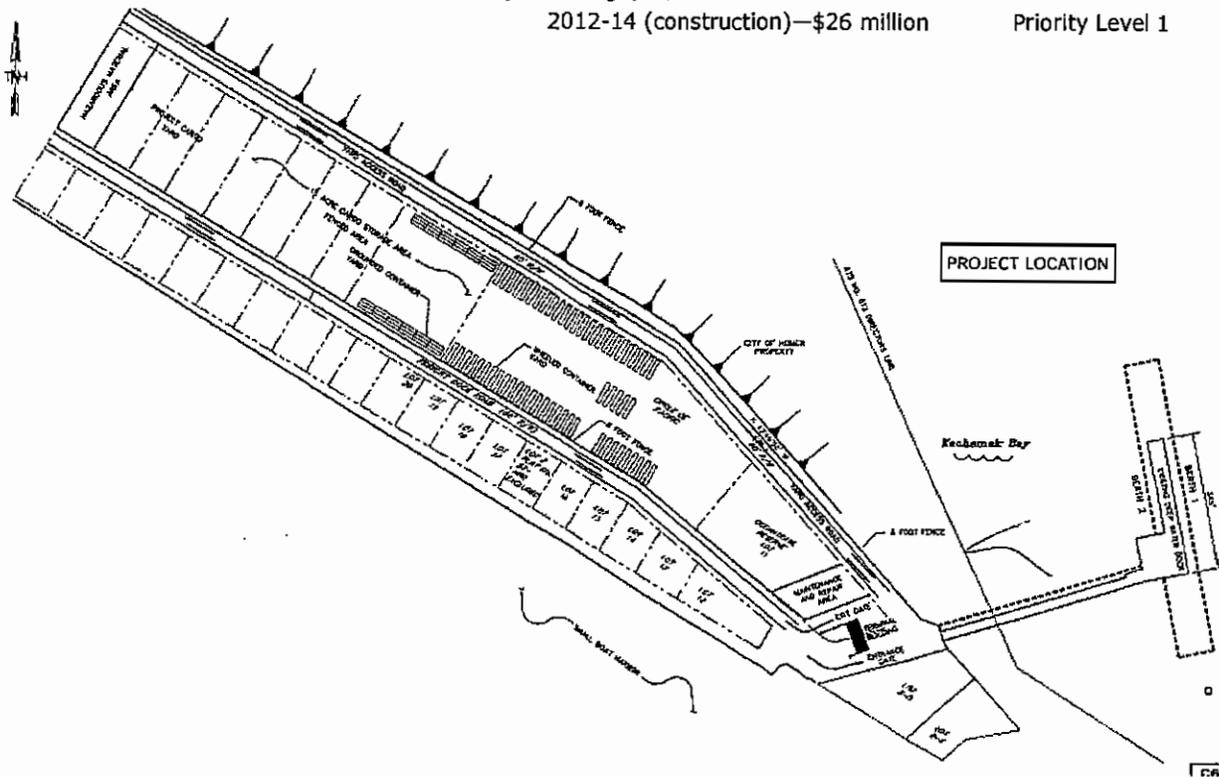
To provide a full complement of cargo handling facilities at the Port of Homer, upgrades to the Deep Water Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet and increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building and other upland improvements, and add a rail for a 100-foot gauge gantry crane.

The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing cost of delivering materials and supplies to much of the Peninsula. In addition, it will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the needs of future resource development. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations.

This expanded dock facility will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which passes 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, the Port of Homer would become even more important as an unloading, staging, and transshipping 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 was appropriated for the project for 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.

Schedule and Cost: 2011 (feasibility/preliminary design)—\$1.2 million
 2012 (final design)—\$1.75 million
 2012-14 (construction)—\$26 million Priority Level 1





City of Homer Capital Improvement Plan • 2011 – 2016

DEEP WATER DOCK UPLAND IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: Homer's Deep Water Dock is utilized by a wide array of large vessels, including those related to freight hauling, government operations, and tourism (cruise ships). Currently, onshore amenities in the vicinity of the Deep Water Dock are lacking, contributing to inconvenience, discomfort, and even safety hazards for passengers and crew embarking and disembarking from the vessels. This project will address these needs by providing the following improvements:

- Construct a guard house for security personnel that includes a public restroom.
- Construct an area that provides rain cover for those waiting to board a ship or waiting for ground transportation.
- Level and pave the staging area to control dust and reduce the risk of falling. Mark the pavement to facilitate traffic movement and parking.
- Establish an ADA-compliant trail along the east side of the existing harbor and Outer Dock Road (4000 lf). Include signage and park benches.

This project will also benefit local residents who utilize the east harbor area for work or recreation.

Cost: \$800,000
(\$325,000 - guard house with restroom, \$35,000 - covered waiting area, \$45,000 - pave staging area, \$195,000 - trail, plus \$66,000 for engineering/design, \$30,000 for construction inspection, and \$104,000 contingency)

Schedule: 2012 Priority Level: 1



A rough unmarked parking lot, lack of weather protection, and general disheveled appearance at the Deep Water Dock uplands do not provide the best first impression of Homer.



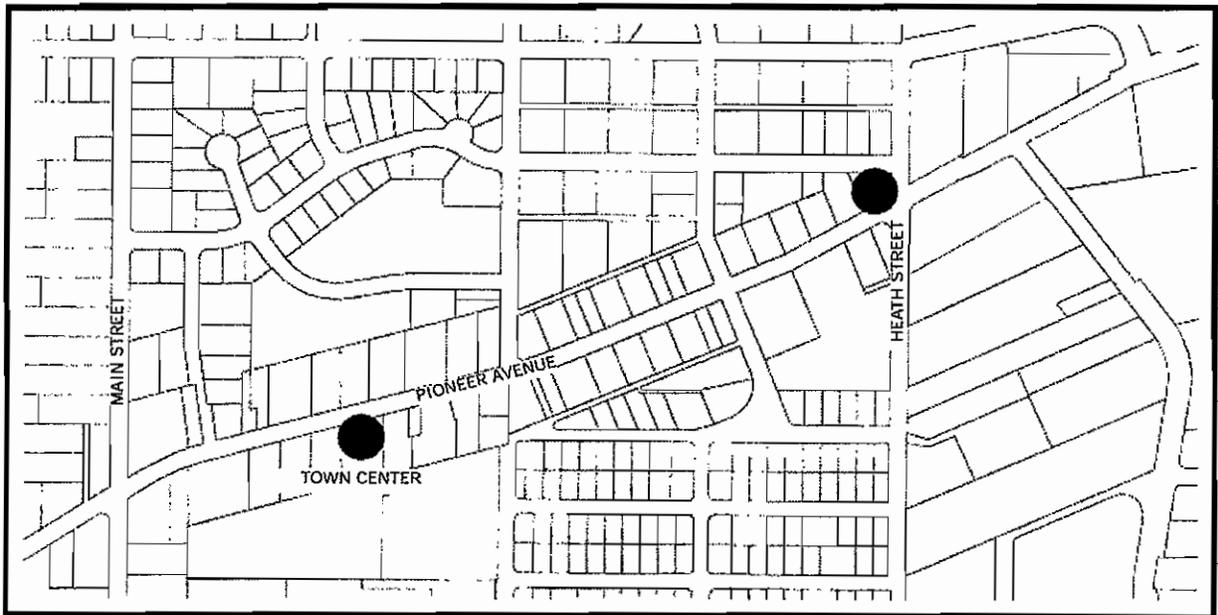
DOWNTOWN RESTROOM

PROJECT DESCRIPTION & BENEFIT: This project will provide the first of two public restrooms in downtown Homer, for the benefit of residents and visitors. Currently, the only public restroom facilities on Pioneer Avenue are in City Hall. With proposed Town Center development, the need for restroom facilities will increase as more people frequent the downtown area. Specific locations proposed for the new restrooms are at the pedestrian trail entrance to Town Center and at WKFL Park, as shown below.

Cost: \$400,000

Schedule: 2013

Priority Level 2



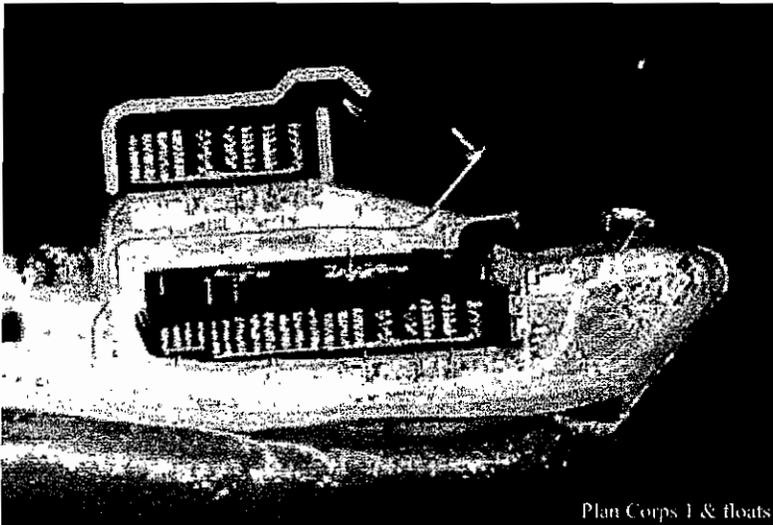


EAST BOAT HARBOR

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 the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- enabling Homer to accommodate and moor the 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 a long-term solution to mooring problems the USCGC *Hickory* experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC *Roanoke Island*) and on the Pioneer Dock west trestle (USCGC *Hickory*).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a "place of refuge" for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.



Several conceptual designs have been proposed for a new Homer boat harbor. This one would add a new basin with its own entrance adjacent to the existing Small Boat Harbor.

The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC *Hickory* at the proposed Coast Guard float. 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 at the other side.

having a new harbor in Homer; however, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Schedule and Cost: 2011-12 (design and permitting)—\$1.52 million
2013 (breakwater construction and dredging)—\$78.5 million
2014-2015 (inner harbor improvements)—\$20.6 million

Priority Level 2

PLANS & PROGRESS: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in



END OF THE ROAD WAYSIDE, PHASE 1

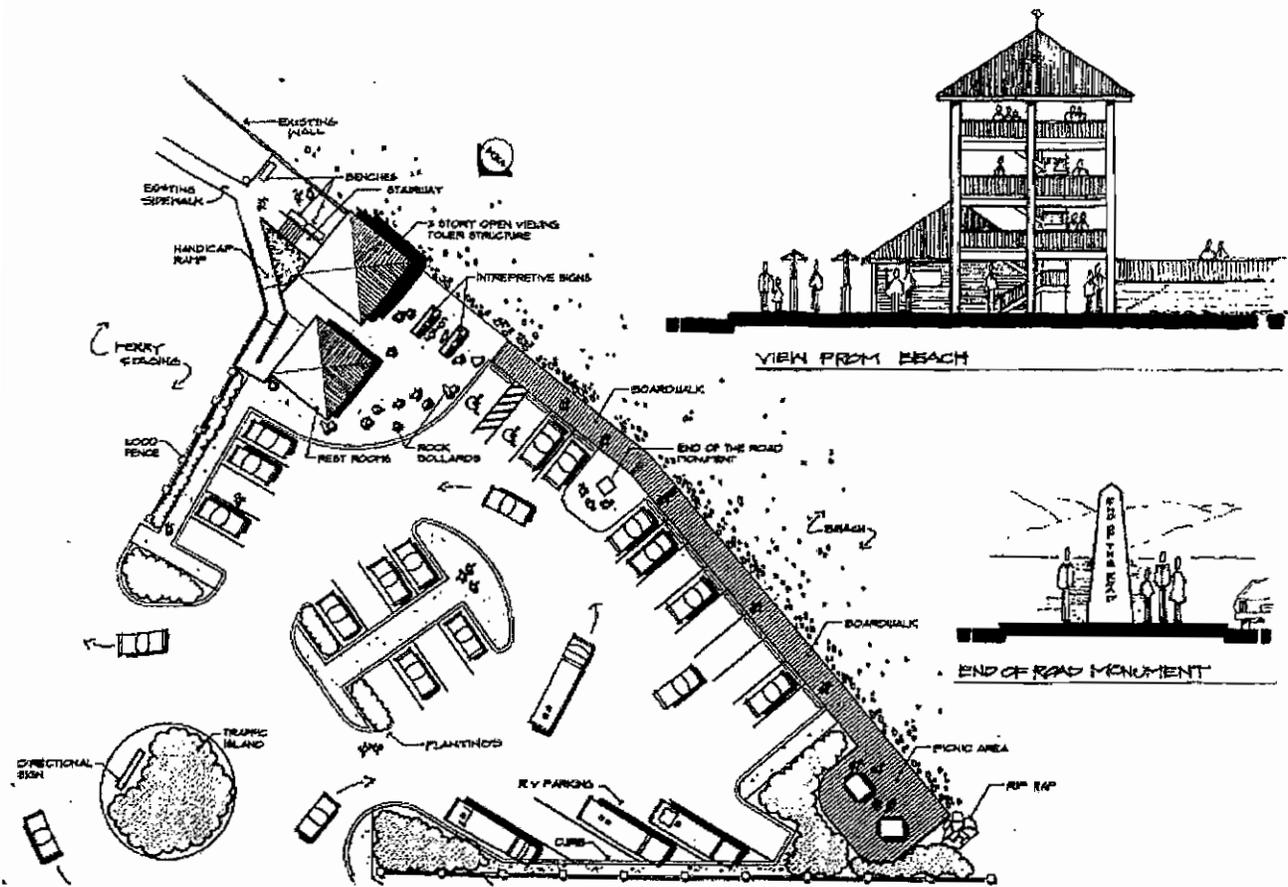
PROJECT DESCRIPTION & BENEFIT: An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction with a marine highway ticket office. But in 1995, the two projects were separated and the park was never built. Since that time, activity on the Homer Spit has increased dramatically, especially in the summer. It is time to replace the existing dusty parking lot with an attractive multi-purpose park that will include landscaping, provide comfortable seating, make the most of the view, and include pavement markings to facilitate traffic movement (e.g., turnarounds). Phase 2 of this project will construct a restroom facility.

PLANS & PROGRESS: The Alaska Departments of Transportation and Natural Resources have provided planning and design assistance in the past for this project, which was expected to serve as the terminus for the Homer Spit Trail. The City of Homer received FY 2010 funding to complete the Spit Trail from the fishing lagoon to the ferry terminal. It is possible that some of that funding can be used for improvements at End of the Road Wayside.

Total cost: \$1,075,000

Schedule: 2013

Priority Level 2



This design for End of the Road Park prepared by ADOT in 1994 features a boardwalk, landscaping, picnic area, restrooms, interpretive signs, and viewing tower along with paved parking.



FISH DOCK RESTROOM

PROJECT DESCRIPTION & BENEFIT: With increased activity on the Homer Spit the need for restroom facilities has also increased. The most urgently needed restrooms are in the vicinity of the Fish Dock and at Mariner Park. (The Mariner Park restroom is addressed in this plan under "Mariner Park Improvements.")

A new restroom in the vicinity of the Fish Dock will provide a public facility for commercial fishermen, cash buyers, dock workers, truck drivers, and others who catch, unload, process, and transport millions of pounds of seafood across the dock annually.

PLANS & PROGRESS: \$120,000 has been set aside to help pay for the restroom at the Fish Dock. Funding secured for completion of the Homer Spit Trail (FY 2010 state appropriation) is another possible source of funding for the restroom.

Cost: \$400,000 Schedule: 2012 Priority Level 2



The Homer Fish Dock is one of the busiest places in the Homer harbor, but currently has no restroom facility.



FISHING LAGOON IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: The Nick Dudiak Fishing Lagoon (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters work to ensure robust salmon runs in the lagoon.

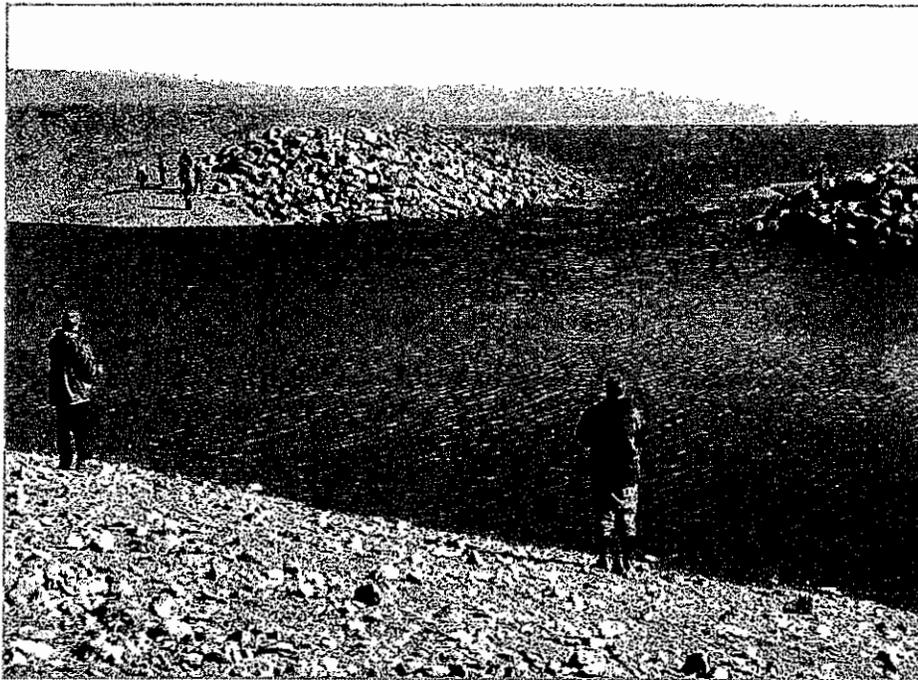
Buying salmon smolt is only one of the challenges faced by Fishing Lagoon supporters. The lagoon embayment itself is in need of maintenance work. While significant work was accomplished in 2010, the following improvements are still needed:

- Dredge the lagoon approximately 3 feet to remove deposits from tidal action, from settling of the inside banks, and from dead organic matter. Estimated cost: \$250,000.
- Plant wild rye grass sprigs to stabilize the inner basin slope. Estimated cost: \$5,000.

Total cost: \$255,000

Schedule: 2011

Priority Level 1



Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.



City of Homer Capital Improvement Plan • 2011 – 2016

HARBOR ENTRANCE EROSION CONTROL

PROJECT DESCRIPTION & BENEFIT: The entrance to Homer's small boat harbor is under steady assault from wave action, putting infrastructure at risk from erosion. In 1995, Icicle Seafood and the City of Homer worked together to build a log cribbing revetment structure on the City property where Icicle Seafood was located. Although this project stopped the immediate erosion threat, it was built as a temporary measure until such time as funding could be obtained to build a rock revetment. Since it was built, the log cribbing itself has been hammered by waves and is steadily disintegrating.

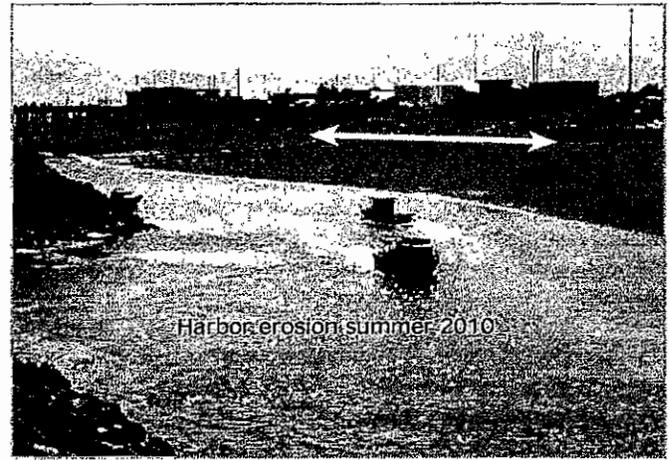
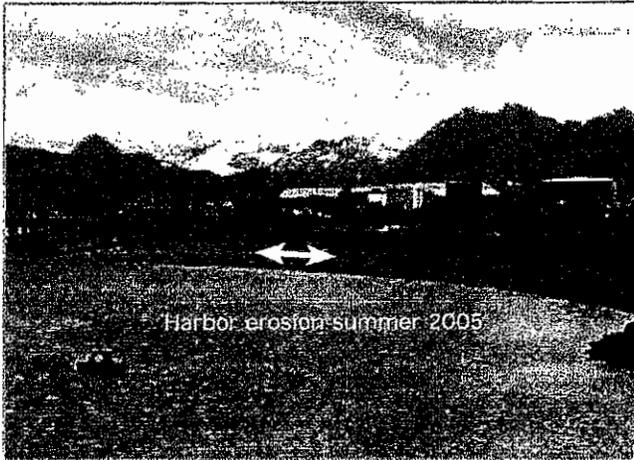
Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense. A rip-rap revetment is being proposed that will extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal. (Note: This project could be completed in conjunction with the proposed East Boat Harbor or Harbor Pathways construction.)

Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor and is located for maximum efficiency. Erosion control is needed to protect the harbor for fishermen, tourists, and other users.

Cost: \$600,000

Schedule: 2013

Priority Level 2



A large section of the temporary wooden cribbing built to protect the shore from erosion has been destroyed by wave action. Each year the extent of damage increases.



HARBOR FLOAT REPLACEMENT/ RAMP 3 GANGWAY & APPROACH REPLACEMENT

PROJECT DESCRIPTION & BENEFIT: This project will replace the most badly damaged floats in the Homer Harbor along with Ramp 3 and the Ramp 3 approach.

The floats to be replaced were originally installed in the 1970s. Age and heavy use have led to areas of marginal freeboard, worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. While on-going maintenance and emergency repairs have kept the floats in service, their condition is such that replacement is the only reasonable long-term solution. The following floats should be replaced as Phase 1 of the project: A Float, connecting E-J; J Float, R Float, and S Float. A combined total of 1,706 linear feet are involved.

Ramp 3 is the last remaining original ramp in the Homer Harbor, dating back to the mid-1960s. It is the steepest ramp and is the most difficult to use during low tides. Ramp 3 is also the most centrally located ramp in the harbor with access to the widest range of stall size classes. This makes Ramp 3 the best candidate for any ADA improvements that would make it easier for individuals with disabilities to access the harbor basin. A new aluminum ramp that is covered would help in keeping the ramp snow and ice-free for year-round access. (Many other harbors in Alaska now include covered ramps.) A 100-foot long ramp would reduce the angle at low tide and ensure that the ramp is adequate to meet future needs. ADA regulations require that ramp gangways be a minimum of 80 feet long.

The Ramp 3 approach, a long narrow wooden structure, is the oldest approach in the harbor and is in the poorest condition. The proposed Spit Trail completion/Harbor Pathways project would tie in perfectly with a newly upgraded Ramp 3 approach.

PLANS & PROGRESS: The project has been discussed with Alaska DOT harbor division engineers to identify areas of greatest need, develop scope of work, and arrive at a preliminary cost estimate.

Cost: \$5.2 million (\$3.5 million for float replacement; \$1.7 million for Ramp 3 gangway and approach)

Schedule: 2011-2012 Priority Level 1



Ramp 3 is the most centrally located ramp in the Homer Harbor, but it is also the oldest and the most challenging to use at low tide. The old wooden approach to the ramp is also in need of replacement.



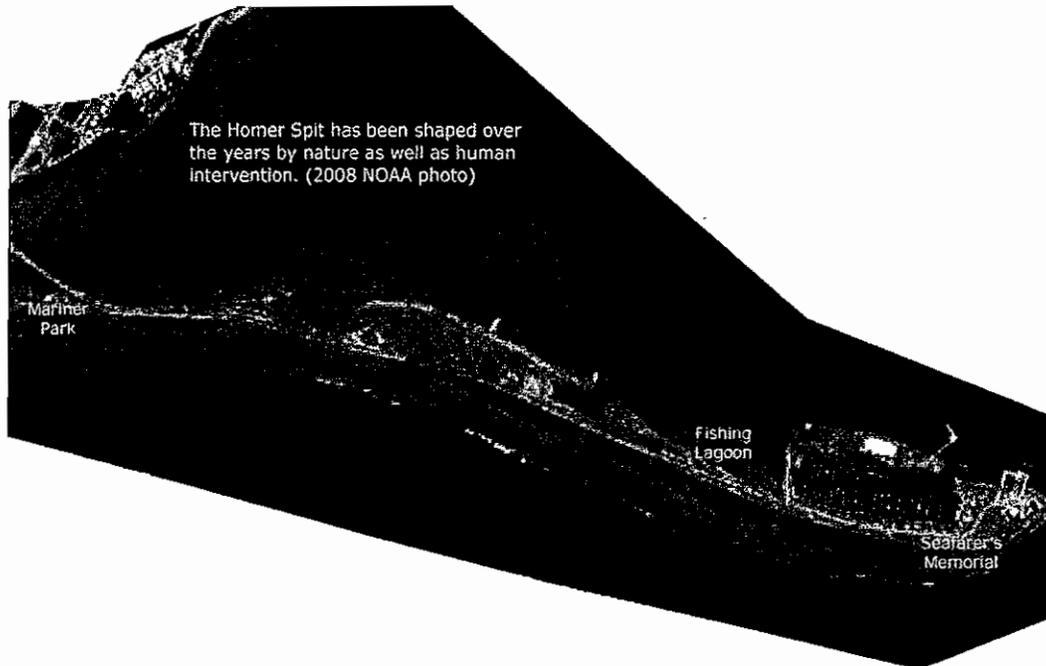
HOMER SPIT DREDGED MATERIAL BENEFICIAL USE PROJECT

PROJECT DESCRIPTION & BENEFIT: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches of the Spit and create additional parking pads on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). The new parking pads would be created at two locations: one between the Seafarer's Memorial and the east end of the nearby boardwalk complex, and the other between the west end of the same boardwalk and the next boardwalk to the west. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. (Hauling costs would be supplemented by Harbor Funds when hauling to Mariner Park). Material incorporated into the parking pads will be placed as part of the Corps' dredging/disposal operations; additional City funds will be required to 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.

Schedule: The beach replenishment work would be completed over a ten year period; the parking pads would be constructed over a three year period. Beneficial use of dredged material would begin in 2011 and be completed by 2020.

Cost:	2011	\$ 10,000 – Spread available material in upland parking pad areas
	2012-13	\$ 20,000 – Place and compact all needed material to create parking pads
		\$675,000 – Install 3000 CY of riprap on slopes
		<u>\$ 95,000</u> – Install gravel cap on parking pad area
Total Construction =		\$800,000
Design/Inspection =		\$ 90,000
Contingency =		<u>\$ 90,000</u>
Total Project Cost =		\$980,000

Priority Level: 2





JACK GIST PARK IMPROVEMENTS, PHASE 1

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 was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park.

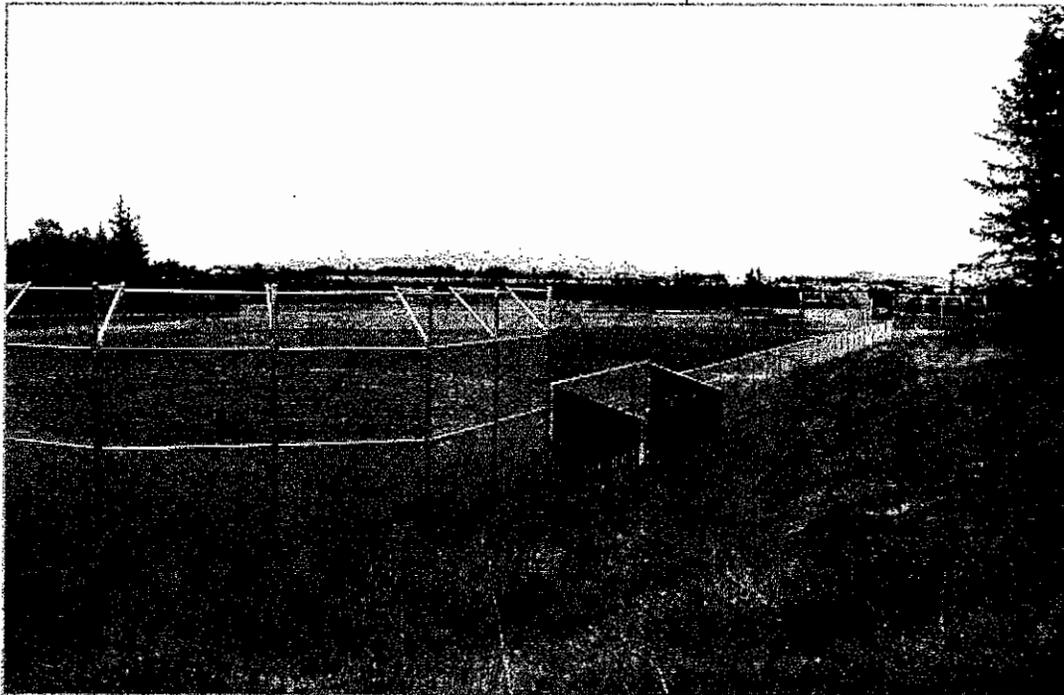
The proposed project will complete Phase 1 of Jack Gist Park by constructing a concession stand and maintenance equipment storage building adjacent to the softball fields. Phase 2 of the project will provide a plumbed restroom facility.

PLANS & PROGRESS: In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, two out of three infields were resurfaced. In 2010, the City Council allocated almost \$52,000 in federal "stimulus" funds for park improvements. With volunteer help, topsoil was spread and seeded on two fields and the parking area was improved and expanded.

Cost: \$100,000

Schedule: 2012

Priority Level 2



One of the new softball fields at Jack Gist Park



KAREN HORNADAY PARK IMPROVEMENTS, PHASE 1

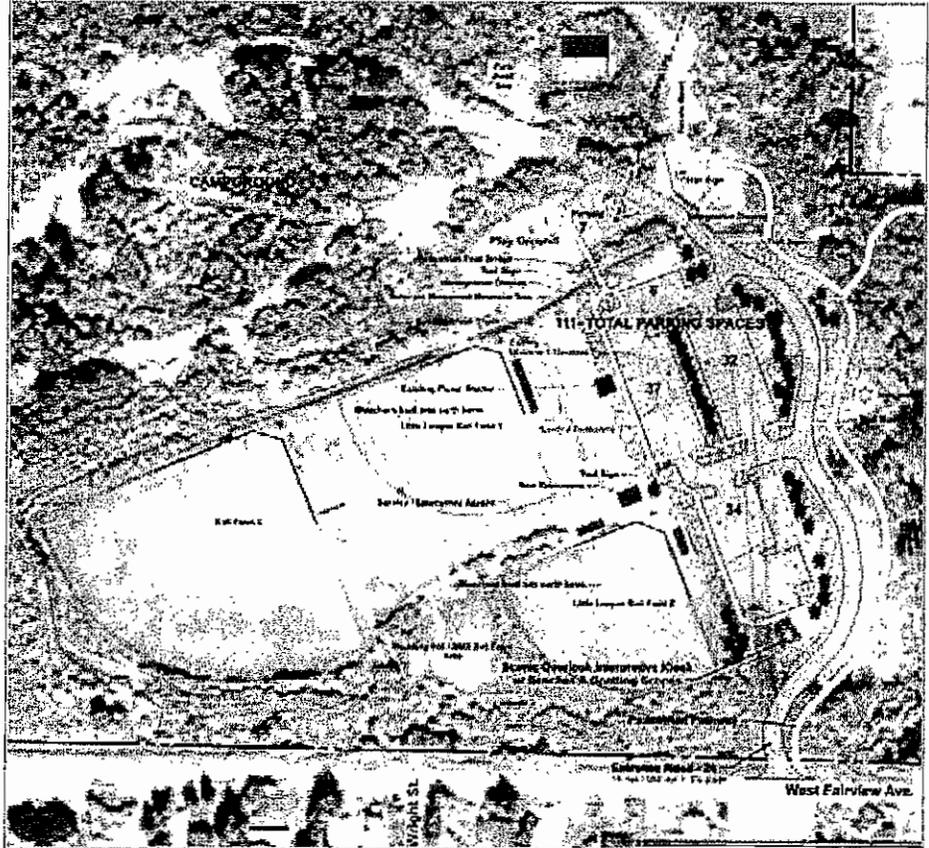
PROJECT DESCRIPTION & BENEFIT:

Homer’s popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. 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 1 projects include parking and drainage improvements, upgrades to the playground, expansion and upgrade of the day use area, improvements to the ballfields, and initial work on the proposed Woodard Creek Trail.

PLANS & PROGRESS: The Alaska Legislature appropriated \$250,000 for the park improvement project for FY 2011. The Homer City Council committed an additional \$55,000 via Ordinance 10-23(A).

Total Cost: \$700,000
 Schedule: 2011 - 2013

Priority Level 1



The Karen A. Hornaday Hillside Park Master Plan, approved by the City Council in 2009, includes this concept design.



City of Homer Capital Improvement Plan • 2011 – 2016

MARINER PARK IMPROVEMENTS, PHASE 1

PROJECT DESCRIPTION & BENEFIT: This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities.

Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The following have been identified as specific areas for improvement in the next six years:

- Construct a plumbed restroom facility (\$475,000)
- Develop a bike trail from "Lighthouse Village" to Mariner Park (\$325,000)
- Expand the park and move the vehicle entrance to the north, away from the curve in the Spit Road where the existing entrance is (\$175,000)

Phase 2 improvements, to be undertaken in later years, will include fee camping sites and a picnic/barbeque area.

Schedule and Cost: 2011-2015—\$975,000

Priority Level 1



At the base of the Homer Spit, Mariner Park provides access to the beach, to the Homer Spit Trail, and to spectacular views.



PORT & HARBOR BUILDING

PROJECT DESCRIPTION & BENEFIT: The Port and Harbor Office was constructed in 1983 by relocating two old buildings and adding another section. The present building is substandard with electrical, lighting, and heating deficiencies, and does not meet current codes and standards for occupancy as an office building. The building had a new roof installed in 2004 to extend its life a few more years; however, the need for a new building remains critical.

Construction of a new port and harbor office will eliminate the safety concerns of the existing building and will also allow better observation of the entire harbor. If constructed as overslope development, a new Port and Harbor building will set the standard for such development, encouraging future construction to the benefit of the harbor area and the Homer economy, addressing the need for additional space for commerce and parking on the Homer Spit.

Schedule and Cost: 2011 (design)—\$375,000 2012-2013 (construction)—\$2,500,000 Priority Level 1



The current Port & Harbor building has never met codes for occupancy as an office building.

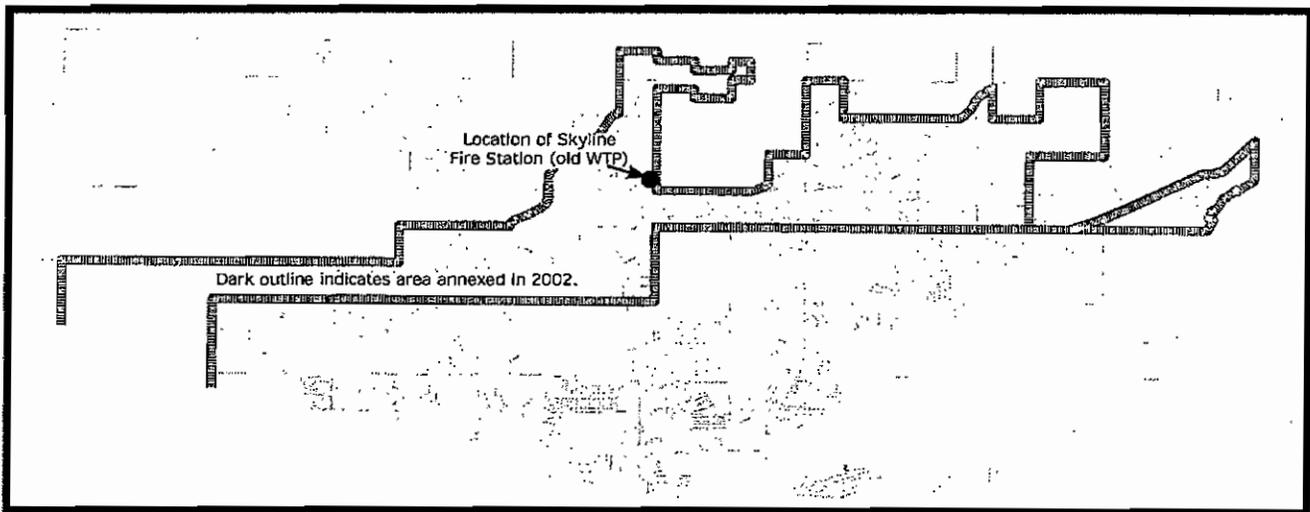


City of Homer Capital Improvement Plan • 2011 – 2016

SKYLINE FIRE STATION

PROJECT DESCRIPTION & BENEFIT: This project, which is included in the Transition Plan for annexation, will provide a new substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. It will house an engine/tanker, ambulance, and brush truck and provide for more efficient response to fires on Skyline Drive, Diamond Ridge, and other areas accessible from those roads. An additional benefit of the station will be to assist the Kachemak Emergency Service Area in responding to emergencies.

Schedule and Cost: 2011 (engineering and design)—\$150,000 2012 (construction)—\$1.2 million Priority Level 1





UPGRADE SYSTEM 5:

VESSEL SHORE POWER AND WATER

PROJECT DESCRIPTION & BENEFIT: System 5 is the large vessel float system in the Homer harbor. The Port and Harbor Commission has recognized the need to improve and add additional power pedestals to the system to provide adequate power for our large vessel fleet. In addition, this project will install a year-round fresh water supply to the system in the form of a single standpipe on the main float close to the ramp. Upgrading the shore power system and providing year-round water will increase the number of vessels home-ported in Homer and thus enhance commerce in the community by way of jobs and services.

PLANS & PROGRESS: The Port and Harbor Director has met with a local contractor to discuss the project and get a preliminary cost estimate.

Cost: \$530,000

Schedule: 2012

Priority Level: 1



UTILITIES

SUMMARY OF PROJECTS BY YEAR AND COST

CATEGORY/PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,000,000				16,750,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Kachemak Bay Tidal Power Feasibility/Conceptual Design	1,280,000						1,280,000
Natural Gas Pipeline - Anchor Point to Homer	8,000,000						8,000,000
Sewer Treatment Plant Bio-solids Treatment Improvements	525,000	4,720,000					5,245,000
Water Storage/Distribution Improvements		390,000	3,510,000				3,900,000
TOTAL \$	10,755,000	6,310,000	18,710,000	200,000	200,000		36,175,000



ALTERNATIVE WATER SOURCE

NEW 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.



Clean drinking water is essential for public health and providing clean water is one of the core functions of government.

The City has been proactive in addressing the looming water problem by commissioning a new Water and Sewer Master Plan. Based on projected population growth, the plan recommends that Homer develop a new water source; utilizing, for example, an existing stream such as Twitter Creek, Diamond Creek, or Fritz Creek. Planning and design for this project needs to begin as soon as possible.

Schedule and Cost: 2011 (feasibility study)—\$750,000

2012 (design and permitting)—\$1,000,000

2014 (construction)—\$15 million

Priority Level 1



City of Homer Capital Improvement Plan • 2011 – 2016

BRIDGE CREEK WATERSHED LAND ACQUISITION

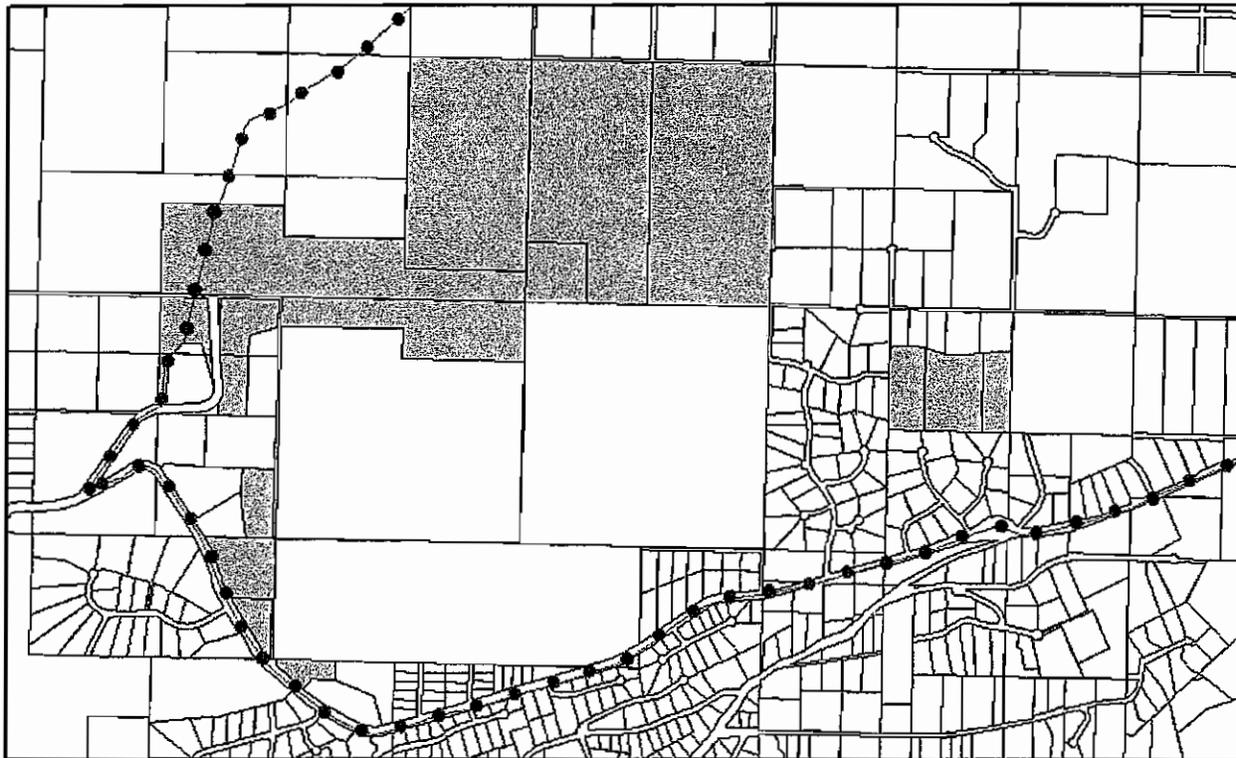
PROJECT DESCRIPTION & BENEFIT: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the Bridge Creek watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within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

PLANS & PROGRESS: Since 2003, the City of Homer has acquired approximately 270 acres in the Bridge Creek watershed, including approximately 9 acres in 2010.

Cost: \$1 million

Schedule: 2011 - 2015

Priority Level 1



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed, as of August 2009.



KACHEMAK BAY TIDAL POWER FEASIBILITY AND CONCEPTUAL DESIGN

PROJECT DESCRIPTION & BENEFIT: It is widely recognized that Alaska has some of the best potential in the world for generating tidal energy, a far more constant and predictable source of energy than either wind or solar. The proposed project will help to establish an Alaska-based industry and global leadership in tidal power while reducing dependence on fossil fuels.

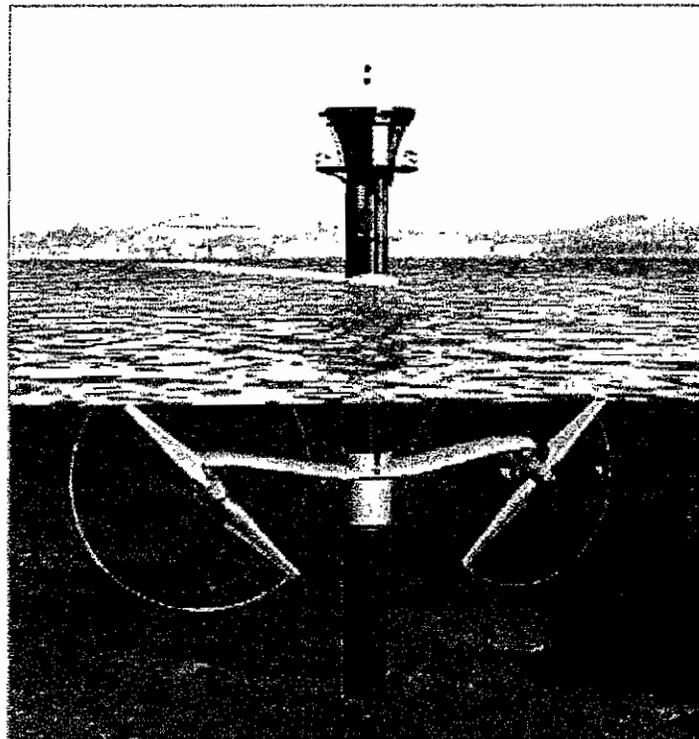
The City of Homer proposes to work with multiple partners including the National Oceanic and Atmospheric Administration (NOAA) to assess the tidal energy potential and development feasibility of multiple sites within Kachemak Bay. The project will deploy stationary and roving Acoustic Doppler Current Profiling devices, conduct bathymetric mapping, and integrate other data to construct a comprehensive tidal, energetic, and circulation flow model of the entire Kachemak Bay region. A conceptual design for optimal tidal energy production will emerge from these studies.

PLANS & PROGRESS: In 2008 the City of Homer submitted an application to the Alaska Energy Authority for funding to be appropriated by the Alaska Legislature for FY 2010. The application documented a cost share of more than 50%, mostly in research assistance from NOAA. The project was slated to be funded before the budget for renewable energy projects was reduced by half from the amount originally proposed. The City updated and resubmitted the application in November 2009. The project was approved for funding by AEA and the Legislature appropriated sufficient funds; however, the governor reduced funding by half, which did not leave enough for the Kachemak Bay project. A new application was submitted to AEA in September 2010.

Cost: \$1.28 million

Schedule: 2011 - 2013

Priority Level 1



This illustration depicts a typical horizontal axis turbine, similar to conventional two-blade wind turbines. Though this is an artist's rendering, an actual 1.2 MW turbine of this type (SeaGen) was installed in 2008 in Ireland.



NATURAL GAS PIPELINE ANCHOR POINT TO HOMER - PHASE 2

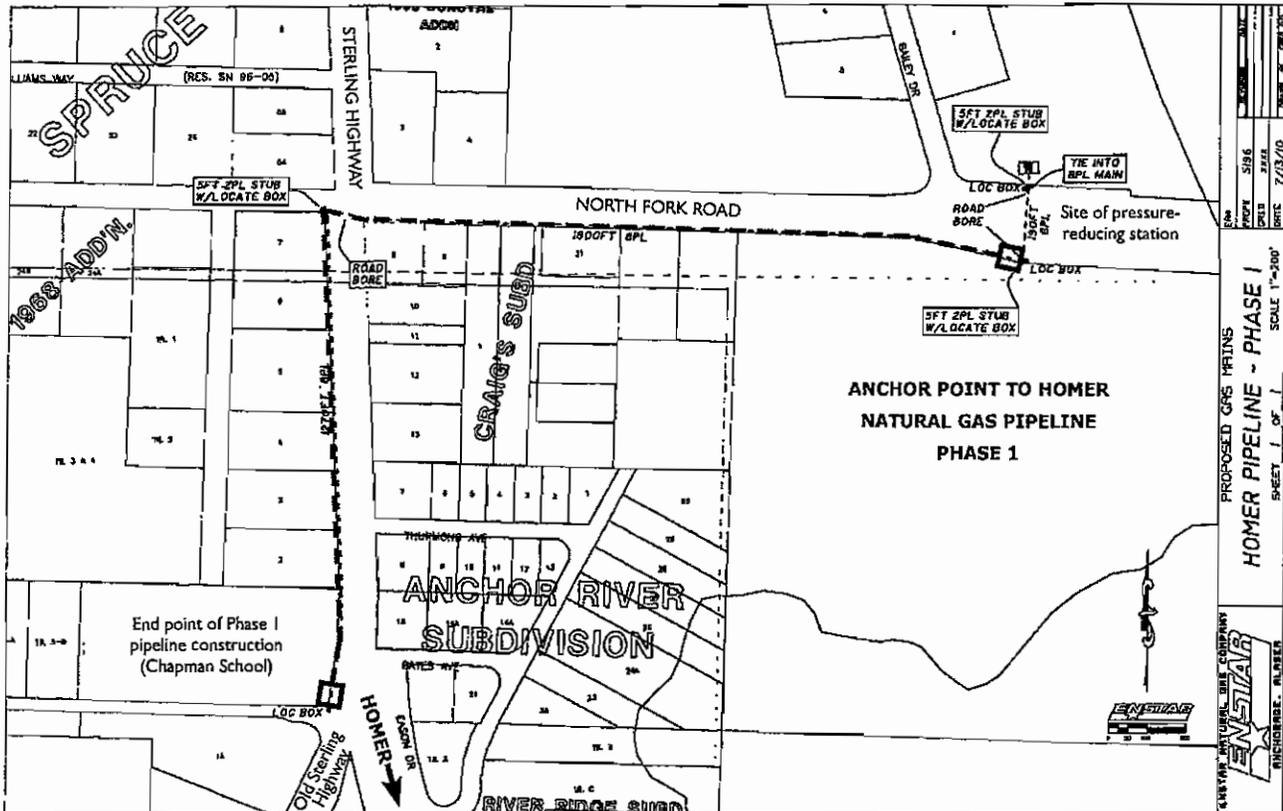
PROJECT DESCRIPTION & BENEFIT: This project will provide natural gas to Homer from the North Fork field east of Anchor Point. The project will include a pressure reducing station to feed both Anchor Point and Homer and approximately 14 miles of 8-inch plastic pipe. The distribution-rated line would serve home and business needs enroute and be able to supply 5 million cubic feet per day to Homer, which is adequate for a 30-year customer base buildout. Natural gas is expected to provide significant cost savings to homeowners and businesses as compared to fuel oil, electricity, or propane. Natural gas has the added benefit of having a relatively low carbon footprint as compared to fuel oil.

PLANS AND PROGRESS: The Alaska Legislature approved \$4.8 million for this project in April 2010; however, Governor Parnell reduced the amount to \$525,000 before signing the FY 2011 capital budget into law. The initial funding will enable completion of the pressure reducing station and 3200 feet of pipe heading south toward Homer (terminating at Chapman Elementary School).

Enstar Natural Gas Co. is preparing cost estimates for the next phase of the project (extending the pipe to Homer High School via the Old Sterling Highway). The Homer City Council has appointed a task force to evaluate the range of options for financing the cost of extending service lines to public buildings and neighborhoods within Homer city limits.

Schedule and Cost: 2011—\$8 million

Priority Level 1





SEWER TREATMENT PLANT

BIO-SOLIDS TREATMENT IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: Currently the Homer sewer treatment plant produces more sludge than the facility can treat or dispose. During wet weather, the collection system delivers more wastewater than the plant is designed to treat. This project is designed to solve both problems, with the following strategies:

- Install mechanical sludge de-watering equipment to provide adequate capacity to treat and dispose of sludge.
- Install a digester, allowing Public Works to abandon the existing sludge lagoon. Abandoning the lagoon will provide for the creation of a wastewater equalization basin, freeing up space for other sewer treatment support and operation activities. In addition, use of a digester opens up new possibilities for energy recovery.
- Slip-line the aging asbestos cement sewer collection mains to reduce infiltration and peak flows to the sewer treatment plant. This will prevent violations of the City's NPDES permit related to unacceptable flow and fecal coliform levels.

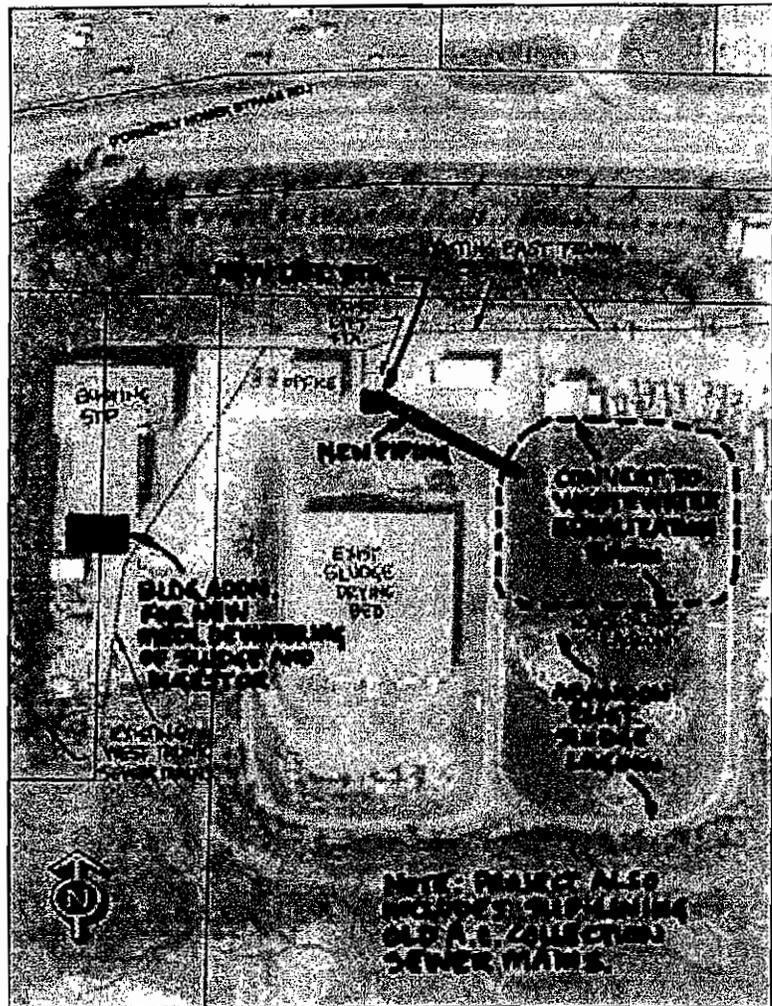
PLANS & PROGRESS: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

Schedule and Cost:

2011-2012 (Design)—\$525,000

2012-2013 (Construction)—\$4.72 million

Priority Level 1



EQUIPMENT SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 Refurbishment	150,000						150,000
Firefighting Enhancement/ Aerial Truck	800,000						800,000
Fire Pump Testing Trailer		70,000					70,000
Outside Dock Fenders		80,000					80,000
Tide Gauge/Meteorological Station			210,000				210,000
TOTAL \$	950,000	270,000	210,000				1,430,000



BRUSH/WILDLAND FIREFIGHTING TRUCK

PROJECT DESCRIPTION & BENEFIT: The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in a variety of fire situations.

Although HVFD uses the term "brush truck," in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access the scene and provide initial attack of a structure fire before firefighters can set up long hose lays or otherwise access the site by traditional means, if at all.

The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. This truck is wearing out due to the weight of all the equipment and the age of the vehicle.

Cost: \$120,000

Schedule: 2012

Priority Level 2





FIRE ENGINE 4 REFURBISHMENT

PROJECT DESCRIPTION & BENEFIT: With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station or the old (refurbished) water treatment plant. A reserve fire engine would help Homer qualify for an improved ISO rating, benefiting all households through reduced homeowner insurance costs.

Cost: \$150,000

Schedule: 2011

Priority Level 1





FIREFIGHTING ENHANCEMENT - AERIAL TRUCK

PROJECT DESCRIPTION & BENEFIT: This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders. (The Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways.

An added benefit of the new truck will be more favorable insurance rates for the City of Homer, as determined by community fire protection classification surveys. Since the 1995 ISO survey, several large buildings were constructed in Homer, including West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion. New development in Town Center will add to the list of structures that would benefit from enhanced firefighting capability. An ISO review conducted in September 2007 resulted in an increase in the Property Protection Classification (PPC) rating from a 3 to a 5, meaning that Homer homeowners now face increased fire insurance premiums. The ISO review clearly indicates the need for an aerial truck, which can more adequately respond to fires in buildings of three stories or greater, buildings over 35 feet tall at the eaves, and those that may require 3,500 gallons per minute to effectively fight the fire.

Cost: \$800,000

Schedule: 2012

Priority Level 1





FIRE PUMP TESTING TRAILER

PROJECT DESCRIPTION & BENEFIT: This project will provide the Homer Volunteer Fire Department with a mobile fire pump testing trailer to meet National Fire Protection Association requirements for annual pump testing and ensure that firefighting water pumps used throughout the southern Kenai Peninsula are in good working order when they are needed.

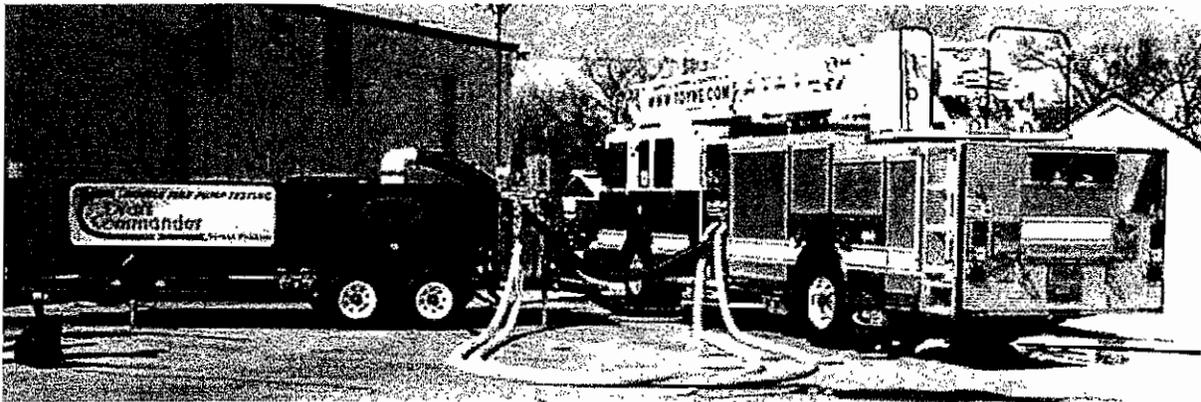
Acquisition of a pump testing trailer, manufactured and sold under the name Draft Commander, would eliminate problems associated with other testing methods. For example, using the City's hydrant system for testing can damage the system or cause erosion at the site. Using surface water from Beluga Lake necessitates getting the heavy fire apparatus close enough to reach the water. In some cases personnel must gain permission to use private land, which may require constructing improvements. There is also the risk of drafting contaminants into the pump, causing damage to the pump and/or engine.

The Draft Commander is a completely self-contained system that can be taken "on the road" to where the apparatus are, such as to the McNeil Fire Station, Anchor Point, or even Ninilchik or Seldovia. This is truly a multi-jurisdictional project with the potential to assist several area fire agencies with mandated testing that they are either not currently doing or have difficulty performing.

Cost: \$70,000

Schedule: 2012

Priority Level 2





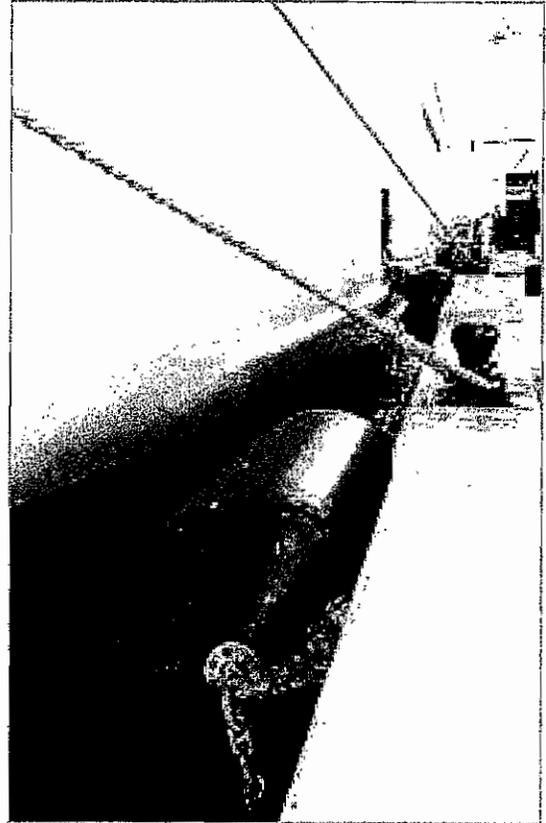
OUTSIDE DOCK FENDERS

PROJECT DESCRIPTION & BENEFIT: This project will provide the Port of Homer with three new non-streak vinyl fenders ("Yokohama" type) that could be placed as needed on existing fenders to provide sufficient "set off" for large flare-sided cruise ships docking at the Pioneer Dock or Deep Water Dock. The new fenders will protect the dock and encourage cruise ships to visit Homer.

Cost: \$80,000

Schedule: 2012

Priority Level 2





City of Homer Capital Improvement Plan • 2011 – 2016

TIDE GAUGE/METEOROLOGICAL STATION

PROJECT DESCRIPTION & BENEFIT: This project will install a Water Level Station (tide gauge) with meteorological sensing equipment at Pioneer Dock and current sensing equipment at the Deepwater Dock. The project will provide important benefits to the Port of Homer, including:

- Enabling the Port of Homer to better fulfill its role as a contingency “back-up” port for handling Port of Anchorage cargo in case of a catastrophic event;
- Enabling deep-draft ships to dock at Homer docks or anchor in the inner bay (the only “place of refuge” anchorage for Cook Inlet and Kennedy Entrance traffic) with more assurance of the actual water depth during minus tides;
- Enhancing navigational safety in the vicinity of the Homer docks and harbor;
- Providing a toll-free phone number plus Internet access for up-to-date tide, wind, atmospheric pressure, and temperature information;
- Providing a display box with electronic/digital readout visible to vessels passing Pioneer Dock;
- Assisting pilots in docking vessels at Homer docks, thus minimizing the damage potential of “hard landings.”

Installation of this equipment will result in the Port of Homer being listed along with the Port of Anchorage as participating in NOAA’s PORTS (Physical Oceanographic Real-Time System) program. Homer can then be listed as a reference station in published tide tables and tide books. With these improvements, Homer will be positioned for further growth as an operational port and better able to fulfill roles as a contingency port and a “place of refuge” for vessels needing assistance with safe navigation during the approach. This project has high potential for federal funding and has the support of the Southwest Pilots Association, Homer Port and Harbor Commission, many representatives of the local maritime community, and other regional stakeholders.

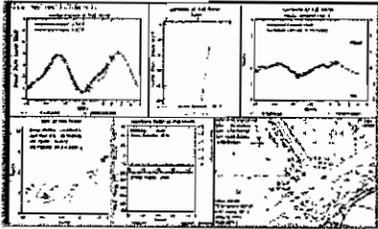
PLANS & PROGRESS: The National Oceanic and Atmospheric Administration’s National Ocean Service PORTS team visited Homer in June 2003 to develop cost estimates and study locations for optimal installation. Funding is now being sought to complete the project.

Cost: \$210,000

Schedule: 2013

Priority Level 3

TYPICAL PORTS SITE PROVIDES:



- ♦ Predicted and observed water levels
- ♦ Meteorological information including wind speed and direction, barometric pressure, air temperature
- ♦ Currents
- ♦ Access to the data in graphic and text format via internet, and voice
- ♦ All data updated at 6-minute intervals

STATE PROJECTS

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

Transportation projects within city limits:

Homer Intersection Improvements
Kachemak Drive Rehabilitation/Pathway
Main Street Reconstruction/Intersection
Pioneer Avenue Upgrade

Transportation projects outside city limits:

East End Road Rehabilitation, Kachemak Drive to Waterman Road
Sterling Highway Reconstruction, Anchor Point to Baycrest Hill
Sterling Highway Realignment, MP 150-157

Non-transportation projects:

Alaska Maritime Academy

See following pages for project descriptions.



HOMER INTERSECTION IMPROVEMENTS

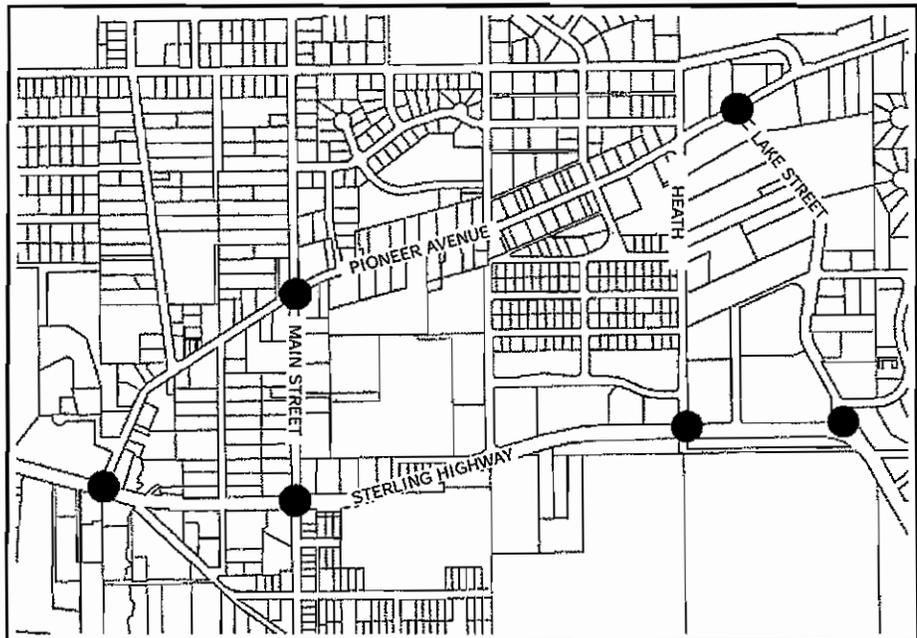
PROJECT DESCRIPTION & BENEFIT: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project 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 notes that for the intersections that need roundabouts or traffic signals, either option 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 noted in the study are as follows:

Sterling Highway and Lake Street	Roundabout or traffic signal now (Traffic signal was installed Dec. 2005)
Sterling Highway and Main Street	Roundabout or traffic signal now (Funding secured for traffic signal)
Sterling Highway and West Hill Road	Add left turn lanes now
Sterling Highway and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Lake Street/East End Road	Roundabout or traffic signal now
Sterling Highway and Pioneer Ave.	Roundabout or traffic signal now
Sterling Highway and Kachemak Drive	Reevaluate in 2010 for roundabout or traffic signal
Pioneer Avenue and Main Street	All way stop before 2011; roundabout or traffic signal in 2011
East End Road and Fairview Avenue	Turn lane improvements in 2011
East End Road and East Hill Road	Reevaluate in 2010 for roundabout or traffic signal

PLANS & PROGRESS: The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection.



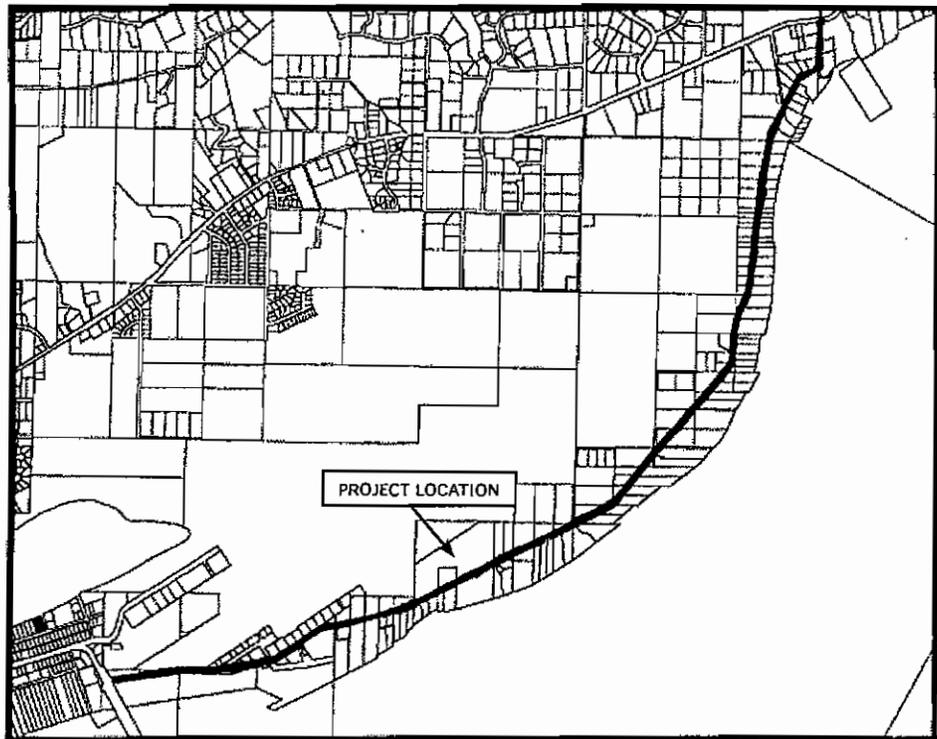
ADOT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling Intersection in 2005.



KACHEMAK DRIVE REHABILITATION/PATHWAY

PROJECT DESCRIPTION & BENEFIT: Kachemak Drive provides an alternate route for east-of-Homer traffic to the airport, Spit and harbor, and Ocean Drive commercial district (approximate daily traffic 1,500 vehicles). The road accesses the largest industrial marine storage repair and boat launch complex on the southern peninsula, passes residences, light commercial/ industrial businesses, and moose wetlands. Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements.

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, 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, the project to build a separated pathway along Kachemak Drive will take several years to complete.





MAIN STREET RECONSTRUCTION/ INTERSECTION

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 new 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 ADOT "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."

The Alaska Legislature appropriated \$2 million to the City of Homer for FY 2009 for this project. However, Alaska Dept. of Transportation estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section 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.

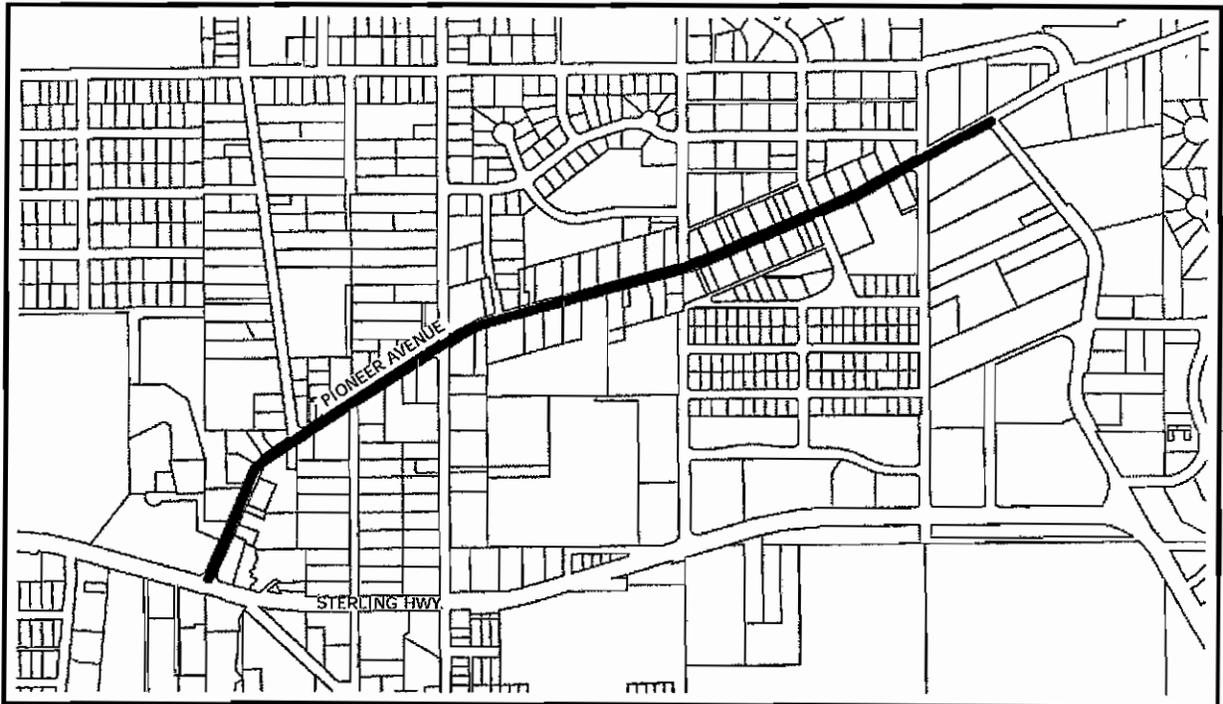


PIONEER AVENUE UPGRADE

PROJECT DESCRIPTION & BENEFIT: "Complete streets" are defined as streets which are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists. Pioneer Avenue is a mile-long arterial road in the part of Homer typically thought of as "downtown." However, in its current form, Pioneer Avenue does not function well as a downtown street. While the posted speed limit is 25 mph, wide lanes and lack of traffic calming features encourage drivers to go much faster. Using a bicycle on a sidewalk in a business district is against state law, but the practice is tolerated on Pioneer Avenue because it is generally acknowledged that the street is unsafe for cyclists. Crosswalks are few and far-between (five total) and many drivers fail to notice pedestrians in time to stop when pedestrians are waiting to cross. Some east-west crossings are particularly long and intimidating (e.g., at Main Street and Heath Street). For all these reasons, walking is not very popular along Pioneer Avenue, to the detriment of downtown businesses.

The Pioneer Avenue Complete Street Project will encourage non-motorized transportation by narrowing the driving lanes, adding distinct bicycle lanes and additional well-marked crosswalks, and incorporating other traffic calming features to further slow traffic and improve pedestrian and bicycle safety. Landscaping and appropriate "downtown" lighting will also be included in the project. It will be most cost effective to complete this work in conjunction with Pioneer Avenue Intersection safety improvements recommended in the 2005 Homer Intersections Planning Study (ADOT).

PLANS & PROGRESS: The project Pioneer Avenue Rehabilitation is included in the 2010-2013 Alaska Statewide Transportation Improvement Program.





EAST END ROAD REHABILITATION - KACHEMAK DRIVE TO WATERMAN ROAD

PROJECT DESCRIPTION & BENEFIT: This project will rehabilitate East End Road from Kachemak Drive to just past Waterman Road. The project will include widening the road to 32 feet, including 4-foot wide shoulders, and constructing a separated shared-use pathway, along with drainage improvements.

Completion of this project will improve the road surface and help protect the road against erosion. It will also provide opportunities for walking and biking for recreation and as an alternative to driving.

PLANS & PROGRESS: The project as originally described in the 2006-2009 State Transportation Improvement Plan was to rehabilitate East End Road all the way out to McNeil Canyon School. Due to cost increases, reduced federal funding, and opposition from some Fritz Creek residents, the plans were scaled back.

Right-of-way acquisition began in late 2009. Construction is anticipated to begin in 2011.



East End Road is an important transportation corridor for several thousand Homer area residents.



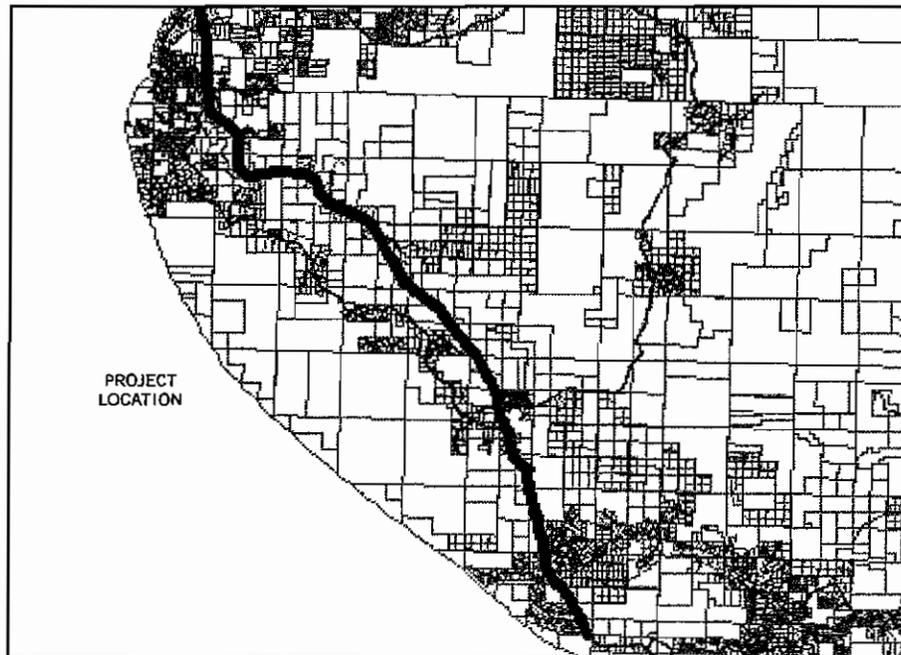
STERLING HIGHWAY RECONSTRUCTION - ANCHOR POINT TO BAYCREST HILL

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

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

The project calls for construction of an improved 2-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: This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") is included in the Draft 2010-2013 Alaska Statewide Transportation Improvement Program (STIP). In September 2009, the Kenai Peninsula Borough reported sufficient funding has been identified for preliminary design and environmental documents, but additional funding will be necessary to proceed. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.



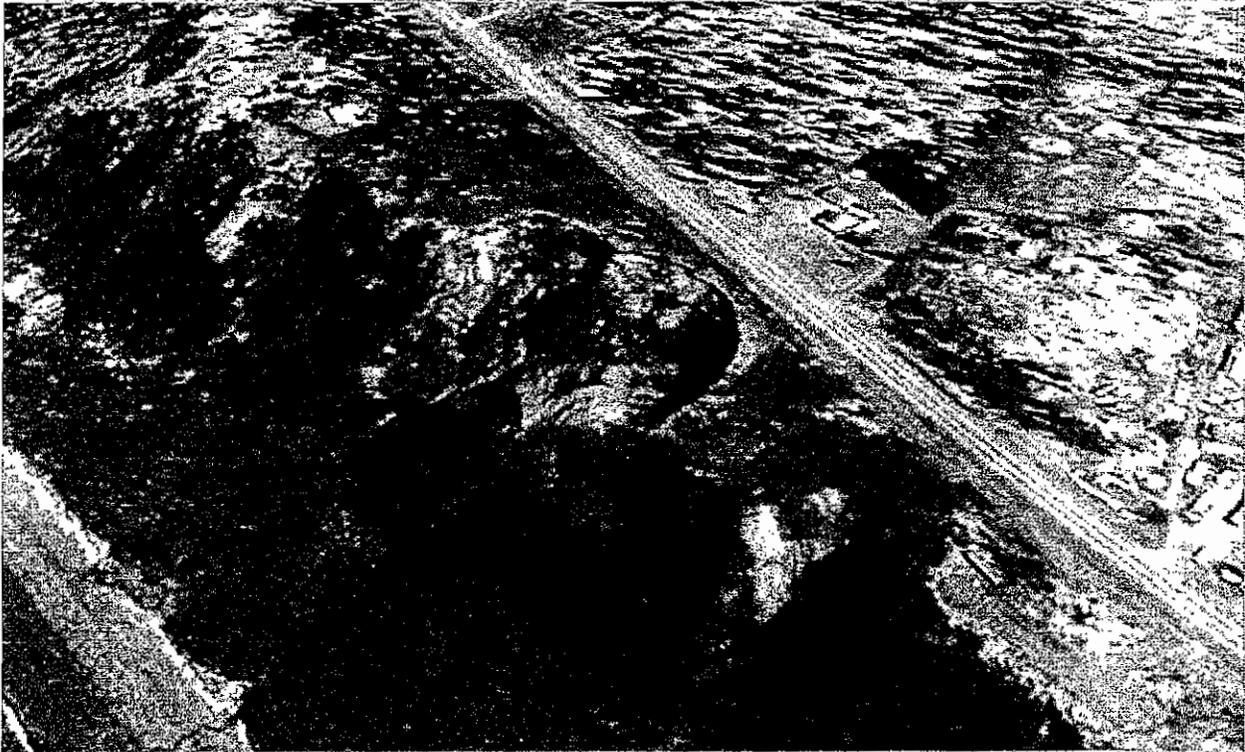


STERLING HIGHWAY REALIGNMENT, MP 150-157

PROJECT DESCRIPTION & BENEFIT: The Sterling Highway is a vital transportation corridor serving most of the communities on the Kenai Peninsula, including Homer at the southern terminus, and is the only road connecting these communities to the larger North American road system. The vast majority of people and goods routed in and out of Homer utilize the Sterling Highway as compared to air or water transportation.

This project will protect the Sterling Highway from erosion that is threatening the highway north of Anchor Point. Completion of the project will involve re-routing the highway away from areas that are eroding, utilizing existing road right-of-way as much as possible. The Alaska Department of Transportation has noted that the first effort needed is for reconnaissance study to evaluate alternatives and quantify costs.

PLANS & PROGRESS: The project "Sterling Highway Erosion Response MP 150-157" is included in the 2010-2013 Statewide Transportation Improvement Program (STIP).



As seen in this aerial image, the eroding edge of the bluff is now only 30 feet away from the Sterling Highway at a section just north of Anchor Point.

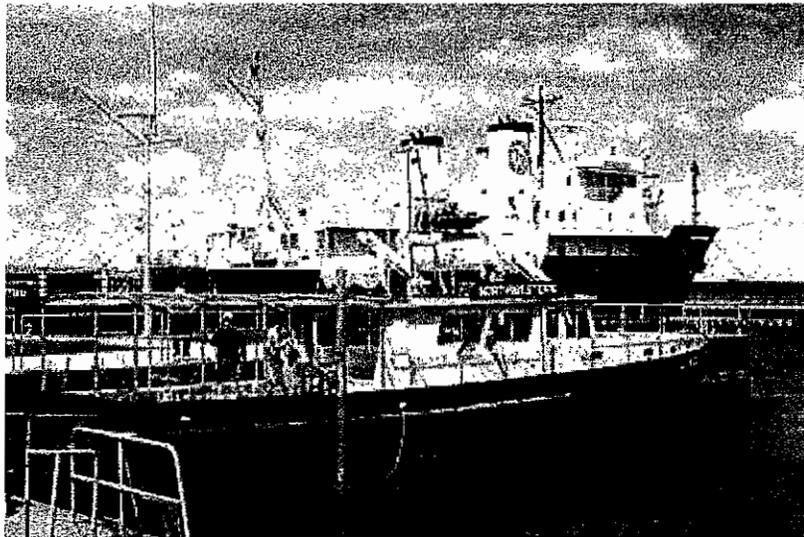


ALASKA MARITIME ACADEMY

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 possible location for the academy would be the former public school building ("Old Intermediate School") now owned by the City of Homer.



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.

PROJECTS SUBMITTED BY OTHER ORGANIZATIONS

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

Cottonwood Horse Park
Haven House Sustainability/Energy Efficiency Projects
Kevin Bell Arena Floor Upgrade
Pratt Museum Renovation
Roger's Loop Trailhead Land Acquisition
South Peninsula Hospital: Bariatric Equipment
South Peninsula Hospital: Enhanced Communication System
South Peninsula Hospital: Fire Suppression System Booster Pump
South Peninsula Hospital: New Surgery Doors
South Peninsula Hospital: RFID Asset Tracking and Security
Visitor Information Center Parking Lot

See following pages for project descriptions.



COTTONWOOD HORSE PARK

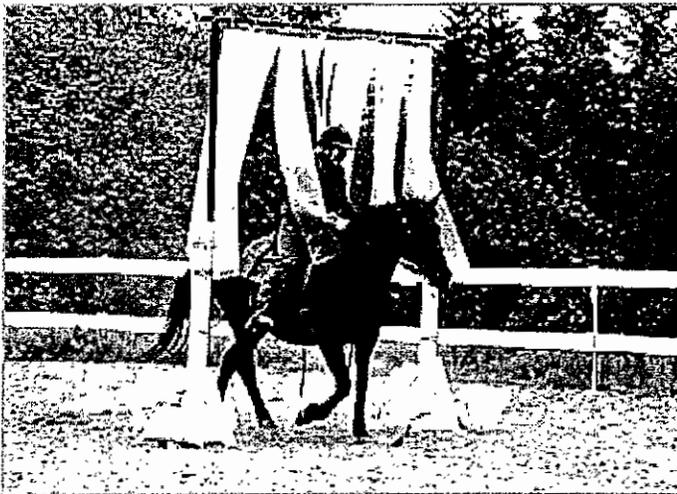
PROJECT DESCRIPTION AND BENEFIT: Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

Development of Cottonwood Horse Park began in 2007, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first three summer seasons events at the horse park drew more than 1,065 participants and 1,535 spectators.

The Horse Park fulfills a goal identified in past Homer recreation plans. During the 2010 season use of the park expanded from horse shows, clinics, and riding lessons to a place for picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop a mud wallow. Also, the community celebrated Estuary Day with a BioBlitz on the property to identify all the organisms in the local park environment.

In 2006 the City of Homer acquired, through donation, .89 acres of land adjacent to the proposed horse park and has stipulated that the property be used for parks/recreation or green space. City of Homer Resolution 06-116 expresses the intent of the City to donate the property to KBEA. KBEA is now seeking to raise the remaining funds needed to acquire full title to the existing property.

PLANS AND PROGRESS: As of September 2010, KBEA has raised \$120,000 towards land purchase and approximately \$74,457 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, and a natural playground. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, and Homer Foundation that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.



A rider negotiates an obstacle in the Cowboy Race 2010.

KBEA has sponsored numerous revenue-generating events including cowboy cabarets, chili cook-offs, garage sales, horse shows, pony club camps, lessons, clinics, and cowboy races.

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000



HAVEN HOUSE SUSTAINABILITY/ ENERGY EFFICIENCY PROJECTS

PROJECT DESCRIPTION & BENEFIT: South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy center and has responded to community crisis needs by expanding services. This increased service demand has occurred while the shelter faces dramatic increases in the cost of fuel and utilities.

The proposed project seeks to enhance sustainability and reduce costs at Haven House by 1) establishing a greenhouse to produce fresh vegetables (and provide a soothing, nurturing activity for shelter residents); 2) replacing 27 drafty windows with more secure, insulated windows; and 3) modifying the current entry way and replacing entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures, and education about recycling, composting, and basic gardening.

Cost: \$5,000 for greenhouse kit, \$8,000 for entry way modifications, \$20,000 for 27 replacement windows, and \$3,000 for ten window quilts. Total: \$36,000.





KEVIN BELL ARENA FLOOR UPGRADE

PROJECT DESCRIPTION & BENEFIT: The Homer Hockey Association, Inc. (HHA), as owners of an ice rink facility known as the Kevin Bell Arena, is requesting capital improvement funds for the purpose of converting the rink area floor from sand to concrete, thus allowing multiple uses in a year-round facility.

The Kevin Bell Arena was built in 2005 by Homer Spit Properties, LLC (HSP) and leased to HHA under a long-term lease agreement. HHA has recently purchased the facility from HSP through an owner-finance transaction based on a 30-year note. During the design and construction phase, HHA secured grant funds to purchase and install all of the mechanical components of the refrigeration system, boards, glass, and all of the finish work on the interior of the building at a cost of \$1.2 million. In order to stay within budget, the decision was made at the time to install a less expensive sand based floor for the ice area rather than concrete.

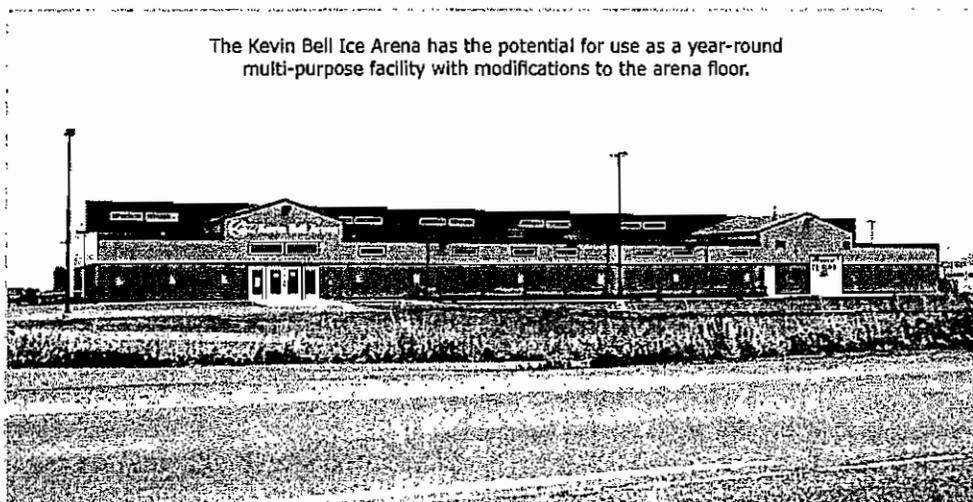
The conversion process from sand to concrete requires a demolition phase to remove the existing rink tubing, sand and insulation as well as the excavation of an additional 3.5 inches of sand. The installation phase includes compacting the sand under the rink floor, re-installing the insulation and vapor barrier, installation of reinforcing steel bars, mesh and expansion joint around the rink, re-installation of distribution manifolds across the rink center, and installation of new rink tubing and concrete pour. Once the concrete is cured, reinstallation of the boards, glass and ice can commence.

The Kevin Bell Arena provides residents of the southern Kenai Peninsula with an indoor ice facility as well as programs and activities including Learn to Skate through Hockey, youth and adult hockey programs, as well as figure skating, broomball, public skating, teen skating events and much more. The arena currently allows Homer to host hockey games, tournaments, and other events, providing an economic boost to the community.

The installation of a concrete floor will provide opportunities for year-round use for a variety of groups and events, especially during the off-season, April through August. Possibilities include home, car, and boat shows; concerts, and conventions. The space would attract statewide interest in Homer as a viable venue for such events and enhance Homer's attraction as a destination for tourism and commerce. In addition, it would provide HHA with summer revenue estimated at \$30,000 over a 4-month period.

PLANS & PROGRESS: Detailed discussions with an experienced private contractor have provided a clear understanding of the scope of work and costs involved. While the bulk of the demolition can be accomplished with volunteer labor, the installation of the concrete would be done by a contractor.

Cost: \$350,000

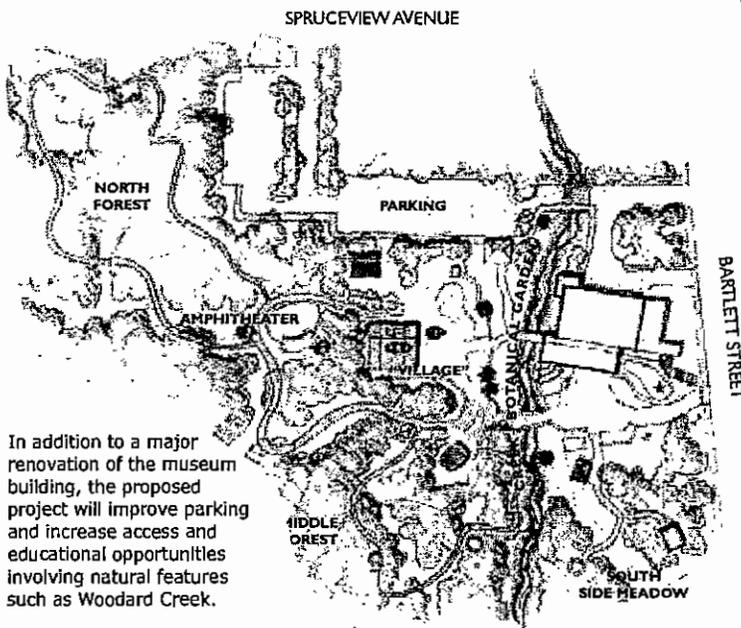




PRATT MUSEUM NEW FACILITY AND SITE REDESIGN

PROJECT DESCRIPTION & BENEFIT: The national award-winning Pratt Museum is dedicated to helping people explore the Kachemak Bay region through the sciences, arts, and humanities. 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 more than 35,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only five accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska’s most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum finds itself in a structure that doesn’t meet the Museum and community’s needs. The existing 10,500 square foot building is more than 42 years old. The building’s galleries, collections storage, public meeting, and education spaces do not support the Pratt’s goals or embrace current opportunities. The Pratt is now working with its community on a project to enable the Pratt to better serve the community and visitors long into the future through the construction of a new facility and redesign of the Pratt’s 9.3 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, outdoor exhibits, and stewardship of Woodard Creek; 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 care for growing collections including community archives and stories; and 7) full disability accessibility.



In addition to a major renovation of the museum building, the proposed project will improve parking and increase access and educational opportunities involving natural features such as Woodard Creek.

PLANS & PROGRESS: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Pratt Museum Board of Directors and staff to the decision to embark on this ambitious capital project. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt’s operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. In the Planning Phase, the Pratt has secured cash and pledges that represent 20% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- 1) The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning

Phase and will continue to gather input through the Design Phase. 2) With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free. 3) The Museum has secured \$1.7 million (20% of project total) in cash and pledges including a prestigious \$750,000 National Endowment of the Humanities Challenge Grant, \$100,000 for planning support from the Alaska State capital budget, and a leadership gift from an individual donor of \$105,000. 3) The Pratt is participating in the Rasmuson Foundation’s prestigious “Pre-Development Program,” which has provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings. 4) The Museum has recruited community leaders for the capital campaign who represent the Pratt’s multiple disciplines in the arts, sciences, and humanities. 5) The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building.

Cost: Preconstruction—\$1 million Construction—\$7.5 million



City of Homer Capital Improvement Plan • 2011 – 2016

ROGERS LOOP TRAILHEAD LAND ACQUISITION

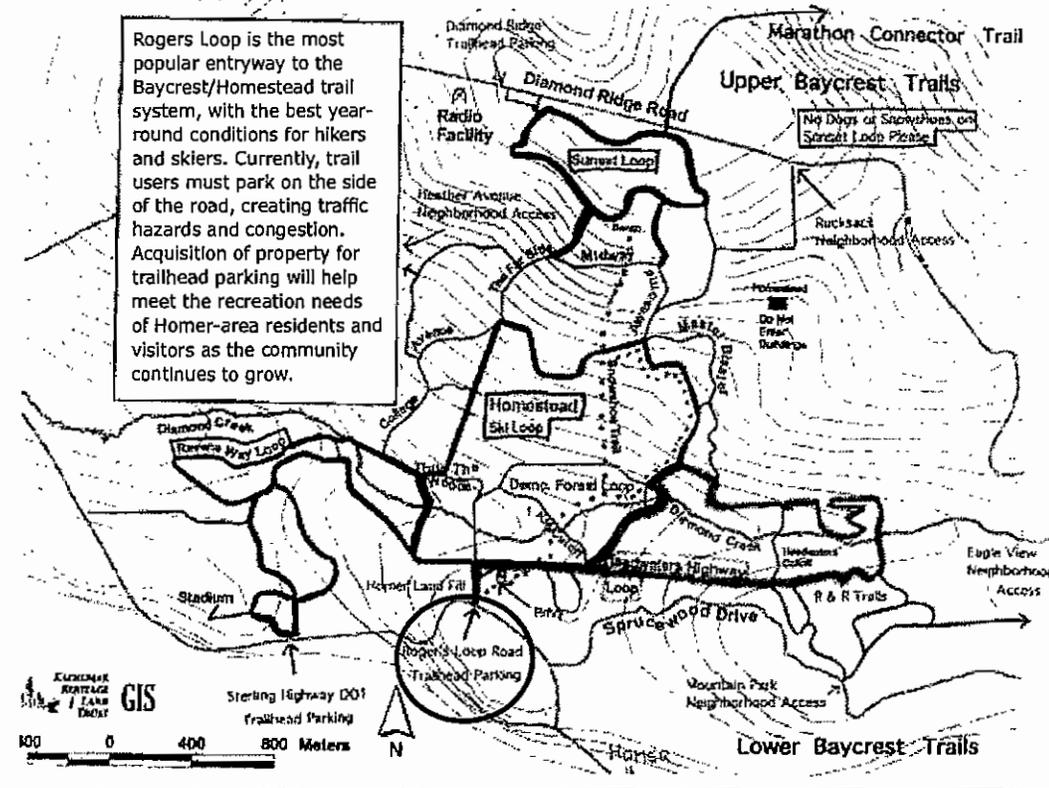
PROJECT DESCRIPTION AND BENEFIT: This project will provide a parking/staging area at the Rogers Loop trailhead, greatly improving access to the skiing and hiking trails maintained by the Kachemak Nordic Ski Club (KNSC), the Homer Soil and Water Conservation District, and Kachemak Heritage Land Trust.

Currently the only parking at the popular Rogers Loop trailhead is on the shoulder of Rogers Loop Road, creating problems even for typical everyday use by skiers and hikers. The proposed parking area is critical to the continued use of the lower Baycrest Ski Trails, the Homestead Hiking Trail, and the Demonstration Forest. Parking at the Rogers Loop trailhead will provide the best and (during the summer season) only access to the City of Homer's Diamond Creek Park, adjacent to the existing trail system. There is potential to develop new year-round trails on the City property; however, parking will be needed for this to become a reality. It is the KNSC's intent to transfer ownership of the Rogers Loop property to the City of Homer once it is acquired.

Current access to the existing trail system via the Sterling Highway (near the landfill) is dependent on the Borough renewing its Memorandum of Agreement with the KNSC. Access from Rogers Loop is all the more critical given the tenuous nature of the Borough commitment and other problems with the Sterling Highway access, including frequent marginal/icy snow conditions in the winter and no access to hiking in the summer. Currently 635 acres of public recreation land has inadequate parking for summer use (275 acres owned by the City of Homer and 360 that comprise the Demonstration Forest).

PLANS AND PROGRESS: The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop, has designated \$1,500 for the project, and is actively working to raise additional funds. Discussions with landowners at the trailhead site are in progress.

Cost: \$50,000





SOUTH PENINSULA HOSPITAL

BARIATRIC EQUIPMENT

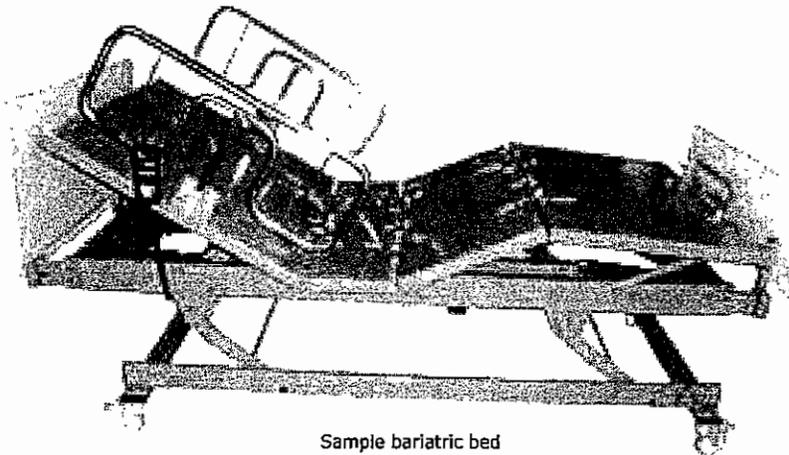
PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital (SPH) is in need of appropriate equipment to better serve the growing population of obese patients in the SPH service area. Specifically needed are a ceiling lift, bed, and commode to best accommodate these patients.

The hospital has seen a marked increase in the number of obese patients served over the last two years, and the expectations are that this number will continue to grow as the population served ages. Recent projections show an 80% growth in the senior population over the next ten years, and a growing incident of chronic illness, often which leads to frequent hospitalizations. South Peninsula Hospital is the only hospital in a 75 mile radius and wants to meet the needs of the residents in the service area.

Management of an obese patient without the proper equipment involves significant challenges and risks to both the patient and staff. A bariatric patient's visit to the hospital without appropriate equipment creates the need for four additional staff on duty during the entire patient's stay. Staff risk injury when moving and comforting the patient and the patient risks injury by using equipment that isn't appropriate for his/her size. The hospital currently rents such equipment when accommodating patients over 600 pounds, but this unfortunately takes time to put into place (and there is rarely advance notice) and generates additional charges for the patient.

PLANS & PROGRESS: New patient rooms in the recently constructed patient wing have been designed to accommodate bariatric equipment. Equipment to accommodate heavier patients not greater than 600 pounds has been purchased and installed. Price quotes have been received for the equipment yet to be purchased.

Cost: \$55,000 (includes one bed, one commode, and ceiling lift)



Sample bariatric bed



SOUTH PENINSULA HOSPITAL

ENHANCED COMMUNICATION SYSTEM

PROJECT DESCRIPTION & BENEFIT: An Enhanced Hospital Communication System is needed to provide immediate and continuous communication for clinical healthcare workers at South Peninsula Hospital. The hospital encourages physicians and nursing staff to be at patient bedside; however, that time is limited due to the need for staff to confer with each other and document the needs of the patient. A new system will allow physicians and staff to talk with each other without being in the same room; hence, more time can be spent with patients.

An Enhanced Hospital Communication System will allow clinical staff to better respond to the needs of patients and fellow staff. It is facilitated by a small device which can be clipped to a uniform or identification badge. It enables instant 2-way voice communication, the transmission of data, the ability to send alerts or text messages, and the ability to make phone calls. On command, the information is integrated directly into the patient's electronic health record, resulting in fewer errors and better quality of care.

Such a system increases efficiency since work can be performed from all locations in the hospital without waiting to get to a designated work station. Not only is this system critical for the quality of patient care, improved customer service, and improved staff efficiencies on a daily basis, it will be invaluable as an emergency response communication system.

PLANS & PROGRESS: Systems have been researched and price quotes obtained. Pricing here is based on the Vocera brand. The existing hospital information system is being altered to integrate with this system.

Cost: \$31,000 (includes system software and hardware purchase and installation)



An Enhanced Hospital Communication System allows staff to communicate with each other at the touch of a button on a device clipped to a pocket or ID badge or worn on a lanyard around the neck. Shown here are staff at Memorial Healthcare in Owosso, Michigan, which touts its use of Vocera devices.



SOUTH PENINSULA HOSPITAL

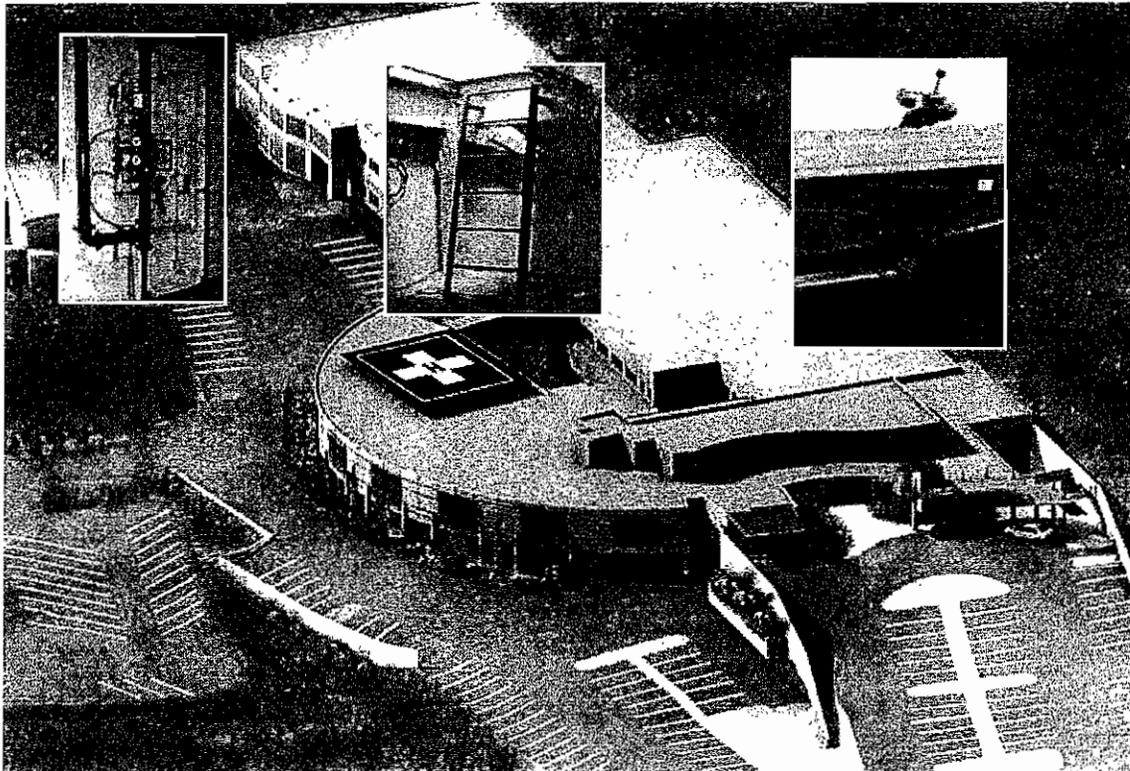
FIRE SUPPRESSION SYSTEM BOOSTER PUMP

PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital is completing the second phase of construction of a new patient wing which includes a rooftop helipad for medical emergency transport. Although the type of craft landing there is permitted to use a cart-mounted fire suppression system, all entities involved agree an automated AFFF Foam Fire Suppression System is the preferred system for safety to hospital personnel, patients, and local firefighters. City water pressure at this location is insufficient to run this type of system. Therefore, a booster pump is needed to generate the level of pressure required.

Without this system in place the hospital must utilize hand-carts (mobile suppressant units) which are difficult and expensive to acquire and do not meet the preferred level of response.

PLANS & PROGRESS: The helipad opened for use in November 2009. The AFFF system has been designed and all components have been pre-built and/or installed, with the exception of the booster pump and valve work. No remodel work will be required to accommodate this. Space for the pump is reserved.

Cost: \$96,000 (includes valving, cost of pump, and installation)



Architectural drawing of completed project with insets of work completed to date to accommodate the AFFF Foam Suppression System.



City of Homer Capital Improvement Plan • 2011 – 2016

SOUTH PENINSULA HOSPITAL

NEW SURGERY DOORS

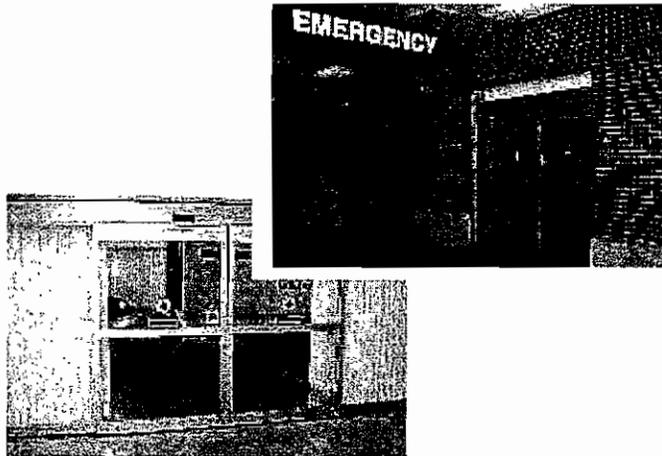
PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital's Surgery Department has a need for ergonomic, hospital-grade automatic operating room doors for to reduce the risk of injury to patients, staff, and surgeons and to comply with fire safety codes. The project consists of replacing the door in each of two operating rooms at the hospital with automatic doors constructed of metal and glass that meet new safety standards.

The existing doors are of a swinging style which creates a risk for staff due to the way they are opened. Staff routinely open the doors with a foot or arm in the interest of maintaining a sterile environment. However, this awkward maneuver puts staff at risk of injury.

Automatic doors will also help prevent the staff injuries incurred while moving patient stretchers in and out of the room through the manually operated doors currently in place. New, automatically opening doors will provide a significant improvement for a vital 30-year old section of the hospital to comply with current industry standards.

PLANS & PROGRESS: Door types have been researched and a preferred model has been selected.

Cost: \$32,000 for two doors, including installation. South Peninsula Hospital staff will provide site prep to make the project construction-ready.



Proposed automatic opening surgery doors at South Peninsula Hospital would be similar to the models shown here.



SOUTH PENINSULA HOSPITAL

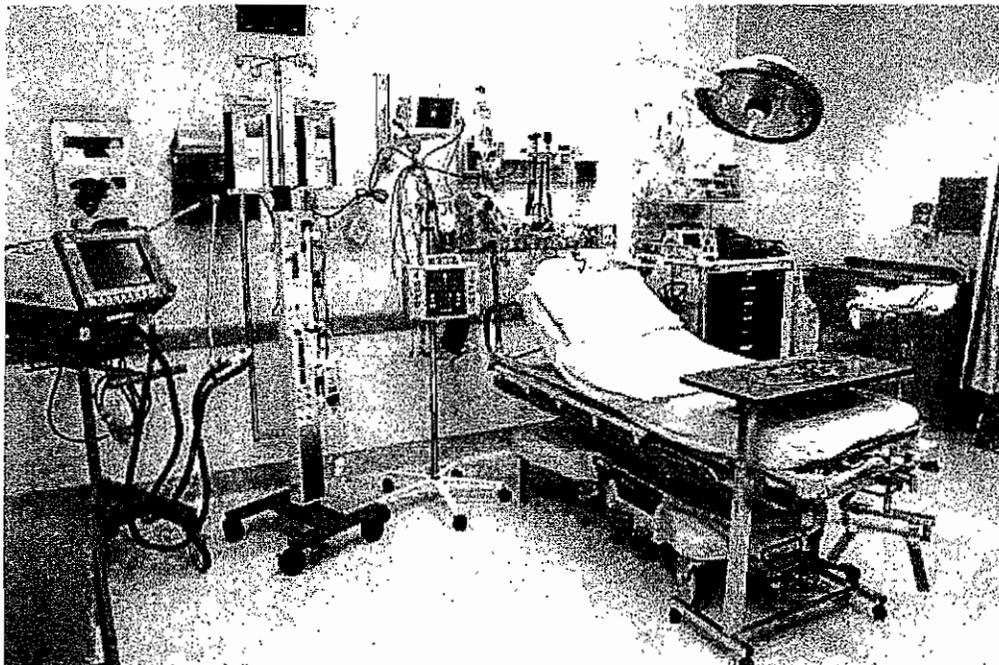
RFID ASSET TRACKING AND SECURITY

PROJECT DESCRIPTION & BENEFIT: This project will improve efficiency, save money, and help ensure the best possible patient outcomes by employing radio frequency identification (RFID) to track the location of hospital equipment and devices.

RFID is a technology that involves electromagnetic "tags" that emit radio signals which are picked up, read, and stored in a database. Active RFID can significantly decrease waste and reduce costs by providing an ongoing, accurate inventory. With room-level asset tracking capability, life-saving equipment can be found quickly. High cost equipment and mission-critical devices can be more effectively shared. Frequently-used gear including gurneys, wheelchairs, infusion pumps, and cardiac monitors can be located promptly.

Implementation of a real-time asset location solution will enable South Peninsula Hospital to significantly improve staff efficiency and reduce over-provisioning by providing real time, accurate inventory and immediate location of expensive equipment. Loss of high dollar items will be significantly reduced by alarm capabilities inherent in RFID tracking systems. Personnel and asset locations and interactions can also be monitored.

Cost: \$200,000 including installation



A modern hospital contains hundreds of pieces of equipment that can be efficiently tracked and located using RFID technology.



VISITOR INFORMATION CENTER BEAUTIFICATION

PHASE 1: PARKING LOT

PROJECT DESCRIPTION & BENEFIT: The Homer Chamber of Commerce (HCOC) is seeking funds to pave the HCOC Visitor Information Center parking lot as part of a phased Beautification Project. This project will enhance development of the City's new Scenic Gateway Overlay District and has further potential to tie in with proposed Town Center development. The funds requested will be used to pave the parking lot, add ditches and culverts for drainage, stripe the lot for parking spaces, and add signage to deter pass-through traffic from the Sterling Highway to Bunnell Street.

Paving the Visitor Information Center parking lot will improve the appearance of the area, allow better access for the influx of visitors during the summer season and at year-round Chamber events, ensure handicap accessibility, and provide improved overflow parking for neighboring businesses. In addition, it will help address health and safety issues related to poor air quality, speeding vehicles, and pebbles kicked up by cars cutting through the parking lot between the Sterling Highway and Bunnell Street.

First impressions are what visitors to a community use to judge that area. One of the first places visitors come to when they drive into Homer is the Homer Chamber of Commerce Visitor Information Center. Approximately 150,000 people visit Homer every year. Attracting new businesses and families to our community—while also maintaining community pride for existing residents—is one of the key missions of the Homer Chamber of Commerce. An attractive Visitor Information Center, parking area, and surrounding grounds should be regarded as an important asset benefiting the entire community.



Other phases of the Visitor Information Center Beautification Project include adding a deck and rest area, gardens, artwork, and other landscaping. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

PLANS & PROGRESS: The HCOC has completed excavation, grading, and backfill at a cost of \$40,000 raised specifically for this project.

Cost: \$200,000

APPENDICES

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

CIP Development Schedule

Public Hearing Notice

PROJECT TABLE – EXPLANATION

- NOTE:** Project table contains City of Homer projects only.
- Category:** Type of project: Road/Trail, Structure, Utility, Equipment
- Project:** Title of project
- Cost:** Total project cost
- Priority Level:** The numbers in this column refer to Priority Level 1 (highest), Priority Level 2, or Priority Level 3. In setting a priority level, the Homer City Council considers such questions as:
- Will the project correct a problem that poses a clear danger to human health and safety?
 - Will the project significantly enhance City revenues or prevent significant financial loss?
 - Is the project widely supported within the community?
 - Has the project already been partially funded?
 - Is it likely that the project will be funded only if it is identified as being of highest priority?
 - Has the project been in the CIP for a long time?
 - Is the project specifically recommended in other City of Homer long-range plans?
 - Will the project provide significant economic benefits to the community?
 - Is the project strongly supported by one or more City advisory bodies?
- These factors are weighed in combination to arrive at a priority determination.
- Year:** An X in one or more years indicates when the project is scheduled for implementation.
- Year to CIP:** Year when project was first included in the City of Homer Capital Improvement Plan

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		Priority Level	\$ Cost	YEAR							Year To CIP
				2011	2012	2013	2014	2015	2016		
LOCAL ROADS and TRAILS											
Heath Street, Pioneer to Anderson		1	4 M staff time		X	X	X				2001
Horizon Loop Trail, Feasibility & Conceptual Design		2		X							2010
Land Acquisition for New Roads		2	500,000	X	X	X					2007
Town Center Infrastructure		1	2 M		X	X	X				2005
STRUCTURES											
Ben Walters Park Improvements, Phase 2		2	200,000		X						2006
Deep Water Dock Expansion		1	29 M	X	X	X	X				1989
Deep Water Dock Upland Improvements		1	800,000		X						2010
Downtown Restroom		2	400,000			X					1996
East Boat Harbor		2	100.6 M	X	X	X	X	X			2004
End of the Road Wayside, Phase 1		3	1 M				X				2008
Fish Dock Restroom		2	400,000		X						2001
Fishing Lagoon Improvements		2	255,000	X							2009
Harbor Entrance Erosion Control		2	600,000			X					1998
Harbor Float Replacement/Ramp 3 Gangway & Approach		1	5.2 M	X	X						2003
Homer Spit Dredged Material Beneficial Use Project		2	980,000	X	X	X					2010
Jack Gist Park Improvements, Phase 1		2	100,000		X						2006
Karen Hornaday Park Improvements, Phase 1		1	700,000	X	X	X					1984
Mariner Park Improvements, Phase 1		1	975,000	X	X	X	X	X			2004
Port & Harbor Building		1	2.875 M	X	X	X					1985
Skyline Fire Station		1	1.35 M	X	X						2003
Upgrade System 5: Vessel Shore Power and Water		1	530,000	X	X					X	2010

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.

UTILITIES										
Alternative Water Source	16.75 M	1	X	X	X	X	X	X	X	2005
Bridge Creek Watershed Land Acquisition	1 M	1	X	X	X	X	X	X	X	1992
Kachemak Bay Tidal Power -- Feasibility and Conceptual Design	1.28 M	1	X	X	X	X	X	X	X	2009
Natural Gas Pipeline -- Anchor Point to Homer	8.51 M	1	X	X	X	X	X	X	X	2010
Sewer Treatment Plant Bio-solids Treatment Improvements	5.345 M	1	X	X	X	X	X	X	X	2009
Water Storage/Distribution Improvements	3.9 M	2		X	X	X	X	X	X	2009
EQUIPMENT										
Brush/Offroad Firefighting Truck	130,000	2			X					2009
Fire Engine 4 Refurbishment	130,000	1	X							2009
Firefighting Enhancement/Aerial Truck	800,000	1			X					1992
Fire Pump Testing Trailer	70,000	2			X					2009
Outside Dock Fenders	80,000	2			X					2003
Tide Gauge/Meteorological Station	210,000	3						X		2004

CITY OF HOMER LONG-RANGE CAPITAL PROJECTS

The following projects have been identified as long-range capital needs but have not been included in the 2011-2016 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-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 6-year CIP.

Within each category below (Roads and Trails, Structures, Utilities), projects are listed in alphabetical order.

ROADS AND TRAILS

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 lineal 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 high school and finally to East End Road and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the High School. It would also allow for development of areas not currently serviced by municipal water and sewer.

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

Cost: \$1.75 million Priority Level 3

Fairview Avenue – Main Street to West Hill Road. This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 lineal feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. Along 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

Beach Access from Crittenden and Main. This project will provide residents and visitors with coastal view stations and access to the beach at the southern ends of Crittenden Street and Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional points of 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 information could provide information on Homer history, beach formation, and other topics.

Improvements at Crittenden Street will consist of stairs with landings (designed to protect against erosion) constructed from the top of the bluff to approximately halfway down the slope. From there, a narrow, meandering pathway will continue to the beach.

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

Cost: \$250,000 Priority Level 3

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 and also 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 and 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

Homer Coastal Trail. Homer’s coastal environment provides enormous scenic and recreational opportunities for area residents and visitors and has helped attract world-class educational and research facilities such as those incorporated in the new Islands and Ocean Visitor Center. With trail development in the area from Mariner Park to Bishop’s Beach, the potential exists for even greater access to and appreciation of this unique resource, by individuals of all ages and physical abilities.

The 1.3 mile Homer Coastal Trail would be completed in three phases. Phase 1 will be to install rip-rap revetment and construct a paved asphalt pedestrian trail along the top of the new Ocean Bluff seawall, providing a route along this previously difficult-to-access section of the coast. Phase 2 will involve construction of a bridge over Beluga Slough and a boardwalk trail through the intertidal zone west to Bishop’s Beach. Phase 3 will provide a boardwalk trail from the seawall to Mariner Park. The new trail will connect with the existing Beluga Slough trail and Homer Spit Trail. It will be enjoyed by hundreds of visitors and residents each year, contributing to quality of life and economic development.

Cost: Phase 1—\$2.5 million Phase 2—\$1.2 million Phase 3—\$1.5 million Priority Level 3

STRUCTURES

Downtown Restroom. It is expected that one public restroom facility will be built in a downtown location before 2014. This project will provide an additional downtown restroom for the benefit of residents and visitors. Currently, the only public restroom facilities along Pioneer Avenue are in City Hall. With proposed “Town Center” development, the need for restroom facilities will increase as more people frequent the downtown area. The specific location will depend on Town Center development and on where the first downtown restroom is located.

Cost: \$400,000 Priority Level 3

End of the Road Wayside, Phase 2. Phase 2 of this project will construct a plumbed bathroom.

Cost: \$400,000 Priority Level 3

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

Homer Fire Station. The Homer Fire Station is now more than 28 years old and badly in need of replacement. Fire Department staff and volunteers are completely out of space. However, it has become clear that expanding the current facility is neither desirable or practical.

Examples of deficiencies in the current facility include:

- Emergency vehicles are parked outside, resulting in response delays in winter, accelerated deterioration, and security issues.
- Inadequate training space resulting in conflicts, cancellations, and delays.
- Acute shortage of storage space.
- Current facility does not meet fire station design criteria with separated biohazard decontamination/cleaning areas or separated storage areas for clean medical supplies.
- Current facility does not provide adequate protection from diesel exhaust emissions.
- Current facility lacks space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.
- The building lacks room for health and fitness equipment.
- Current space is often inadequate for conferences and meetings.

A new fire station in Homer will provide area-wide public safety benefit. Agencies such as the Police, Coast Guard, and State Parks personnel use the Homer Fire Station training room for classes and would benefit from a new, larger facility.

Cost: Site acquisition/concept design—\$800,000 Final design/site prep—\$800,000
Construction—\$5.5 M Priority Level 2

Note: A new fire station and fire training facility could be built in conjunction with a new police station and firearms training facility. A combined public safety facility, where certain areas are shared between the Police and Fire departments, would be less expensive to build and operate than if each facility is constructed separately. Some preliminary planning for such a facility has already been completed, through a space needs study conducted in 2006.

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 new library grounds and Town Center development will further increase the need for summer annuals planting. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

The greenhouse is envisioned to be 100 x 40 feet in size and will include radiant floor heat, automated lighting, ventilation, and watering equipment. It will be constructed utilizing double-walled poly sheet product to maximize energy efficiency and operational costs. The facility will be operated by the Parks Division of Public Works for the benefit of the community. The greenhouse could possibly be constructed in conjunction with a new City Hall in Town Center.

Cost: \$400,000 Priority Level 3

Homer Police Station. The Homer Police Station was built in stages from 1975 to 1983. The building is aging and it is time to plan for its replacement. The lot that the police station is on is not large enough to allow for continued expansion.

The existing facility is inadequate in space and design to meet the Police Department's current and future needs in several capacities. Particularly serious problems exist in the current jail spaces. Examples of problems throughout the facility include:

- Inadequate training and exercise spaces
- Shortage of storage space
- Health and safety deficiencies primarily involving an inadequate ventilation system
- No area for evidence processing of large items
- No crisis cell for special needs prisoners
- Poorly designed jail entry area, booking room, and jail office spaces
- Inadequate space for communications equipment required for dispatch operations
- Existing dispatch spaces are too small for current and projected operational needs
- Unsafe and improper juvenile holding area
- Lack of adequate outside parking, both open and garaged

A new police station in Homer will benefit public safety area-wide. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide radio dispatching and support services to a host of agencies. The new facility will incorporate safety enhancements for all police personnel, reducing potential liability to the City.

Cost: Site acquisition/conceptual design—\$550,000 Design/site preparation—\$550,000

Construction—\$4.5 million Priority Level 2

Note: A new Police Station could be built in conjunction with a new fire station. A combined facility would be less expensive to build and operate than if each facility is constructed separately. Certain areas could be shared between the two departments. A space needs study conducted in 2006 determined that a combined facility which includes indoor shooting lanes would require approximately 38,650 square feet.

Jack Gist Park Restroom. 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 to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park. The proposed project will construct a restroom facility at Jack Gist Park, completing Phase 1 development. (Other aspects of Phase 1 are to be completed before 2014.)

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 2. Phase 2 park improvements will include Woodard Creek restoration, park entrance road realignment, west side parking, east side parking, Woodard Creek Trail construction (including a bridge to South Peninsula Hospital), and further landscaping improvements.

Cost: \$570,000 Priority Level 2

Mariner Park Improvements, Phase 2. This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements.

Phase 1 improvements are scheduled for completion in 2010-2014. Phase 2 improvements will construct a tunnel under the Spit Road to provide safe pedestrian access to the Homer Spit Trail, develop a central pavilion to serve as a picnic/barbecue

area, on the inside of the storm berm, develop fee camping sites on the side of the park closest to the road, with day-use parking on the ocean side, construct a kiosk with information about the Mariner Park area, and improve the appearance of Mariner Park through landscape architecture consistent with the natural environment.

Cost: \$450,000 for tunnel; \$150,000 for pavilion, camp sites, and kiosk; \$75,000 for landscaping.

Total: \$675,000 Priority Level 3

Public Restrooms – Homer Spit. With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2010. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- The restroom at Ramp 5 is in poor condition and needs to be replaced. It is used by campers as well as by harbor users.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

Cost: \$400,000 each; \$1.2 M total Priority Level 2 for Ramp 2; Level 3 for Ramp 5 and Spit trailhead

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—\$4.5 M Priority Level 2

South Peninsula Firearms Training Facility. This project will provide 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.

A conceptual design for a 6-lane indoor shooting range was prepared for the City of Homer in 1996. Note: This project could be completed in conjunction with a new Police/Fire Hall complex.

Cost: \$1,000,000 Priority Level 3

UTILITIES

Spit Water Line Replacement – Phase 4. The existing Homer Spit water line is 30 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 construction of approximately 1,500 lineal feet of water main to the end of the Spit. Replacement of the Homer Spit waterline will ensure an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit.

Cost: \$400,000 Priority Level 3

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

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

Cost: Design—\$500,000 Construction—\$4.5 M Priority Level 2

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 contribution 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 non-essential 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.

CITY OF HOMER
2011-2016 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2012 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIMEFRAME
City Council approval of schedule	May 24, 2010
Solicit new/revised project information from City departments, local agencies and non-profits	May 25
Input for new draft requested by	June 18
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission July 7, July 21, August 1, August 18 Parks and Recreation Commission July 15 or August 19 Port and Harbor Commission July 28 or August 25 Library Advisory Board July 6 or August 3 Economic Development Commission July 13 or August 10 Transportation Advisory Committee August 17
Administrative review and compilation	August 26-31
City Council worksession to review proposed projects	September 13
Public Hearing on CIP/Legislative request	September 27
Local Election	October 5 (First regular meeting for new Council members: 10/25)
Adoption of resolutions by City Council	October 11
Administration forwards requests for Governor's Budget	by end of October
Administrative compilation of CIP	through end of October
Distribution of CIP and State Legislative Request	beginning November 2010
Compilation/distribution of Federal Request	February 2011

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

**2011-2016 Capital Improvement Plan & FY 2012 Legislative Request
Ordinances 10-44, 10-45, 10-46, 10-47, 10-48(S), and 10-49(S)**

A public hearing is scheduled for **Monday, September 27, 2010** during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

2011-2016 Capital Improvement Plan & FY 2012 Legislative Request

Ordinance 10-44 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1044.htm>

Ordinance 10-44, An Ordinance of the City Council of Homer, Alaska, Accepting a 2010 Interoperable Emergency Communications Grant to the City of Homer Port and Harbor from the Alaska Division of Homeland Security and Emergency Management (DHS&EM) in the Amount of \$17,400 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port and Harbor Director.

Ordinance 10-45 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1045.htm>

Ordinance 10-45, An Ordinance of the City Council of Homer, Alaska, Amending HCC 1.24.040, By-Laws for Council Procedure, to Incorporate Subsequent Amendments to the Council Agenda Format. Hogan.

Ordinance 10-46 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1046.htm>

Ordinance 10-46, An Ordinance Reinstating on a Year-Round Basis the City of Homer Sales Tax Imposed on Sales of Nonprepared Foods. Lewis.

Ordinance 10-47 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1047.htm>

Ordinance 10-47, An Ordinance Amending Homer City Code 8.12.110 "Definitions" to Subject Public Transportation Vehicles Offering Free Transportation Services in Support of an Operator's Primary Business to the Licensing and Permitting Requirements in the Homer City Code. Lewis.

Ordinance 10-48(S) internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1048.htm>

Ordinance 10-48(S), An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a State of Alaska Legislative Grant for Use Towards Construction of Phase I of the Anchor Point to Homer Natural Gas Pipeline in the Amount of \$525,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Ordinance 10-49(S) internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1049.htm>

Ordinance 10-49(S), An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a U.S. Fish and Wildlife Service Grant for the Beluga Slough Trail Replacement Project in the Amount of \$25,000 with a Local Match of \$30,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Public Works Director.

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

*~ Copies of proposed Ordinances, in entirety, are available for review at Homer City Clerk's Office. Copies of the proposed Ordinances are available for review at City Hall, the Homer Public Library, the City of Homer Kiosks at City Clerk's Office, Captain's Coffee, Harbormaster's Office, and Redden Marine Supply of Homer and the City's homepage - <http://clerk.ci.homer.ak.us>. Contact the Clerk's Office at City Hall if you have any questions. 235-3130, Email: clerk@ci.homer.ak.us or fax 235-3143.





City of Homer

Planning & Zoning

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STAFF REPORT PL 11-88

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: August 17, 2011
SUBJECT: Election of Officers

Introduction

The Planning Commission bylaws state that elections for Chairman and Vice-Chairman shall be held annually, in August. Typically, the chair opens the floor for nominations for chair, and the Commission makes one or more nominations. The vote can be by roll call, or by secret ballot. The process is repeated for vice chair.

Staff Comments:

Staff recommends the Planning Commissions conduct elections for Chair and Vice-Chair.



MANAGERS REPORT

August 8, 2011

TO: MAYOR HORNADAY / HOMER CITY COUNCIL

FROM: WALT WREDE

UPDATES / FOLLOW-UP

1. Narrow Band Radios: This agenda contains an ordinance that would appropriate \$24,510.24 from the Public Works depreciation account to purchase "narrow band" radios for the department. The FCC has mandated that all two way radios be operated on narrow band frequencies by January 1, 2013. Radios that are not narrow band capable must be taken out of service at that time. The Borough Office of Emergency Management is providing funding and technical assistance to public safety departments throughout the Borough to assist in meeting this mandate. HPD and HVFD are participating but PW is not eligible. The conversion to narrow band communications is happening with the public safety agencies on September 1 of this year, less than a month from now. This is well in advance of the deadline. Unfortunately, once that occurs, PW will no longer be able to communicate with HPD and HVFD except by cell phone. This is not good for a variety of reasons. The Public Works Department would be one of the most important first responders we have in an emergency or disaster situation. The fact that they would be unable to communicate with HPD and HVFD is unacceptable. Cell phone service could be easily interrupted and so could the power and land lines. It is important to get new radios for PW ASAP. The department will have to convert anyway by January 1, 2013. That would make this an appropriation next year, in the FY 2012 budget. For public safety reasons, I believe we should do it now. ProComm has the contract to provide radios and product servicing to all of the public safety departments in the Borough for narrow band. In order to provide efficiency and insure interoperability, I recommend that purchase the equipment from the same company.
2. Health Insurance: The next meeting of the Borough Task Force on Health Care Costs is scheduled for August 15. The primary agenda item is getting into more of the details of various health insurance plans, beyond just the cost per employee. Andrea will attend this meeting. So far, the group has not progressed too far into the larger issue which is a discussion about what we might do collectively to help keep health care costs down for all.
3. Coast Guard Parking Improvements: This agenda contains an ordinance appropriating money from the P&H Reserves to make parking improvements at the Coast Guard staff parking area adjacent to the Pioneer Dock. These improvements are part of the broader agreement between the City, AMHS, and USCG to reduce potential conflicts between user groups on Lot 45 A and to maximize convenience and operating capacity for these two very important clients. The City's lease with the Coast Guard provides for 25 parking spaces. The old land use agreement with AMHS made all of Lot 45 A available for ferry staging and related activities. This has worked fine for a decade. The need for change from the status quo is driven primarily by the fact that

the ferry Tustemena is now home ported here and the ferry Matanuska is visiting frequently as well. This means more ferry traffic and a greater for staging at the ferry staging area. As a result AMHS wanted to build a warehouse on Lot 45-A, causing further congestion. You will recall that the agreement includes AMHS giving up any claim to use the Coast Guard parking area on Lot 45 A in exchange for a lease on Lot 48 to be used for the warehouse, staging, and long term employee parking (the new approved lease). AMHS agreed to pave the road to the warehouse. The City agreed to consolidate USCG parking and make a clear delineation between the parking area and the ferry staging area. The funds authorized by this ordinance would remove an existing fence, install barriers between the USCG parking area and the ferry staging area, move the parking area slightly to the west partially onto Lot 20 (also leased to the Coast Guard), construct an access ramp from Lot 20 to the trestle area, and bringing in fill material and compactable material to accomplish the above. This would complete the City's part of the agreement between the parties.

4. Library Landscaping: Based upon the letters you received from the LAB and the "Friends" and the general reaction I have received from the Council and the public, I have decided to go ahead and get an estimate from the mowing contractor on how much it would cost to expand the mowing on the library grounds for the remainder of this year. I will look for money in the existing budget to do that. Volunteer work parties will be assembled to work on weeds in the gardens and the alders. Depending upon where Council wants to go with this, additional funding for mowing and seasonal staff may have to be added for next year's budget.
5. Employee Committee: An Employee Committee has been formed and its first meeting will be on August 4th. Andrea Peterson, Regina Mauras, and I will provide staff support and get the Committee the budget and benefit information it needs. My intent is to provide information and facilitation functions only and I will not attempt to guide the employees in any particular direction. The Committee members have been told that their charge will be to disseminate information and solicit input from co-workers and to represent all City employees. They have also been told that they will have direct access to and a dialog with the Council.
6. Tsunami Warning System: Another meeting about the Tsunami warning system was held at the Borough EOC in Soldotna on July 28. Chief Robl attended in person and Chief Painter, Bryan Hawkins and I participated by teleconference. The meeting was purposely held after the City Council considered the 'Opt-Out "resolution. There were many things on the agenda and the meeting lasted approximately three hours. One of the main discussion points was how to move ahead now that Seward, Homer, and Seldovia have all "opted-out." On another front, Chief Painter is researching the possibility of the City establishing its own tsunami warning radio transmitter. This signal would be limited in geographic area and would be similar to the radio messages you can currently get about road conditions or the Whittier tunnel. So for example, when the tsunami warning siren went off, people would be told to tune into AM 88.8 or something like that instead of "tune in to your local radio station". This would allow us to provide locally relevant information and could solve the problem associated with the fact the local stations do not have staff on-site during the evening hours.

7. Old Wooden Dock: In the last report, I mentioned that Petro Marine is currently moving its fuel lines off of the Old Wooden Dock and onto the Pioneer Dock. This is something we have been working on since the Pioneer Dock was constructed. What I forgot to mention was probably the most important piece of the story. After the fuel lines are removed from the old dock, we hope to demolish it because it is a safety hazard and liability. Expect to see a proposal to do this coming your way sometime soon.
8. L.A.W Publications: Attached is a letter from Chief Robl to local businesses. Homer, Kenai, Soldotna, and Seward are all working with L.A.W. Publications which provides excellent educational material about the prevention of substance use and criminal activity. The organization is supported by donations from local businesses and professional organizations. They would like to introduce themselves in Homer and this is Marks's introductory letter.
9. Budget Process: Well, if you needed any more clues that summer is almost over, here is the clincher. The budget process has begun. The Finance Department is preparing the initial data and worksheets for the department heads to work on. As you know, this is a long and fun process. By the time Council approves the budget for next year, there will be snow on the ground and all of your Christmas presents will be wrapped!

ATTACHMENTS

1. May and June Department Statistics
2. Letter From Chief Robl to Local Businesses and Professional Establishments

