



**Homer City Hall**  
491 E. Pioneer Avenue  
Homer, Alaska 99603  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## **City of Homer Agenda**

**ADA Compliance Committee  
Thursday, June 13, 2019 at 4:00 PM  
City Hall Conference Room**

**CALL TO ORDER**

**APPROVAL OF THE AGENDA**

**PUBLIC COMMENTS FOR ITEMS ON THE AGENDA**

**RECONSIDERATION**

**SYNOPSIS APPROVAL**

**VISITORS**

**PENDING BUSINESS**

**NEW BUSINESS**

A. Capital Improvement Plan 2020-2025

B. Klondike Alley - Proposed CIP Project

**INFORMATIONAL ITEMS**

A. City of Homer ADA Transition Plan

**COMMENTS OF THE AUDIENCE**

**COMMENTS OF CITY STAFF**

**COMMENTS OF THE COMMITTEE**

**ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR July 11, 2019 *in the City Hall Conference Room located at 491 E. Pioneer Ave, Homer, Alaska.***





# City of Homer

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## Administration

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## Memorandum

TO: City of Homer ADA Compliance Committee  
FROM: Jenny Carroll, Special Projects & Communications Coordinator  
THROUGH: Katie Koester, City Manager  
DATE: June 7, 2019  
SUBJECT: City of Homer Draft 2020-25 Capital Improvement Plan (CIP)

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

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

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

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

Funds for City capital projects come primarily from grants, contributions, bond proceeds and operating transfers; and from project reserve funds like HART (Homer Accelerated Roads & Trails). You'll notice that projects proposed by non-profit organizations and other non-City groups are included in the CIP. Inclusion requires City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

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

### Requested Actions:

- **Review the draft 2020-2025 CIP provided in your packet.** Substantive updates and/or changes from last year's CIP to date are indicated in red font; there are still sections (Public Works and Parks & Rec) awaiting more detailed information and feedback.

- **Discuss any changes you would recommend for current CIP projects or new projects you would like to propose for inclusion in the CIP.** I have included a CIP Project Nomination Form in case you need it. New projects are kept separate and added into the CIP only with City Council approval. To date, no new projects have been proposed for the CIP.

Clerk Jacobsen can share the Committee's new project recommendations or project updates/changes with me at any time. I do plan to attend your July 11 meeting to receive your feedback on the CIP. At that time I will also solicit the ADA Committee's recommendation for the top two Legislative Priority projects. Any city project in the CIP is eligible. I will share your Legislative Request recommendations with City Council for consideration at their August 26, 2019 CIP worksession.

Thank you for participating in this planning process. I will incorporate your project updates into the draft CIP. The CIP will remain a draft document until public hearings are held on the CIP in September and it is formally adopted via City Council Resolution.

Enc:

Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan  
CIP Project Nomination Form

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

### **Q: What is a CIP?**

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

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

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

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

City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

### **Q: Newspaper articles often refer to the CIP as a “wish list.” Is that accurate? If so, what’s the point of writing up a “wish list”?**

**A:** That's not entirely accurate. Projects in the CIP are segregated into sections, City of Homer legislative priority projects, mid-range projects (that may be undertaken in the next six years) and long range projects. This allows the CIP to be a forward thinking plan for City projects.

There are several reasons to maintain a CIP even in years like this when there is no State Capital Appropriation's budget. It 1) helps focus attention on community needs; 2) helps leverage funding if project has been identified as a community priority in the CIP; and 3) highlights community priorities for our state/federal legislative representatives.

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

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

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

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

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

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are given the opportunity to select their top "#1 and #2" Legislative priority projects. Their recommendations are passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

Throughout this time, City staff will continuously update the draft CIP. The CIP will be labeled DRAFT until it is approved by City Council. Proposed new projects are kept separate until they are approved by Council.

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

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

**Q: What are "legislative priorities"?**

**A:** Legislative priorities are a special subset of the CIP. The full CIP might contain 50 projects that have gone through the public hearing process and approved by the City Council. City Council also looks over City of Homer projects and prioritizes a "short list" for the City to highlight during the upcoming legislative session. These projects, when there has been a State Capital Budget, would be considered for at least partial funding. The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor's budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The "operating budget" is different from the "capital budget.")

In the past, the City's "short list" may have had 10-15 projects on it. More recently, the list numbers five. Given the State of Alaska's current budget shortfalls, the City will likely keep a reduced number of projects on the "short list."

It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Legislative priority projects presented to legislators and state commissioners in specially tailored packets, and typically, the Mayor and one or two

City Council members will make one or more trips to Juneau during which they will bring awareness to these projects and the community needs they address.

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

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

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

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

**A:** • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) a City department head, 2) a City advisory body, 3) the Mayor or an individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group nominates the project, City staff will work with you to draft a project description to include in the proposed new projects section for public comment and Council approval. NOTE: The City provides a Project Nomination Form to use for this purpose.

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

If you are seeking funding for your project through the state legislature, talk to our local state representatives about that process.

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

- A:** • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.
- Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan followed by focused implementation of that plan.





# **DRAFT**

## **City of Homer**

### **Capital Improvement Plan**

#### **2020-2025**



Homer's Port & Harbor is a regional asset serving commercial fishing vessels from nearly every fishery in the State, the US Coast Guard and industrial support vessels whose delivery of supplies to industries and remote communities is foundational to Alaskan commerce at all levels. A new large vessel moorage facility and a haul out facility for large commercial vessel maintenance and repair are priorities in the City's CIP.



## City of Homer

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September 23, 2019

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2020 through 2025 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2020-2025 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Katie Koester

City Manager



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## **Funded Projects from the 2019-2024 Capital Improvement Plan**

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The City of Homer is pleased to report that the following projects have been completed and/or funding procured:

- Emergency Radio Communication System

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



## State Legislative Request FY2021

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City of Homer FY2021 State Legislative Priorities  
approved by the Homer City Council  
via Resolution 19-XXX

1. **Port & Harbor: New Large Vessel Moorage Facility - \$10,258,000**
2. **Barge Mooring & Large Vessel Haul Out Repair Facility -\$4,010,850**
3. **Storm Water Master Plan - \$306,000**
4. **Main Street Sidewalk Facility: Pioneer Avenue North - \$943,059**
5. **Fire Department Fleet Management -\$1,219,500**

FY 2021 - DRAFT Document



# 1. Homer Port & Harbor: New Large Vessel Moorage Facility

FY 2021 - DRAFT Document

**Project Description & Benefit:** This project will construct a new large vessel moorage facility to the north of Homer's existing Port and Harbor. It will enhance port capabilities by:

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

Centrally located in the Gulf of Alaska, Homer's Port & Harbor is the region's only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance, and is the marine industrial and transportation system hub for central and Western Alaska. The new moorage facility will fill the unmet needs of large commercial vessels operating in the maritime industrial, marine transportation and commercial fishing industries.

**Plans & Progress:** The City, State of Alaska ADOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2004. At that time, preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding so the study was put on hold. High demand and favorable changes in cost drivers since then prompted the City and the ACOE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program Study grant in 2018. The study's positive results led to a recommendation by the ACOE to resume work on the Navigational Improvement Feasibility Study to dredge and build the new moorage facility. The City has formally expressed its intent to work with the ACOE on the Study and renew our partnership with the State of Alaska for technical expertise and funding, with the understanding that costs are shared 50% Federal, 25% City, 25% State.

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

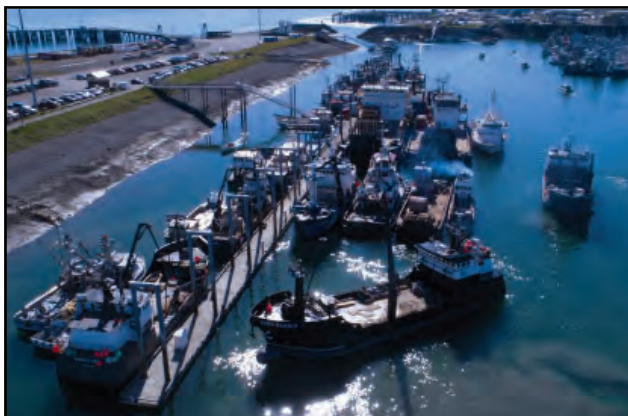
**Design and Permitting:** \$10,258,000

Breakwater Construction

and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

**FY2021 State Request: \$10,258,000**



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



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

**Project Description & Benefit:** This project provides safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Because of the lack of facilities, these vessels currently have to travel to perform annually required maintenance and repairs which could otherwise be completed here in Homer. The facility benefits the local fleet of larger vessels as well as local marine trades businesses, and can accommodate the growing freight needs of existing Homer businesses.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

**Plans & Progress:** Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer.

Phase 2 is the design and construction of the barge mooring stations and haul out ramps. Design and permitting for Phase 2 was initiated with a State Legislative Grant and is being completed with City of Homer funds. Phases 3 will design and construct the upland improvements.

The project earned top ranking among four Kenai Peninsula projects that were ultimately submitted to the Alaska Office of the Economic Development Administration for inclusion on a list for potential federal infrastructure funding.



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

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

**2019:** Phase 2 Barge Mooring Engineering/Permitting/Geotechnical/Design: \$178,400 (Funding competed.)

**2021:** Phase 2 Barge Mooring Construction: \$1,255,000

**2022:** Phase 3 Haul Out Repair Facility Design: \$133,600

Haul Out Repair Facility Construction: \$3,201,500

**FY2021 State Request: \$4,113,250**

(City of Homer 10% Match: \$476,850)



### 3. Storm Water Master Plan

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

A new master plan will outline how the City can:

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

**Plans & Progress:** In 2019, the Department of Environmental Conservation awarded the City an Alaska Clean Water Actions stewardship grant to begin work on the Stormwater Master Plan. Grant funds will be used to produce baseline stormwater runoff information and identify low-impact development (or green infrastructure) opportunities for stormwater collection and treatment to minimize the ecological, economic and community impacts of runoff. Local planners, engineers and the public will use this information as a tool in the development of the Master Plan. Funds will also construct green infrastructure features at the new Homer Police Station which will be

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

**2019 ACWA Grant:** \$ 59,790

City of Homer Match: \$ 40,097

**FY2021 State Request: \$216,102**

(City of Homer 10% Match: \$24,011)

**Schedule:** 2021

**Priority Level:** 1

**Plans & Progress and Project Cost sections updated to reflect progress made on the Stormwater Master Plan utilizing ACWA grant funds and City of Homer matching funds.**



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



## 4. Main Street Sidewalk Facility: Pioneer Avenue North

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

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

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

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

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

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

Phase I: \$422,604

Phase II: \$520,451

**FY2021 State Request: \$848,750**  
(City of Homer 10% Match: \$94,305)

**Schedule:** 2021

**Priority Level:** 1



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



## 5. Fire Department Fleet Management

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

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

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

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

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

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

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$100,000

**FY2021 State Request: \$1,219,500**

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



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



## Mid-Range Projects

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### Part 2: Mid-Range Projects

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## **Parks, Art, Recreation & Culture**

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**FY 2021 - DRAFT Document**



## Bayview Park Restoration

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

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

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

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

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

**Schedule:** 2020-2021

**Priority Level:** 2



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



## Homer Spit Trailhead Restroom

FY 2021 - DRAFT Document

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

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

**Schedule:** 2022

**Priority Level:** 3



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



## Jack Gist Park Improvements, Phase 2

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

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

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

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

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

**Schedule:** 2020-2021

**Priority Level:** 2



One of the softball fields at Jack Gist Park.

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## Karen Hornaday Park Improvements

FY 2021 - DRAFT Document

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

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

While these have improved access and pedestrian safety, patrons arriving by vehicle still face safety issues. The park access road runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park's attractions. Phase 2 proposes to address this safety issue by relocating the park access road towards the eastern border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

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

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

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

**Schedule:** 2019 - 2022

**Priority Level:** 1



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



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



## Multi-Use Community Center, Phase 1

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

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

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

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

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

**Schedule:** 2022

**Priority Level:** 3



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

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## Port and Harbor

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

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

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

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

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

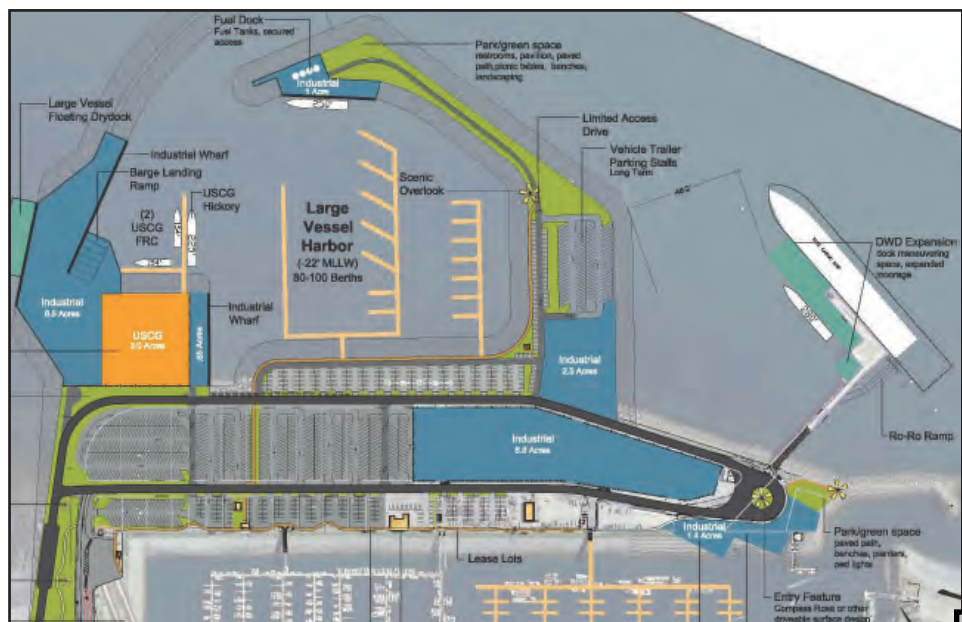
**Total Project Cost:** \$35,000,000

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

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

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

**Priority:** 2



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



## Harbor Ramp 8 Public Restroom

FY 2021 - DRAFT Document

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

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

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

**Schedule:** 2024

**Priority Level:** 3



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



## Ice Plant Upgrade

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

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

**Plans & Progress:** This project is proceeding in a two-phase approach. Phase 1 initiated in 2019 with the City awarding a contract to Coffman Engineering Firm from Anchorage for the purpose of performing a site visit to Homer's Ice Plant to create a list of recommendations/options for upgrading the facility. Goals for this evaluation are to address energy savings solutions to help lower operational costs, plant maintenance, longevity and return on investment. We would specifically ask if and how natural gas could lower costs and we would also want to address the need of creating a year-round cold storage refrigeration system as an upgrade to the original plan.

**Total Project Cost:**

Phase 1: \$40,000

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

**Schedule:**

- 2019: Phase 1 completion and upgrade plan finalized;
- 2020: Design and engineering for upgrades;
- 2021: Upgrade ice plant.

**Priority: 1**



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



## Large Vessel Sling Lift, Phase 1

FY 2021 - DRAFT Document

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

However, it works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration. Lifts in local commercial yards are being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger than 150 tons.

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

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

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

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

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

**Schedule:** 2021

**Priority Level:** 2



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



## Old Main Dock Removal and Disposal

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

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

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

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

**Priority Level:** 3

**Schedule:** 2023



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

FY 2021 - DRAFT Document



## System 4 Vessel Mooring Float System

FY 2021 - DRAFT Document

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

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

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

**Schedule:**

2021 Design: \$600,000

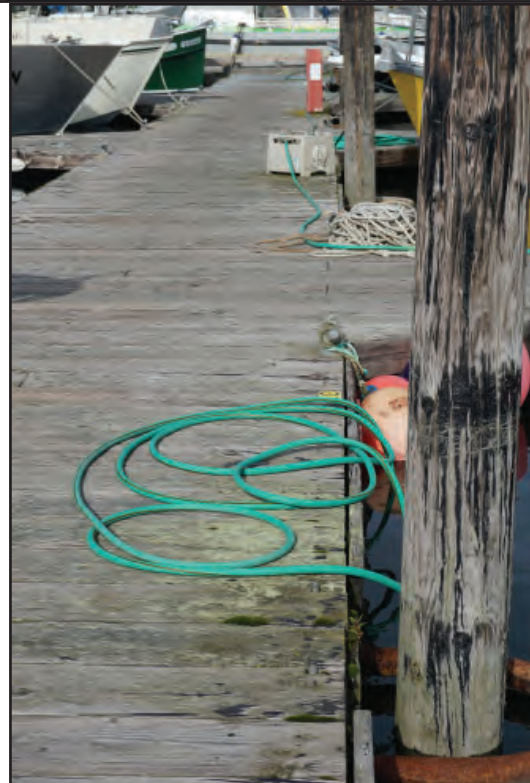
2021-2024 Construction: \$5,000,000

**Priority Level:** 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.





## Seafarers Memorial Parking Expansion

FY 2021 - DRAFT Document

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

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

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

### Schedule:

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

2019: Dredged Material Placement by Corps: In kind

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

**Priority Level:** 1



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



## Truck Loading Facility Upgrades at Fish Dock

FY 2021 - DRAFT Document

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

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

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

**Schedule:** 2020

**Priority:** 3



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



## Wood Grid Replacement

FY 2021 - DRAFT Document

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

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

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

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

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

**Total Project Cost:**

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

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

**Schedule:** Phase I: 2020

**Priority Level:** 1



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



## Public Safety

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## City of Homer Radio Communication System Upgrades

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

Homer's communication system (consisting of the Public Safety Radio System, the Port and Harbor Radio System and the Public Works Radio system) needs upgrading to keep up with technological advances, comply with new FCC bandwidth requirements, maintain interoperability with all local, borough and state agencies utilizing the ALMR system and maintain software updates and other manufacturer product support.

The goal of this project is to upgrade the entire radio communication system by 2020 to stay within FCC compliance.

**Plans and Progress:** Progress on this project has been incremental with assistance from Alaska State Homeland Security grant funds. To date, the main dispatch console, two City of Homer repeaters, two emergency backup dispatch radios and several Police Department mobile radio units have been upgraded. Components still needing upgrades are listed under the Total Project Cost section below.

**Total Project Cost:** \$1,220,018 - \$1,300,018

(\$435,915 of total project cost has been funded through State Homeland Security and Emergency Management grant awards.)

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

**Schedule:** 2019-2022

**Priority:** 1



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

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## Fire Department Rescue 1 Remount

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

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

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

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

**Schedule:** 2019

**Priority Level:** 1

To be updated according to new HVFD fleet depreciation/replacement schedule.



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



## Public Works Projects

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- **Water Storage/Distribution Improvements.....28**

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## Water Storage/Distribution Improvements, Phase 3

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**Project Description & Benefit:** This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality. First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- **Phase 1:** was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- **Phase 2:** consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and replacement of the A-Frame pressure reducing vault (PRV).
- **Phase 3:** consists of the construction of a new water storage tank, modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back onto the grid; reducing the City's electricity costs and creating green power.

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

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

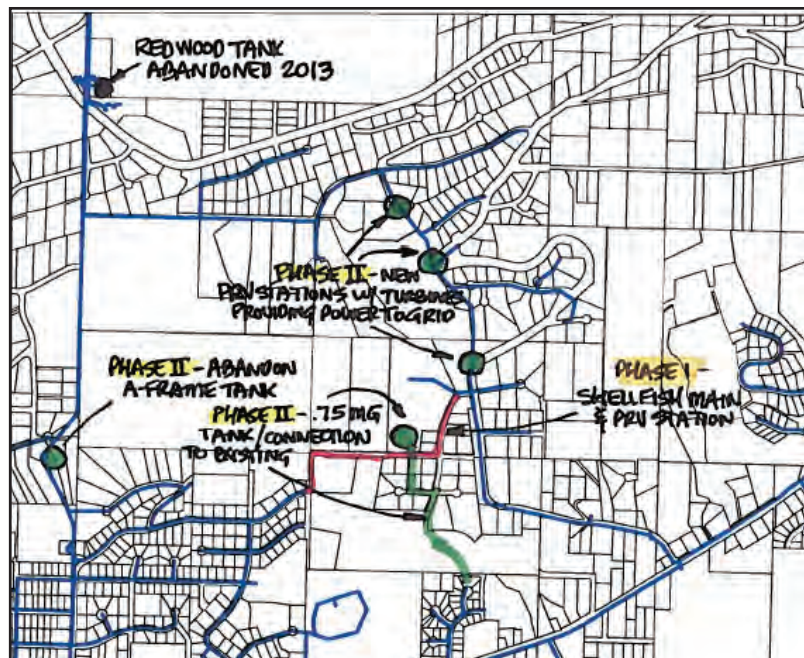
Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

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

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

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

**Priority Level: 1**



Phase 1, Shellfish Subdivision Main and PRV Station (indicated by red line) was completed in 2016. Phase 2 (green line) will be completed in 2018 - 2019.



## State Projects

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

### Transportation projects within City limits:

- **Baycrest Overlook Gateway Improvements, Phase 3 ..30**
- **Homer Intersection Improvements.....31**
- **Kachemak Drive Rehabilitation/Pathway .....32**
- **Main Street Reconstruction.....33**
- **Sterling Highway Milepost 172:  
Drainage Improvements .....34**

### Transportation projects outside City limits:

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

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## Baycrest Overlook Gateway Improvements Phase 3

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

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer.

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

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

This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.



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



## Homer Intersection Improvements

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

The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer's main thoroughfares where traffic volumes are increasing and worsening in the summer months. Three intersections have been improved; the three remaining include:

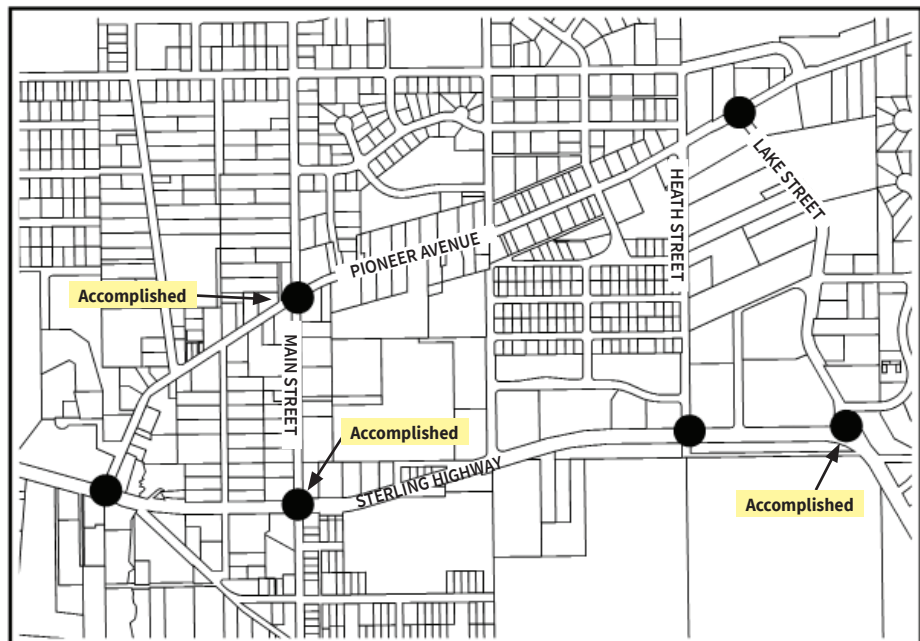
- Sterling Highway and Pioneer Ave. - Roundabout or traffic signal;
- Sterling Highway and Heath Street - Roundabout or traffic signal;
- Pioneer Avenue and Lake Street/East End Road - Roundabout or traffic signal.

The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. While the City and DOT&PF have improved pedestrian mobility and safety through some crosswalk projects, accessible standards have not been met by the State when they make intersection improvements. City Council passed two resolutions formally requesting DOT&PF include additional enhanced pedestrian safety measures in two area road improvement projects: Pioneer Avenue and Lake Street. Resolution 18-034 asked DOT&PF to install a pedestrian crosswalk across Lake Street at Grubstake when DOT&PF installs sidewalks and repaves Lake Street. Resolution 19-029 requests DOT&PF include crosswalks with lighting features across Pioneer Avenue at intersections in the Pioneer Avenue Pavement Preservation Project.

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

**Plans & Progress:** State of Alaska DOT/PF installed a four-way stop with flashing overhead beacon at the Pioneer Avenue and Main Street intersection in 2016. They installed a traffic signal at the Main Street and Sterling Highway intersection in 2019.

Pioneer Avenue and Lake Street will see improvements in 2019.



Alaska DOT/PF's traffic study recommended traffic control signals at four central Homer intersections shown above.



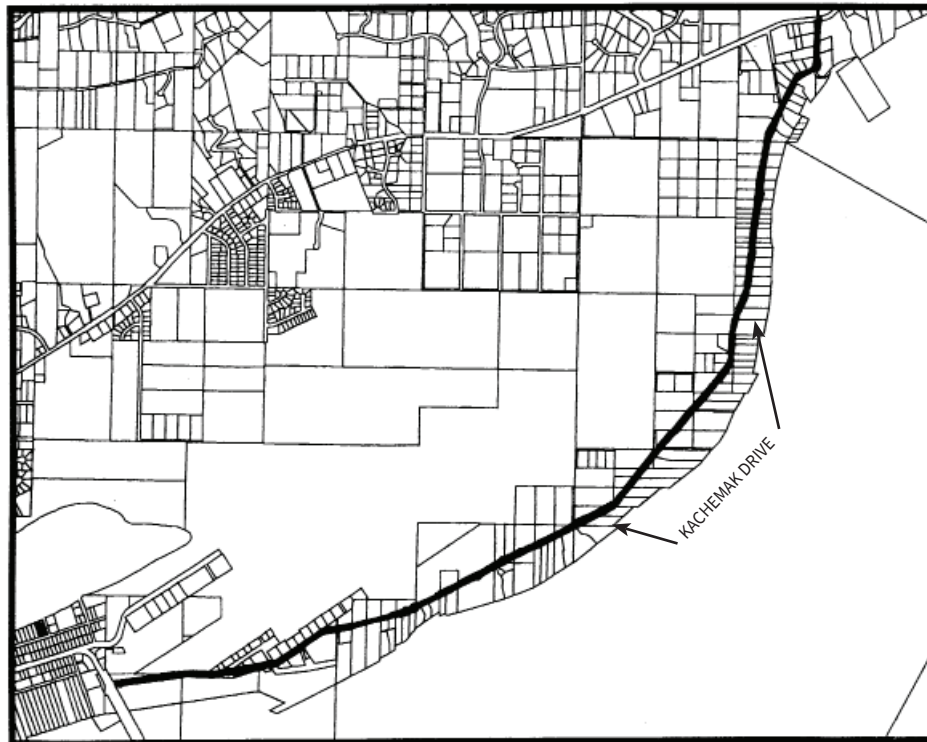
## Kachemak Drive Rehabilitation/Pathway

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

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

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



Project location for Kachemak Drive pathway.



## Main Street Reconstruction

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

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

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

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

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



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

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## Sterling Highway Milepost 172 Drainage Improvements

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

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

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

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

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



Aerial photo of the area downslope of the outfall from a Sterling Highway beehive collector.



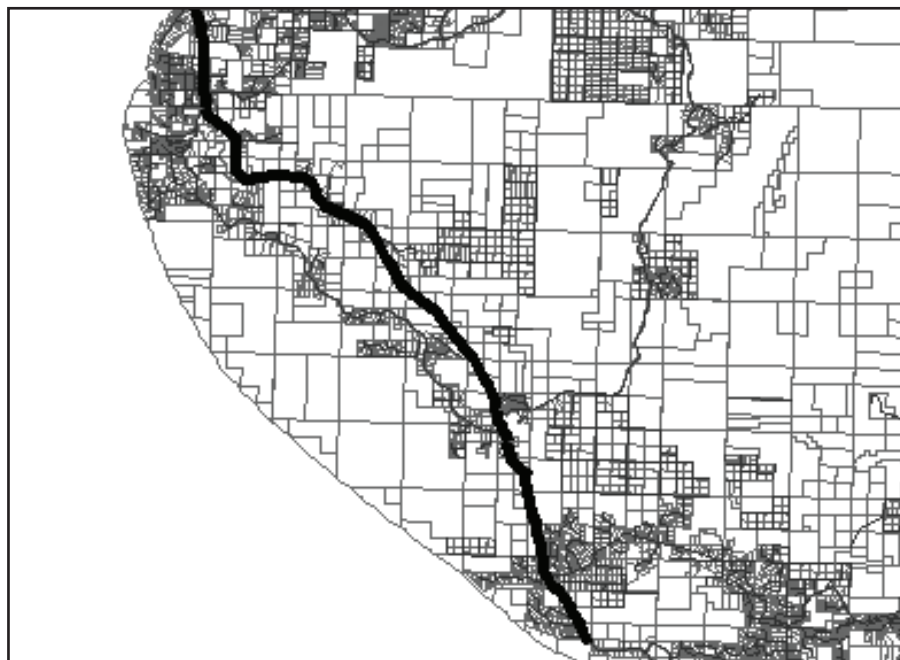
## Sterling Highway Reconstruction Anchor Point to Baycrest Hill

**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.

According to the 2018-2021 Statewide Transportation Improvement Plan, the project will provide passing lanes, widening and realignment to address safety and passing opportunities, and pavement resurfacing between Anchor Point and the top of Homer Hill. The South Fork Anchor River Bridge (deemed structurally deficient by DOT&PF) will be replaced and a new bridge is proposed to replace culverts that currently carry the North Fork Anchor River under the Sterling Highway.

**Plans & Progress:** \$2.5 million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Preliminary engineering and environmental assessment services began in the summer of 2014. DOT&PF is still working on project plans. As a full rehabilitation project, it has a high level of environmental work. \$1.7 million dollars was in the FY19 budget for Right of Way funding. DOT does not expect to go into construction on it for several years. \$80.8 is currently budgeted after 2021.



Location of DOT&PF's Sterling Highway Reconstruction Project.

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## Projects Submitted by Other Organizations

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

- Beluga Slough Trail Extension .....37
- ~~Haven House:~~  
~~—Safety/Security Improvements .....38~~
- ~~Homer Council on the Arts:~~  
~~—Mary Epperson Performing Arts Center .....39~~
- Homer Hockey Association:  
Kevin Bell Ice Arena Acquisition.....40
- Homer Senior Citizens Inc.:  
Alzheimer’s Unit .....41
- Kachemak Heritage Land Trust:  
Poopdeck Platt Trail .....42
- Kachemak Shellfish Growers Association:  
Kachemak Shellfish Hatchery .....43
- Kachemak Ski Club:  
Homer Rope Tow Access & Equipment Upgrades .....44
- Pratt Museum:  
New Facility and Site Redesign .....45
- South Peninsula Behavioral Health Services  
The Annex Upgrade .....46
- South Peninsula Hospital:  
Hillside Stability Study .....47



## Beluga Slough Trail Extension

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

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

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

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

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

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

Phase 1: negotiation with private land owner for donation or easement, project design work, and construction of 375 feet of the western-most part of the trail (backcountry – recreational trail design): \$25,000 - 75,000

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

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



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



## Haven House Safety/Security Improvements

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

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

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

Project moved to Completed List. Phase 3 was completed with funding provided by the Council on Domestic Violence and Sexual Assault.



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



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

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

For the past decade, HCOA has been working toward improving its facility to better meet community and programmatic needs. Identified by the Parks, Art, Recreation, and Culture (PARC) Needs Assessment, indoor space for programs and community events is lacking in Homer, and a much-needed asset for the community. Taking the steps necessary to fulfill this community vision, HCOA has worked with the Foraker Group and the Rasmusson Foundation on a Pre-Development Program to produce a feasible, appropriately scaled remodel of the current building and an affordable, multi-use new facility. Adhering to Murdock Charitable Trust's request, the Board of Directors approved a plan to "think bigger" and construct the Mary Epperson Performing Arts Center using design concepts linked with a black box and clear span/cannery style building concept that can easily be adapted for anything from concerts to classes. The Arts Center will offer space for programs, dance and a 150-200 seat performance theater, .

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

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

This project has been removed as HCOA is still in the process of redesigning the project. When their plans are in place, HCOA will propose the new project for inclusion in the CIP.



HCOA is designing a major addition to its current facility: the Mary Epperson Performing Arts Center, a black-box style theater located behind the HCOA offices in the grassy field behind the gravel pile in the photo above.

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## Homer Hockey Association Kevin Bell Ice Arena Acquisition

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**Project Description & Benefit:** The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2,087,000 million dollars from purchasing the Arena.

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

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

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

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

**Total Project Cost:** \$2, 087,000



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



## Homer Senior Citizens Inc. Alzheimer's Unit

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

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

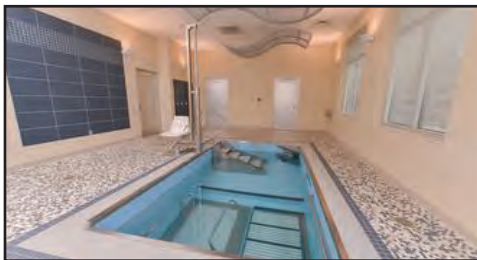
The Alzheimer's Unit will include fifteen beds and 24/7 nursing care. Additionally, it will include a memory care unit to help maintain residents' existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The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

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

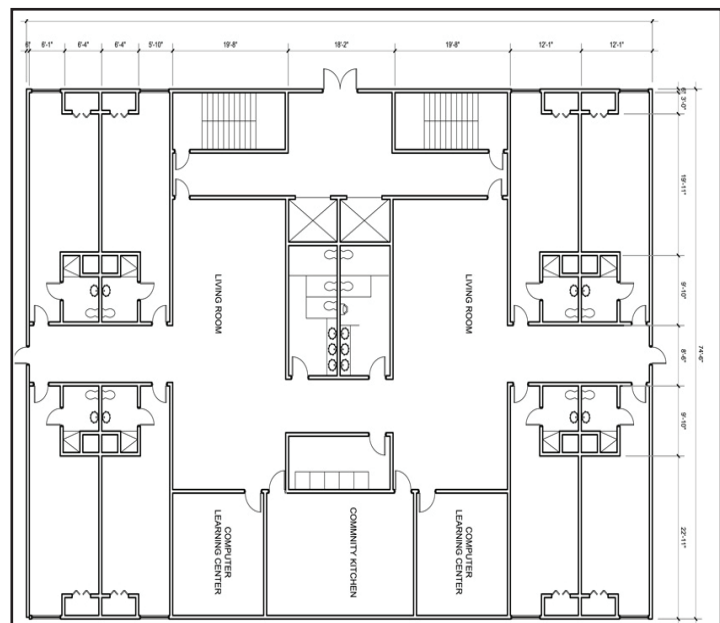
**Plans & Progress:** Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

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

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



Example of a HydroWorx Therapy Pool Room .





## Kachemak Heritage Land Trust Poopdeck Platt Trail

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

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

**Plans & Progress:** KHLT, working with a design consultant, completed the trail design and cost estimate in August 2018. Homer City Council adopted Resolution 18-29 supporting the project and authorized funds from the Homer Accelerated Roads and Trails Program for trail design. Design has been completed with \$1200 funds donated by community businesses and individuals and \$4000 from the City of Homer.

KHLT applied for and was awarded a \$45,921 Recreations Trails Program grant from the State of Alaska for trail construction. The City of Homer is providing a 10% match in the amount of \$5,103, bringing total trail construction costs to \$51,023. Trail construction is scheduled to begin July 12, 2019 with an expected completion by September 2019. The City of Homer will be resurfacing the Poopdeck Trail from Grubstake Avenue to Hazel Avenue.

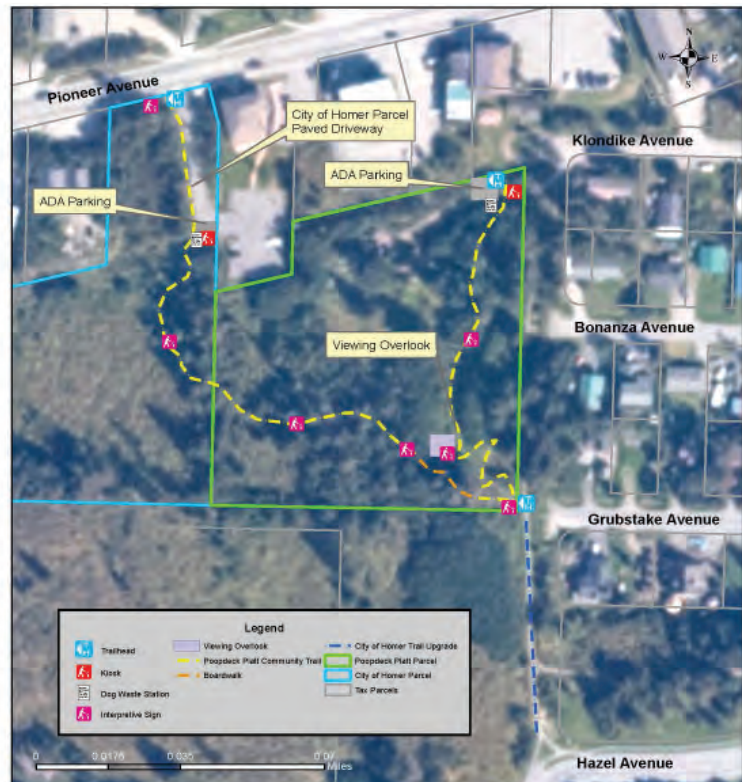
KHLT is seeking additional funding for trailhead kiosks, ADA compliant interpretative signs, ADA accessible benches (not on map), dog waste receptacles, dog leash lending program, and ADA compliant parking spaces as depicted on the trail plan map.

**Total Project Cost:** \$88,546

- Trail Design: \$5,200
- Trail Construction: \$51,023
- Upgrade City of Homer Trail: \$5,253
- Trail Signs Design: \$9,500
- ADA Parking: \$19,400
- Dog Waste Disposal & Leash Lending: \$1,870
- ADA Benches: \$1,500



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



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

### Poopdeck Platt Community Trail Site Plan

KACHT 1982 State Parks Alaska 4 FFS 52047 Trail,  
"Trailhead Marker" 1982-2018, 2018, 2019, 2020  
Created 04/19/2019. The information depicted  
on this map is a graphic representation of land available sources.  
KHLT assumes no responsibility for any errors on this map.



## Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

**Project Description and Benefit:** Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership with the Kachemak Shellfish Growers' Coop (KSGC), eleven aquatic farms are providing jobs for processing, marketing, and shipping half-shell oysters. For the last seven years the processing facility on the Spit is also culturing, marketing, and shipping oyster seed to the eleven member farms and to farms outside of Kachemak Bay.

Seven years ago KSGC farms were severely impacted by an oyster seed shortage affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers had to be in charge of their own seed production. It was decided to build a small experimental seed hatchery / setting facility at the KSMA building to address the seed needs of the growers. This experimental hatchery has consistently set millions of spat seed every year thanks due to the nutrient rich waters, dedication of two KSMA employees, and the growers volunteerism. The local nursery has been undermanned and underfunded, but the resulting seed has proven to out perform all other seed—it grows faster and mortality rates are significantly better than all previous seed grown outside of Alaska. However, this past year, severe tides and storms have hastened the degeneration of a critical piece of nursery equipment.

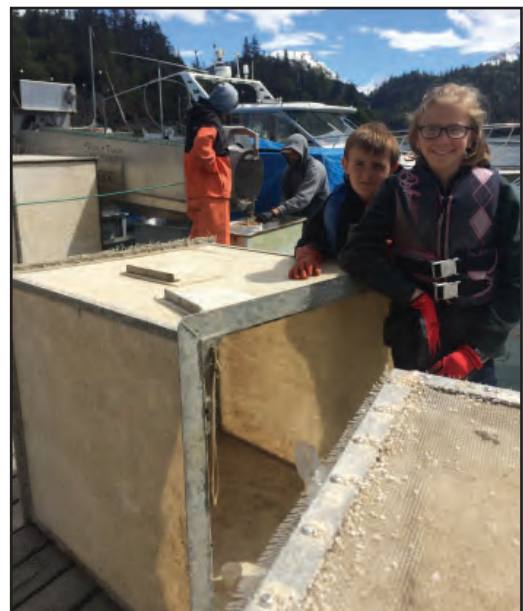
The piece of equipment is called a FLUPSY — a Floating UPwelling System. Microscopic spat cannot go directly from the hatchery to the farm sites. The spat must spend six months to a year in appropriately graded bins, at great labor expense of cleaning and grading, in salt water that is constantly being moved by an electrically-driven paddle wheel. At 18 years old, the FLUPSY lacks AK DEC compliant floatation, and is showing the wear-and-tear of the harsh maritime climate coupled with winter storm damage. The present FLUPSY is also unsecured making it a vandalism target. The project includes new safety equipment and covered, lockable dry storage for tools and laborer's needs.

The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round addition to Homer's seafood options for locals and tourists alike. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other growers in and out of state helping to fulfil an economic development priority in Alaska's new Comprehensive Economic Development Strategy.

Our local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. Mariculture courses could easily be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

**Plans and Progress:** The new FLUPSY is being developed in two phases. Design followed by permitting and construction. The design phase is complete. With the help of the Kenai Peninsula Economic Development District, KSMA is pursuing grant funds to assist with construction. Should funds be secured, KSMA will be seeking assistance with grant matching funds.

**Total Project Cost:** \$247,500





## Kachemak Ski Club

### Homer Rope Tow Access & Equipment Upgrades

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**Project Description & Benefit:** The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow on Ohlson Mountain near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands downhill sports enthusiasts as well as family and social gatherings.

This project improves access to the base of the ski hill from Ohlson Mountain Road, making the lodge and slopes more welcoming for youngsters and newcomers. It relocates and refurbishes the hill's aging bullwheel at the top of the slopes and includes grade work to the upper slope's towpath to lower the rope's haul angle. It also includes purchase of equipment used to prep the slopes as well as terrain park devices to challenge the skills of today's skiers and snow boarders.

**Plans and Progress:** The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a section line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer and quicker, Kachemak Ski Club plans to purchase easement that would halve the walk-in distance from the road and construct a new Ohlson Mountain Road turnout with a widened parking area. These upgrades will make access shorter and more manageable for parents juggling both gear and young children and minimize the need for double parking on Ohlson Mountain Road during crowded weekends.

In addition to the above-described relocation of the electric motor bullwheel house and grade work to the upper slope, Kachemak Ski Club plans to acquire grooming equipment such as a tracked 4 wheeler vehicle capable of towing the Club's existing slope grass mowing device and snow groomer, and some limited freestyle terrain park features (such as a rails, boxes or table tops).

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

Equipment: \$44,500

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



Youth enjoying Homer's own downhill ski area.



## Pratt Museum New Facility and Site Redesign

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

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

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

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

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

Design of New Building: \$2,200,000 (completed)

Construction of New Building: \$7,500,000

Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.



## South Peninsula Behavioral Health Services: The Annex Upgrade

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

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

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

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

**Plans and Progress:** SPBHS has completed phase one of the project with a \$50,000 dollar grant. Improving the foundation and addressing structural issues. This also included clearing space next to the building and addressing drainage issues created by neighboring properties. SPBHS has also received a grant to assist in upgrading the Souply kitchen equipment.

The SPBHS Board of directors Facilities Committee and the Client Council have been reviewing possible next steps for updating/ expanding the building. This has included developing plans to remodel the current footprint while expanding internal square footage to better meet the needs of the program. It has also included proposals to build an additional building immediately adjacent to meet the needs of the clients and the community.

Upon finalizing the next steps the agency will begin moving forward with a two-year project to remodel The Annex. This will include fundraising from foundations and other charitable organizations, determining the full scope of services to implement in the new building, and developing a two-year work plan. SPBHS has included in its budget for the coming year an effort to end the year with a \$250,000 surplus earmarked for the project.

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



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



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



## South Peninsula Hospital Hillside Stability Survey

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

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

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

**Plans and Progress:** The estimated cost of such a study, evaluation, and report is \$110,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

**Total Project Cost:** \$110,000



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

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## Capital Improvement Long-Range Projects

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

### Local Roads

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

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

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

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

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

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

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### Parks And Recreation

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

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

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

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## Capital Improvement Long-Range Projects

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

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

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

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

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

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

**Cost:** Staff Time      Priority Level 3

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

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

**Karen Hornaday Park Improvements, Phase 4:** Phase 4 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

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

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

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

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## Capital Improvement Long-Range Projects

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### PUBLIC PROJECTS

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

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

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

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

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

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

A new Public Works complex will include the following:

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

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



## Capital Improvement Long-Range Projects

### UTILITIES

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

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

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

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

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

**Cost:** \$16,750,000      **Priority Level 3**

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

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

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

### STATE PROJECTS

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

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



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## Capital Improvement Appendices

**CITY OF HOMER  
2020-2025 CAPITAL IMPROVEMENT PLANNING PROCESS  
FY 2021 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

| ACTION                                                                                        | TIME FRAME                  |
|-----------------------------------------------------------------------------------------------|-----------------------------|
| City Council Approval of CIP Planning Schedule                                                | April 22, 2019              |
| Solicit new/revised project information from City Departments, local agencies and non-profits | April 30                    |
| Input for New Draft Requested By                                                              | May 31                      |
| Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:                | Meeting dates:              |
| Economic Development Advisory Commission                                                      | June 11, August 13          |
| ADA Compliance Committee                                                                      | June 13, July 11            |
| Planning Advisory Commission                                                                  | June 19, July 17            |
| Park, Arts, Recreation and Culture Advisory Commission                                        | June 20, August 15          |
| Port and Harbor Advisory Commission                                                           | June 26, July 24            |
| Library Advisory Board                                                                        | August 6                    |
| Administrative Review and Compilation                                                         | August 15- August 21        |
| City Council Worksession to Review Proposed Projects                                          | August 26                   |
| Introduction of Resolution on CIP/Legislative Request                                         | September 9                 |
| Public Hearing on CIP/Legislative Request                                                     | September 10                |
| Adoption of Resolution by City Council                                                        | September 23                |
| Administration Forwards Requests for Governor's Budget                                        | September 30                |
| Distribution of CIP and State Legislative Request                                             | October 2                   |
| Compilation/Distribution of Federal Request                                                   | October 2019 & January 2020 |

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## Capital Improvement Appendices

**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 18-070(A)**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2019-2024 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2020.

WHEREAS, Duly published hearings were held on September 10 and September 24, 2018 to introduce the final draft of the 2019-2024 CIP and to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory Commissions and held a CIP worksession on August 27, 2018; 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 2019-2024" 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 2020 State Legislative Request:

1. Homer Port & Harbor: New Large Vessel Moorage Facility
2. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
3. Storm Water Master Plan
4. Main Street Sidewalk North
5. Fire Department Fleet Management

BE IT FURTHER RESOLVED that projects for the FY 2020 Federal Legislative Request will be:

1. Homer Port & Harbor: New Large Vessel Moorage Facility
2. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2020 capital



## Capital Improvement Appendices

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Page 2 of 2  
RESOLUTION 18-070(A)  
CITY OF HOMER

project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by the City Council for the City of Homer on this 24<sup>th</sup> day of September 2018.

CITY OF HOMER

DONNA ADERHOLD, MAYOR PRO TEMPORE

ATTEST:

MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A





## Capital Improvement Appendices

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

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

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

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

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



# City of Homer Capital Improvement Plan Project Nomination Form

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## Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense (\$25,000 or more for non-profit organizations; \$50,000 or more for government organizations)?      YES      NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years?      YES      NO
- C. Will the project provide broad community benefit?      YES      NO
- 

*If you were able to answer YES to all three questions, please provide the following additional information:*

1. Project title (Suggested heading in CIP):
  
2. Project description and benefit. Describe the project in half a page or less, including specific features, stages of construction, etc. Explain how the project will benefit the Homer community.
  
3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.
  
4. Project cost:
  - A. TOTAL COST (including funds already secured) = \$ \_\_\_\_\_
  - B. For construction projects, break out preconstruction costs (feasibility/design/permitting):  
Preconstruction costs = \$ \_\_\_\_\_      Construction costs = \$ \_\_\_\_\_
  
5. Timeline: Indicate when you hope to complete each phase of the project.  
Please keep in mind that the CIP will not be published until the end of September. Legislative funding (if any) would not be available until July of next year (or later) for state funding and October of next year (or later) for federal funding.
  - A. For projects that consist of land or equipment purchase only, state when the purchase would be made:  
\_\_\_\_\_
  - For construction projects:
    - B. Preconstruction phase to be completed by \_\_\_\_\_.
    - C. Construction phase to be completed by \_\_\_\_\_.
  
6. Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.





# City of Homer

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

Office of the City Clerk

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Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum

TO: ADA Compliance Committee  
FROM: Melissa Jacobsen, City Clerk  
DATE: June 7, 2019  
SUBJECT: Klondike Alley - Proposed CIP Project

---

City resident Wayne Aderhold submitted a conceptual drawing of a proposed trail improvement that's currently being called "Klondike Alley".

A copy of the drawing and Mr. Aderhold's email to me are included as attachments for your review.

**Recommendation:** Discuss the proposed trail improvement and if the Committee supports the concept, request a CIP Project Nomination form be provided at the July meeting for review and approval.



**From:** [Wayne Aderhold](#)  
**To:** [Melissa Jacobsen](#)  
**Cc:** ["Cushing Jack"](#)  
**Subject:** item for discussion: ADA capital improvement list (ADA Comm. mtg 6/13/19)  
**Date:** Friday, June 07, 2019 4:13:13 PM  
**Attachments:** [Klondike Alley-concept\\_060719.pdf](#)

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**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Melissa,

Following up our discussion today, I'm attaching a pdf "sketch" of a concept for what we're currently calling the "Klondike Alley" (trail, drainage and surface improvement).

I'd like to bring this idea up to the ADA Committee for consideration for inclusion on their capital improvement list, which I understand will be discussed at the 6/13/19 meeting next week. I would plan to attend to explain a bit about the idea. Jack Cushing met with me today to walk the site and discuss ideas and feasibility for the project. I haven't worked up any cost estimates yet, but would be happy to do so once we hear some indication of interest.

This general idea (a pedestrian trail through the alley) is something I've been considering for years now, and recent observations of drainage problems along Klondike Ave. coupled with the rising need for better ADA accessibility around town in addition to improved non-motorized safety has led me to the current plan. We (KBBI) want to improve our ADA parking and building access at the station as well, but that effort will only make sense if we can improve the alley used to access the property. The Pioneer Ave. properties north of the "Klondike Alley" all generally dump their drainage on their southern neighbors (crossing the alley).

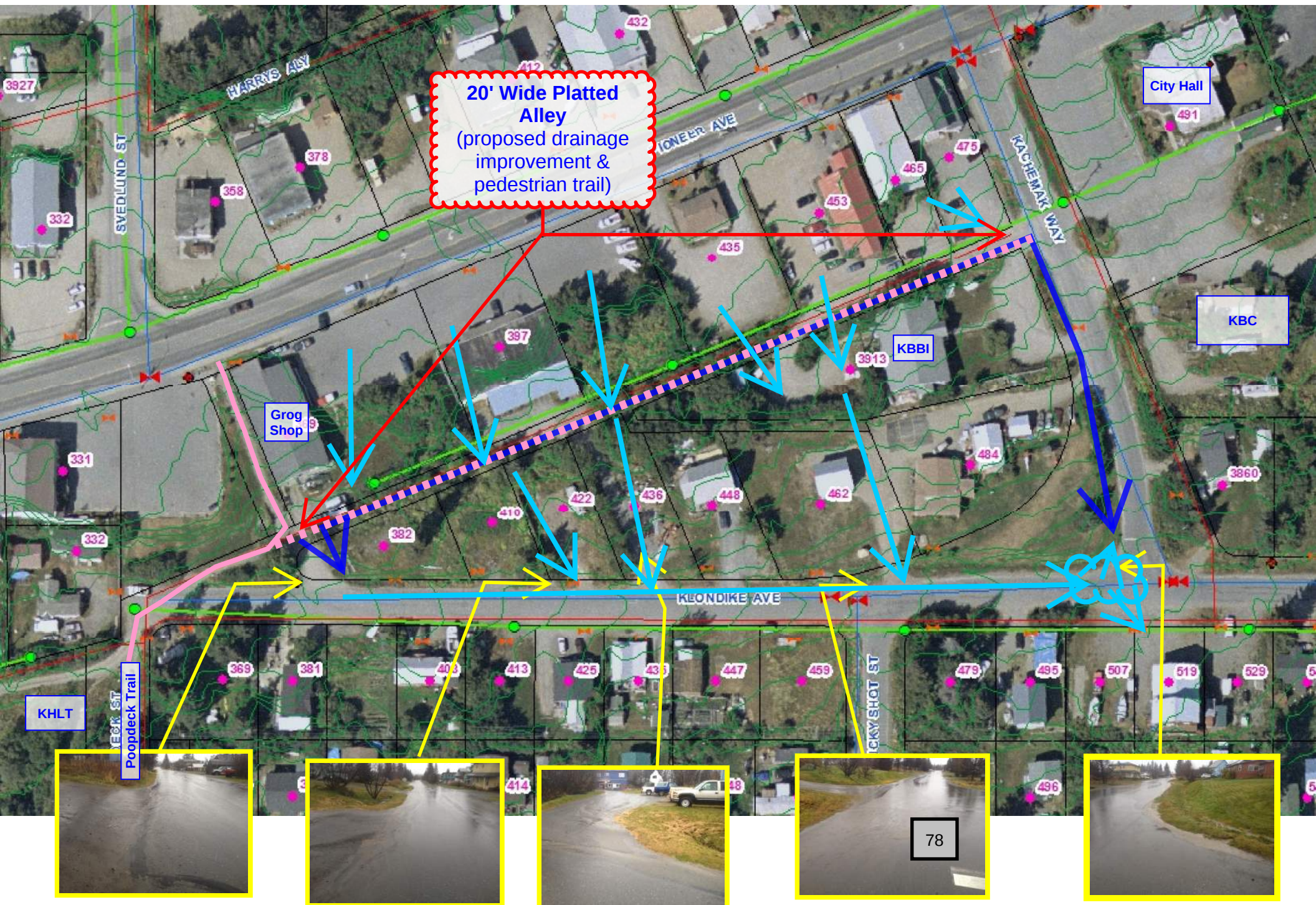
This project could accomplish a number of very positive things ... for a relatively minor amount of funding.

From preliminary discussions, it appears it could also fit under the HART program.

I plan to approach PARCAC with the concept also (at their next meeting).

/w.a./

Wayne Aderhold





# **City of Homer**

# **ADA Transition Plan**

Self-Evaluation on ADA Compliance Issues

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## INTRODUCTION

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### Background, Purpose, & Goals of the Plan

City of Homer's Resolution 16-019 established the Americans with Disabilities Act (ADA) Compliance Committee to develop a Transition Plan and establish a grievance procedure to comply with ADA requirements; it also appointed Melissa Jacobsen, then Deputy City Clerk, as the ADA Coordinator for the City of Homer. The grievance procedure was adopted May 23, 2016 per Resolution 16-057 and grievance forms are now available on the City of Homer's website and through the City Clerk's Office.

For the Transition Plan, the outlined scope of work included:

- Preparing a self-evaluation of the City's policies and practices and analyze whether these policies and practices adversely affect the full participation of individuals with disabilities in its programs, activities, and services
- Performing a self-evaluation of City facilities for compliance with ADA requirements for accessibility by individuals with disabilities
- Developing a Transition Plan based on the self-evaluations that lists the physical barriers of the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities; the methods to be used to remove the barriers and make the facilities accessible; and the schedule for taking necessary steps to achieve compliance.

City Council appropriated \$25,000 in the 2017 budget to engage professional support to the committee to develop the self-evaluation and Transition Plan, and adopted Resolution 17-75(A) committing to continual work towards becoming a city that is universally accessible to all.

### Self-Evaluation Process

City of Homer Staff and ADA Compliance Committee members received training on performing self-evaluations and Transition Plans from David Barton of the Northwest ADA Center. The Northwest ADA Center is funded by the National Institute on Disability, Independent Living, and Rehabilitation Research (NIDILRR), and is part of the ADA National Network Centers which are a national platform comprised of ADA professionals and experts charged with assisting businesses, state and local governments, and people with disabilities to be user friendly to disability and the effect the variety of health conditions can have on society.

Following the training, the ADA Compliance Committee reviewed Transition Plans prepared by other Alaska municipalities and discussed whether to contract the self-evaluation and Transition Plan development or self-perform the work. The committee decided to self-perform the work with the support of City of Homer staff, with the option of contracting for aspects of the self-evaluation and Transition Plan that exceeded the expertise of the committee and City staff.

City facilities included in the self-evaluation:

- |                                                             |                                                  |
|-------------------------------------------------------------|--------------------------------------------------|
| • City Hall                                                 | • Baycrest Overlook and Restroom                 |
| • Homer Public Library                                      | • Port and Harbor Office                         |
| • Public Works Building (public entry only)                 | • Load and Launch Ramp                           |
| • Public Restrooms located on Pioneer Avenue and Homer Spit | • Small Boat Harbor Ramps and Float System       |
| • HVFD Fire Hall (public entry only)                        | • Harbor Facility Parking including Fee Pay Lots |
| • Airport (public spaces)                                   | • Fish Cleaning Stations                         |
|                                                             | • Nick Dudiak Fishing Lagoon                     |

Several of the facilities were excluded from the self-evaluation due to the following reasons:

- Homer Police Station – At the time of the self-evaluation Homer City Council was evaluating a new police station building; the current Police Station has known ADA compliance issues that will be addressed in a new building.
- Homer Education and Recreation Complex (HERC) – The HERC consists of the old Homer Middle School (HERC-1) and the old Homer High School (HERC-2); at the time of the self-evaluation the status of HERC-1 was in flux and the committee decided to not evaluate the building knowing that any improvements to the building would address known ADA compliance issues; HERC-2 is used by Public Works Maintenance Staff and is not open to the public.
- City Park Restrooms (e.g. Karen Hornaday Park) were not included in the plan because they were constructed prior to standard ADA regulations and are completely out of compliance.
- Bishop's Beach Restrooms were determined to not have ADA issues, therefore are not included.
- ADA compliance issues pertaining to Public Works and HVFD's public areas are limited to just their entrances; the remainder of the buildings/facilities are employee access only and therefore not subject to this Transition Plan.

Staff from the City Clerk's Office and Public Works, members of the ADA Compliance Committee, and interested members of the public visited City facilities and (using standardized evaluation sheets from the Northwest ADA Center) measured/evaluated parking areas, curbs and sidewalks, building entrances, counter spaces, seating, restrooms, and other public spaces for accessibility by individuals with disabilities.

While conducting the facility evaluations, City staff and the ADA Compliance Committee developed a list of questions related to ADA compliance requirements. Additionally, many of the harbor facilities, such as the ramps, float system, and fish cleaning stations, required specialized expertise to evaluate. To address these issues, the City established a contract with the Northwest ADA Center and David Barton to assist with answering questions and evaluating the more-specialized areas/facilities; those facilities were included in an assessment report by the Northwest ADA Center which has been incorporated into this Transition Plan.

Following all measurements/evaluations, the committee reviewed the data to determine where facilities were in compliance and where they were not. Items not in compliance were compiled into a spreadsheet as part of this Transition Plan.

### Transition Plan Development

The ADA Compliance Committee reviewed the spreadsheet with Public Works and Port and Harbor staff to refine the list into a more efficient, applicable plan. During the process, some issues were removed for several reasons:

- Items were corrected at the time of measurement (e.g., the effort required to open a door) and will continue to be ongoing maintenance items per Public Work's policy and/or Building Maintenance job descriptions.
- Items were easily correctable, and were resolved during or shortly after the self-evaluation was conducted (e.g., materials blocking an accessible counter).
- Items identified at the harbor by the Northwest ADA Center were incorrect and the Port and Harbor Director provided more detailed information regarding facility use that was not readily available at the time of evaluation.

These items are included in an Addendum at the end of the Transition Plan to acknowledge and document the initial findings.

**PRIORITY RANKING:** Once an accurate list of non-compliant items was compiled, the ADA Compliance Committee ranked each item based on the following priorities for resolution as per ADA standards for accessible design:

- Priority 1: Building accessibility including parking, access routes, and main building entrances
- Priority 2: Equitable access to goods and services
- Priority 3: Restrooms
- Priority 4: All other measures to improve accessibility

**COST/IMPACT RANKING:** Public Works and Port and Harbor Staff were consulted to rank each compliance issue based on the level of impact to the department’s budget and staff time required to complete the project. Definitions for Cost/Impact Rankings are:

- 1 – Project can be completed by City of Homer staff at low cost and with a low amount of effort.
- 2 – Project can be completed by City of Homer staff, the cost would be moderate and/or would require a moderate level of scheduling in association with other staff duties to complete.
- 3 – Project can be completed by City of Homer staff; however, the cost for materials would be high and/or the time required to complete would be high. Use of a contractor would allow project completion sooner.
- 4C – Project requires specialized tools, skills, and/or level of warranting the use of a contractor.

**TIMELINE RANKING:** Public Works and Port and Harbor department staff also evaluated the items based on current department workloads and schedules for when in-house and contractor-hired projects could be completed. The timelines for projects completed in-house would be as follows:

- A – Project can be completed in between regularly schedule work as time allows, with completion within one year.
- B – Project requires additional scheduling and budgeting and may be completed within one or two years.
- C – Project requires significant scheduling and budgeting and may be completed within three to five years; could be completed sooner if done by a contractor.

If a contractor is hired to complete a project they may have a more definitive timeline because they must be budgeted in advance. For these items, the Transition Plan lists the estimated year that staff will prepare an Invitation to Bid, include it in their budget requests to City Council, and have the project completed by.

Persons Involved in the Process

A team consisting of City Staff, ADA Compliance Committee members, City residents, and a contractor participated in the self-evaluation, development, and review of the Transition Plan. The table below outlines the individuals involved and their roles in developing the Transition Plan.

| INDIVIDUAL  | AFFILIATION AND ROLE IN DEVELOPING THE TRANSITION PLAN                                        |
|-------------|-----------------------------------------------------------------------------------------------|
| Rick Malley | ADA Compliance Committee Chair                                                                |
| Linda Munns | ADA Compliance Committee Chair; support in development of self-evaluation and Transition Plan |

|                  |                                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tess Dally       | ADA Compliance Committee Vice Chair; participated in measurements for self-evaluation, support in development of Transition Plan                           |
| Joyanna Geissler | ADA Compliance Committee member; participated in measurements for self-evaluation, support in development of Transition Plan                               |
| Pam VanHoozer    | ADA Compliance Committee member; support in development of self-evaluation and Transition Plan                                                             |
| Donna Aderhold   | ADA Compliance Committee, City Council Representative; participated in measurements for self-evaluation, support in development of Transition Plan         |
| Melissa Jacobsen | City Clerk's Office, City Clerk and ADA Coordinator; staff assigned to the ADA Compliance Committee, lead in developing the self-evaluation                |
| Rachel Tussey    | City Clerk's Office, Deputy City Clerk I; Transition Plan preparer                                                                                         |
| Dan Gardner      | Public Works Superintendent; participated in measurements for self-evaluation, estimates for time, cost, and level of effort for the Transition Plan       |
| Mike Riley       | Public Works Building Maintenance; participated in measurements for self-evaluation, estimates for time, cost, and level of effort for the transition plan |
| Bryan Hawkins    | Port Director/Harbormaster; consultation on port and harbor-specific ADA compliance issues identified in the self-evaluation and Transition Plan           |
| Aaron Glidden    | Port Maintenance Supervisor; provided estimates for time, cost, and level of effort for Transition Plan items at harbor facilities                         |
| David Lewis      | City Council member and Independent Living Representative; participated in measurements for self-evaluation                                                |
| David Barton     | Northwest ADA Center; aided with measurements and provided support/consultation for self-evaluation                                                        |

### [Implementation of the Transition Plan](#)

The ADA Compliance Committee will review and update the Transition Plan annually or as needed to identify work that has been completed, add barriers that may arise in the future, and identify interim steps. If the time period for achieving compliance is longer than one year, the plan should identify the interim steps that will be taken during each year of the transition period to achieve compliance with Title II of the ADA.

## EVALUATION NOTES

- City Hall, Library, Airport, Public Works, Homer Volunteer Fire Department (HVFD), and City Restrooms were evaluated by ADA Compliance Committee Members, City staff, and supporting members.
- Port and Harbor facilities were inspected by David Barton, Northwest ADA Center, with support from ADA Compliance Committee Members and City staff; his final report was merged into this transition plan.
- Cost/impact rankings, in-house/contractor determinations, and timeline estimates were made by Public Works and Port and Harbor Staff.
- City Park Restrooms (e.g. Karen Hornaday Park) were not included in the plan because they were constructed prior to standard ADA regulations and are completely out of compliance.
- The Police Station was not included due to the approval of building a new Police Station.
- The Homer Education and Recreation Complex (HERC) buildings were not included since City Council is still determining the future use or demolition of the buildings per a recent Task Force report.
- Bishop's Beach Restrooms were determined to not have ADA issues, therefore are not included.
- Public Works and HVFD's public areas are limited to just their entrances; the remainder of the buildings/facilities are employee access only.
- Public Works Staff Comments: "If the City does the in-house items, it will take a long time to accomplish, but it could be done. Another approach is to put out a contract to tackle everything."

## RANKING NOTES

| Priority Rankings based on ADA Standards for Accessible Design | Cost/Impact Rankings based on how cost will affect department's budget, and staff time required to complete project |
|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| Priority 1: Parking, Access Route, & Main Entrances            | 1 = In-House Low Cost/Impact                                                                                        |
| Priority 2: Equitable Access To Goods & Services               | 2 = In House Medium Cost/Impact                                                                                     |
| Priority 3: Restrooms                                          | 3 = In House High Cost/Impact                                                                                       |
| Priority 4: All Other Measures To Improve Accessibility        | 4C = Requires Hiring/Bid Process for a Contractor                                                                   |

## TIMELINE

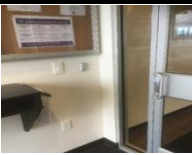
|                                                                                                                                                     |                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Timelines for Staff-Completed Projects:</b> If City Staff completes the in-house items, timeline for completion will vary significantly.         | <b>Timelines for Contractor Projects:</b> Projects completed by a contractor may have a more defined timeline since they have to be budgeted in advance.<br><br>Timeline lists estimated year of completion. |
| <b>2019/2020</b> = Can be completed in between regularly scheduled work as time allows; within 1 year.                                              |                                                                                                                                                                                                              |
| <b>2019/2021</b> = Requires additional scheduling/budgeting; may be completed within 1-2 years.                                                     |                                                                                                                                                                                                              |
| <b>2019/2024</b> = Requires significant scheduling/budgeting; may be completed within 3-5 years, could be completed sooner if done by a contractor. |                                                                                                                                                                                                              |

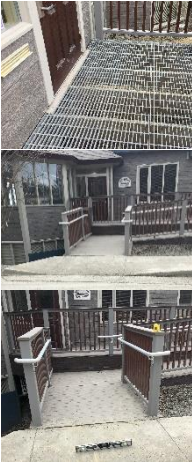


## ADA COMPLIANCE ISSUES

The following list details the physical barriers of the City's facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities, and the methods to be used to remove the barriers, make the facilities accessible, and the schedule for taking necessary steps to achieve compliance.

| Location                  | Image                                                                               | ADA Code Reference                           | Priority Level | Cost/ Impact | Timeline   | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                             |
|---------------------------|-------------------------------------------------------------------------------------|----------------------------------------------|----------------|--------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Airport: Parking          |    | Van Accessible Space [502.2]                 | 1              | 1            | 2019/ 2020 | Repaint lines to meet measurement requirements.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                 |
| Airport: Parking          |    | ADA Parking Sign Placement [502.6]           | 1              | 1            | 2019/ 2020 | Adjust height on existing handicap signage to comply with 60" minimum from ground.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                              |
| Baycrest Overlook         |    | Van Accessible Space [502.2]                 | 1              | 1            | 2019/ 2020 | Repaint lines.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                  |
| City Hall: Back Entrance  |  | Van Accessible Space [502.2]                 | 1              | 1            | 2019/ 2020 | Repaint lines.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                  |
| City Hall: Front Entrance |  | Van Accessible Space [502.2]                 | 1              | 1            | 2019/ 2020 | Repaint lines.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                  |
| City Hall: Front Entrance |  | Minimum 48" Vestibule Door Spacing [404.2.6] | 1              | 1            | 2019/ 2020 | Remove inner door or change door swing for one or both doors.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                   |
| Fire Hall: Parking        |  | Van Accessible Space [502.2]                 | 1              | 1            | 2019/ 2020 | Repaint lines.<br><b>Public Works to evaluate: Option 1 – Schedule/correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all parking/pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).<br/>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b> |
| Library: Parking          |  | ADA Parking Sign Placement [502.6]           | 1              | 1            | 2019/ 2020 | Adjust height on existing handicap signage to comply with 60" minimum from ground.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                              |

| Location                                 | Image                                                                               | ADA Code Reference                                                                                  | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------|-------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Port & Harbor Office                     |    | Notification Board Location too High [703.4.1]                                                      | 1              | 1           | 2019/2020 | Lower access to bottom edge of board to 48" to 60" max.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                    |
| Public Works: Parking                    |    | Van Accessible Space [502.2]                                                                        | 1              | 1           | 2019/2020 | Repaint lines.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                                                  |
| Airport: Parking                         |    | "Van Accessible" Signs [502.6]                                                                      | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                     |
| Baycrest Overlook                        |    | Van Accessible Space [502.2]                                                                        | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                     |
| City Hall: Front Entrance                |    | Van Accessible Space [502.2]                                                                        | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                     |
| Fire Hall: Parking                       |  | "Van Accessible" Signs [502.6]                                                                      | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Public Works to evaluate: Option 1 – Schedule/correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all parking/pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                                              |
| Harbor Docks: Transient/Reserved Moorage |  | Boat Slip Clearance [1003.3.1]<br><br>Informational sign & marking accessible zones/areas [703.4.1] | 1              | 2           | 2019/2020 | For every 120 inches (10 ft.) of linear pier edge serving these accessible slips there is a clear opening at least 60 inches wide. Provide clear markings on all designated loading zone area(s). For example, painting a thin blue line inside the yellow transient moorage area lines or red loading zone lines for easier detection and recognition of these accessible areas/features.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b> |
| Harbor Docks: Transient/Reserved Moorage |  | Clear Floor or Ground Space [305]                                                                   | 1              | 2           | 2019/2020 | Ensure an accessible path of travel and clear floor space for boarding at each accessible slip. Provide a clear floor space of at least 30" by 48" for either forward or parallel. Modify any pier barriers or edge protection that may hinder access.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b>                                                                                                                                     |

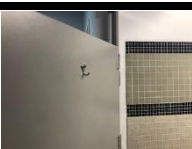
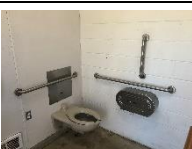
| Location                     | Image                                                                               | ADA Code Reference                                                                                                                                                                                                           | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Harbor Ramp 4: Paved Parking |    | Van Accessible Space [502.2]                                                                                                                                                                                                 | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Library: Parking             |    | "Van Accessible" Signs [502.6]                                                                                                                                                                                               | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Public Works: Parking        |    | "Van Accessible" Signs [502.6]                                                                                                                                                                                               | 1              | 2           | 2019/2020 | Install "Van Accessible" sign at van space.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Animal Shelter: Parking      |    | Van Accessible Space [502.2]<br>"Van Accessible" Signs [502.6]<br>Exterior Ramp Cross Slope [403.3]                                                                                                                          | 1              | 4C          | 2019/2021 | Repaint lines.<br>Install "Van Accessible" sign at van space.<br>Regrade cross slope to 1:48 max.<br><b>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                                                                                                                                                                                                                       |
| City Hall: Back Entrance     |  | Exterior Ramp Cross Slope [403.3]                                                                                                                                                                                            | 1              | 4C          | 2019/2021 | Regrade cross slope to 1:48 max.<br><b>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                                                                                                                                                                                                                                                                                                                                                           |
| City Hall: Front Entrance    |  | Grates in Wheelchair Route [302.3]<br>Level Landing at Top of Curb Ramp [406.4]<br>Level Landing Where Ramp Changes Direction [405.7.4]<br>Ramp Handrail Extension & Return [505.10.1]<br>Minimum 32" Door Opening [404.2.3] | 1              | 4C          | 2019/2021 | Replace grate to meet opening requirement of 1/2" or less.<br>Reconfigure curb ramp so there's a level landing at least 36" long.<br>Alter landing ramp to meet minimum measurements.<br>Alter/replace handrails.<br>Alter main door, possibly with offset hinges.<br><b>Public Works to prepare cost estimate to resolve all City Hall Front Entrance ADA compliance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other construction items. Possibly evaluate for ADA grant funding. Add to Capital Improvement Plan.</b> |

| Location                      | Image                                                                               | ADA Code Reference                                                                                  | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------|-------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| End of the Road Park: Parking |    | Van Accessible Space [502.2]<br>"Van Accessible" Signs [502.6]<br>Exterior Ramp Cross Slope [403.3] | 1              | 4C          | 2019/2021 | Create van accessible parking spaces with proper signage, lines, and paved slope.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                                                                                                                                    |
| Fire Hall: Parking            |    | Exterior Ramp Cross Slope [403.3]                                                                   | 1              | 4C          | 2019/2021 | Regrade cross slope to 1:48 max<br><b>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                                                                                                                                                                                                               |
| Harbor Ramp 3: Gravel Parking |    | Accessible Parking Dimensions [502.2, 502.3, 502.6]                                                 | 1              | 4C          | 2019/2021 | For greater access to Ramp 3, provide additional accessible paved parking spaces located nearest to this specific dock access point. Consider providing at least 5% or greater accessible parking stalls.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>            |
| Harbor Ramp 4: Gravel Parking |  | Accessible Parking Dimensions [502.2, 502.3, 502.6]                                                 | 1              | 4C          | 2019/2021 | Designate more accessible parking spaces that serve the Ramp 4/Ramp 3 Areas (which are primary-function locations) that is connected with an even, stable, firm, and slip resistant surface.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                         |
| Harbor Ramp 4: Gravel Parking |  | Clear Widths and Slopes for Walking Surfaces [403.5.3]                                              | 1              | 4C          | 2019/2021 | Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b> |

| Location                           | Image                                                                               | ADA Code Reference                                                              | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                |
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| Harbor Ramp 5: Gravel Parking      |    | Van Accessible Space [502.2]                                                    | 1              | 4C          | 2019/2021 | Create van accessible parking spaces with proper signage, lines, and paved slope.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>  |
| Library: Parking                   |    | Slope of Accessible Parking Spaces [502.4]<br>Exterior Ramp Cross Slope [403.3] | 1              | 4C          | 2019/2021 | Regrade surface to maintain max 1:48 slope.<br>Regrade cross slope to 1:48 max.<br><b>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                             |
| Load & Launch Ramp: Gravel Parking |    | ADA Parking Sign Placement [502.6]                                              | 1              | 4C          | 2019/2021 | Adjust height on existing handicap signage to comply with 60" minimum from ground.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b> |
| Load & Launch Ramp: Parking        |  | Accessible Parking Dimensions [502.2, 502.3, 502.6]                             | 1              | 4C          | 2019/2021 | Replace surface material with compact gravel or asphalt in all ADA parking areas.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>  |
| Nick Dudiak Fishing Hole Lagoon    |  | Ramp [405]<br>Walking Surfaces [403]                                            | 1              | 4C          | 2019/2024 | The Nick Dudiak Fishing Hole Lagoon is extremely outdated and in need of significant repairs. An Invitation to Bid (ITB) will be required to bring it fully into compliance.<br><b>City Staff/Port &amp; Harbor to continue working with Alaska Department of Fish &amp; Game for funding to repair ramps.</b>                                                                                             |
| Public Works: Parking              |  | Exterior Ramp Cross Slope [403.3]                                               | 1              | 4C          | 2019/2021 | Regrade cross slope to 1:48 max.<br><b>Public Works to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b>                                                                            |

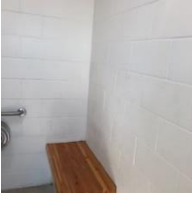
| Location                                                                         | Image                                                                               | ADA Code Reference                                   | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                      |
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| Airport                                                                          |    | Objects on Public Area Circulation Paths [307.2]     | 2              | 1           | 2019/2020 | Hand sanitizer protrudes; needs to either be replaced or have a tactile warning.<br><b>Public Works to evaluate: Option 1 – Schedule/correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b> |
| Airport                                                                          |    | Wheelchair Space in Waiting Rooms [802.1.2, 802.1.3] | 2              | 1           | 2019/2020 | Space is there but it needs signage designation so it remains clear.<br><b>Public Works to evaluate: Option 1 – Schedule/correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>             |
| Deep Water Dock: Shelter                                                         |    | Reach Range [308]                                    | 2              | 1           | 2019/2020 | Dog waste bag dispenser's operable part is measured at 54" above the floor and located above a seating area. Lower dispenser operable part to 48" above the floor; relocate away from the circular stone bench as not to protrude into a sitting person's headspace.<br><b>Port &amp; Harbor to schedule/correct as time &amp; budget allows.</b>                |
| Harbor Docks: Transient/Reserved Moorage                                         |  | Door Hardware [404.2.7]<br>Operable Parts [309]      | 2              | 1           | 2019/2020 | Round water spigot control(s).<br><b>Port &amp; Harbor replacing controls near ADA stalls with lever mechanisms immediately; all other controls to be replaced as time &amp; budget allows.</b>                                                                                                                                                                  |
| Harbor Uplands: Fish Cleaning Station/Tables at Ramp 4, Ramp 6, & Fishing Lagoon |  | Reach Ranges [308]                                   | 2              | 1           | 2019/2020 | Reach to dispose gut material into these wagons is too high and beyond the maximum reach range of 48 inches.<br><b>Port &amp; Harbor to add a fish disposal bucket under each accessible table section at all three locations; to be replaced as time &amp; budget allows.</b>                                                                                   |
| Library                                                                          |                                                                                     | Tactile Interior Signs [703.5, 703.2, 703.3]         | 2              | 1           | 2019/2020 | Install tactile signs<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                    |
| Library                                                                          |                                                                                     | Clear Area to Side of Front-pulling Door [404.2.4]   | 2              | 1           | 2019/2020 | Copy Room is tight; Install sign to ask for assistance with opening door.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                |
| City Hall: Downstairs                                                            |  | Tactile Interior Signs [703.5, 703.2, 703.3]         | 2              | 2           | 2019/2020 | Replace all room/space placards with tactile signs in proper locations.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                  |

| Location                                                                         | Image                                                                               | ADA Code Reference                                                | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| City Hall: Upstairs                                                              |    | Tactile Interior Signs [703.5, 703.2, 703.3]                      | 2              | 2           | 2019/2020 | In permanent rooms, replace all room/space placards with tactile signs in proper locations.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Harbor Uplands: Benches & Viewing Areas                                          |    | Benches [903]                                                     | 2              | 3           | 2019/2021 | Retrofit existing benches to have back support, or provide accessible seating area -benches that meet ADA standard (i.e. seating with back support).<br><b>Port &amp; Harbor to incorporate into upcoming harbor improvement project.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Airport                                                                          |    | Depth of Counter at Accessible Portion [904.4]                    | 2              | 4C          | 2019/2024 | Alter accessible portion so it's the same depth as the standard countertop.<br><b>City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| City Hall: Upstairs                                                              |    | Dimensions of Elevator's Interior [407.4.1]                       | 2              | 4C          | 2019/2021 | Depth of elevator too short; replace elevator.<br><b>Public Works to evaluate cost to replace elevator &amp; present to City Council with recommendation for 2020/21 budget.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Harbor Uplands: Fish Cleaning Station/Tables at Ramp 4, Ramp 6, & Fishing Lagoon |   | Floor or Ground Surfaces [302]                                    | 2              | 4C          | 2019/2021 | There is at least one accessible vehicular parking space designated near each of the three independent stations; however, as reported in the parking section the path-of-travel surface material is loose gravel and may not be firm, stable, and slip resistant unless it is inter-locking compacted gravel. Ground and surface level in any directions of parking spaces must be firm, level, and slip resistance.<br><b>Public Works and/or Port &amp; Harbor to prepare cost estimate to resolve all parking/ pavement entrance issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b><br><b>Could be included in RFP for other paving projects. Possibly evaluate ADA grant funding.</b> |
| Harbor Uplands: Ramp 2 Disposal Sheds                                            |  | Changes in Surface Level [303]<br>Ramps [405]<br>Openings [302.3] | 2              | 4C          | 2019/2024 | RAMP 2 Oil Shed has two steel grated ramps with slopes as steep as 30 degrees with no clear floor space to maneuver or reach any of the three different disposal opportunities. In addition, the ramp and floor grates are not in compliance as they allow passage of a sphere more than ½ " (13 mm) diameter through a grate opening.<br><br>Provide a proper accessible route and reach ranges to at least one of the two locations designated for chemical waste dumping or provides some sort of "equivalent facilitation."<br><b>Port &amp; Harbor to evaluate; could be incorporated into upcoming harbor improvement project</b>                                                                                                      |

| Location                              | Image                                                                               | ADA Code Reference                                   | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Harbor Uplands: Ramp 8 Disposal Sheds |    | Changes in Surface Level [303]                       | 2              | 4C          | 2019/2024 | <p>RAMP 8 Oil Shed has a concrete perimeter barrier with a change in level that is more than 1/4" with no clear floor space to maneuver or reach any of the different disposal opportunities. Surface level along accessible route must be free of changes in surface level. Surface level changes cannot exceed 1/4" in height.</p> <p><b>Port &amp; Harbor to post signage at Ramp 8 that directs persons requiring assistance to contact staff, or to go to ADA compliant Ramp 2 facility.</b></p> <p><b>Port &amp; Harbor to evaluate; could be incorporated into upcoming harbor improvement project.</b></p> |
| Load & Launch Ramp: Staging Area      |    | Ground Surfaces/ Changes in Surface Level [302, 303] | 2              | 4C          | 2019/2024 | <p>Provide ground surface that is firm, stable, and slip resistant. Maintain to ensure changes in level issues do not occur throughout a season.</p> <p><b>Paving Staging Area will require a contractor; at a 2 rating staff could designate a paved area for ADA loading, but during summer will require significant staff time to monitor.</b></p> <p><b>Port &amp; Harbor to evaluate; could be incorporated into upcoming harbor improvement project.</b></p>                                                                                                                                                 |
| Airport: Men's Restroom               |   | Coat Hook Location [603.4]                           | 3              | 1           | 2019/2020 | <p>Relocate coat hook to meet location requirements.</p> <p><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b></p>                                                                                                                                                                                                                                                                      |
| Airport: Men's Restroom               |  | Toilet Paper Dispenser Location [604.7]              | 3              | 1           | 2019/2020 | <p>Relocate toilet paper dispenser to meet all location requirements.</p> <p><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b></p>                                                                                                                                                                                                                                                     |
| Bartlett & Pioneer: Restroom          |  | Coat Hook Location [603.4]                           | 3              | 1           | 2019/2020 | <p>Relocate coat hook to meet location requirements.</p> <p><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b></p>                                                                                                                                                                                                                                                                                    |
| Bartlett & Pioneer: Restroom          |  | Location of Grab Bar on Side Wall [609.4]            | 3              | 1           | 2019/2020 | <p>Relocate grab bar to meet all location requirements, specifically re: objects above bar.</p> <p><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b></p>                                                                                                                                                                                                                                             |

| Location                       | Image                                                                               | ADA Code Reference                            | Priority Level | Cost/ Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                 |
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| Baycrest Overlook              |    | Toilet Room Sign Locations [703.4.2]          | 3              | 1            | 2019/2020 | Move signs to comply w/ location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                           |
| Baycrest Overlook              |    | Toilet Paper Dispenser Location [604.7]       | 3              | 1            | 2019/2020 | Relocate toilet paper dispenser to meet all location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                       |
| City Hall: Downstairs Restroom |    | Toilet Room Sign Locations [703.4.2, 703.4.1] | 3              | 1            | 2019/2020 | Move signs to comply w/ height requirements so they're not blocked by other doors.<br><b>Public Works to schedule/correct as time &amp; budget allows.</b>                                                                                                                                                                                                  |
| City Hall: Downstairs Restroom |    | Coat Hook Location [603.4]                    | 3              | 1            | 2019/2020 | Relocate coat hook to meet location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                        |
| City Hall: Upstairs Restroom   |  | Location of Grab Bar on Side Wall [604.5.1]   | 3              | 1            | 2019/2020 | Relocate grab bar to meet all location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                     |
| End of the Road Park: Restroom |  | Coat Hook Location [603.4]                    | 3              | 1            | 2019/2020 | Relocate coat hook to meet location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                        |
| End of the Road Park: Restroom |  | Location of Grab Bar on Side Wall [609.4]     | 3              | 1            | 2019/2020 | Relocate grab bar to meet all location requirements, specifically re: objects above bar.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |
| Harbor Ramp 4: Restroom        |  | Toilet Room Sign Locations [703.4.2]          | 3              | 1            | 2019/2020 | Move signs to comply w/ location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                           |

| Location                     | Image                                                                               | ADA Code Reference                        | Priority Level | Cost/ Impact | Timeline   | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                       |
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| Harbor Ramp 4: Restroom      |    | Toilet Paper Dispenser Location [604.7]   | 3              | 1            | 2019/ 2020 | Relocate toilet paper dispenser to meet all location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>         |
| Harbor Ramp 5: Restroom      |    | Toilet Room Sign Locations [703.4.2]      | 3              | 1            | 2019/ 2020 | Move signs to comply w/ location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                             |
| Harbor Ramp 5: Restroom      |    | Coat Hook Location [603.4]                | 3              | 1            | 2019/ 2020 | Re-install coat hook that meet location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                      |
| Harbor Ramp 6: Restroom      |   | Toilet Room Sign Locations [703.4.2]      | 3              | 1            | 2019/ 2020 | Move signs to comply w/ location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                             |
| Library: Kid's Room Restroom |  | Coat Hook Location [603.4]                | 3              | 1            | 2019/ 2020 | Coat Hook was removed; install coat hook that meets location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |
| Library: Men's Restroom      |  | Soap Dispenser Location [308.2.2]         | 3              | 1            | 2019/ 2020 | Relocate soap dispenser to meet all location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                 |
| Library: Men's Restroom      |  | Location of Grab Bar on Side Wall [609.4] | 3              | 1            | 2019/ 2020 | Relocate grab bar to meet all location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                       |

| Location                     | Image                                                                               | ADA Code Reference                                                                               | Priority Level | Cost/ Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                  |
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| Load & Launch Ramp: Restroom |    | Toilet Room Sign Locations [703.4.2]                                                             | 3              | 1            | 2019/2020 | Move signs to comply w/ location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                                            |
| Load & Launch Ramp: Restroom |    | Coat Hook Location [603.4]                                                                       | 3              | 1            | 2019/2020 | Re-install coat hook that meet location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                                     |
| WKFL Park: Restroom          |    | Coat Hook Location [603.4]                                                                       | 3              | 1            | 2019/2020 | Install coat hook to meet location requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                                          |
| WKFL Park: Restroom          |   | Location of Grab Bar on Side Wall [609.4]                                                        | 3              | 1            | 2019/2020 | Relocate grab bar to meet all location requirements, specifically re: objects above bar.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                  |
| Airport: Men's Restroom      |  | Threshold Entrance Height [404.2.5, 303.2]<br>Force to Open Door [404.2.9]                       | 3              | 2            | 2019/2021 | Adjust or replace closer; Install lighter door. Replace threshold that meets bevel and height restrictions.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b> |
| Airport: Men's Restroom      |  | Toilet Seat Height [604.4]<br>Location of Grab Bar on Rear & Side Wall [604.5.1, 604.5.2, 609.4] | 3              | 2            | 2019/2021 | Toilet seat too high; replace toilet. Relocate grab bar to meet all location and length requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>       |
| Airport: Women's Restroom    |  | Toilet Seat Height [604.4]<br>Location of Grab Bar on Rear & Side Wall [604.5.1, 604.5.2, 609.4] | 3              | 2            | 2019/2021 | Toilet seat too high; replace toilet. Relocate grab bar to meet all location and length requirements.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>       |

| Location                             | Image                                                                               | ADA Code Reference                                | Priority Level | Cost/ Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                     |
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| Airport:<br>Women's Restroom         |    | Toilet Paper Dispenser Location [604.7]           | 3              | 2            | 2019/2020 | Relocate toilet paper dispenser to meet all location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>         |
| Airport:<br>Women's Restroom         |    | Threshold Entrance Height [404.2.5, 303.2]        | 3              | 2            | 2019/2021 | Replace threshold that meets bevel and height restrictions.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out grant funding.</b>                          |
| Bartlett & Pioneer:<br>Restroom      |    | Pipes Below Lavatory Protected/ Insulated [606.5] | 3              | 2            | 2019/2020 | Install insulation or cover panel to protect pipes under sink.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                           |
| Bartlett & Pioneer:<br>Restroom      |   | Toilet Room Sign Locations [703.4.2]              | 3              | 2            | 2019/2020 | Sign is missing; install signs to comply w/ location requirements.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                       |
| Baycrest<br>Overlook                 |  | Location of Grab Bar on Side & Rear Wall [609.4]  | 3              | 2            | 2019/2021 | Relocate grab bar to meet all location requirements, specifically re: objects below bar.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |
| Deep Water<br>Dock:<br>Restrooms     |  | Pipes Below Lavatory Protected/ Insulated [606.5] | 3              | 2            | 2019/2020 | Install insulation or cover panel to protect pipes under sink.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                           |
| End of the<br>Road Park:<br>Restroom |  | Pipes Below Lavatory Protected/ Insulated [606.5] | 3              | 2            | 2019/2020 | Install insulation or cover panel to protect pipes under sink.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                           |

| Location                                         | Image                                                                               | ADA Code Reference                                                            | Priority Level | Cost/ Impact | Timeline   | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------|--------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Harbor Ramp 4: Restroom                          |    | Pipes Below Lavatory Protected/ Insulated [606.5]                             | 3              | 2            | 2019/ 2020 | Install insulation or cover panel to protect pipes under sink.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                  |
| Harbor Ramp 4: Restroom                          |    | Force to Activate Flush Control [605.4]                                       | 3              | 2            | 2019/ 2021 | Change/adjust toilet flush control so it takes less than 5lbs of force to activate.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                             |
| Harbor Ramp 5: Restroom                          |    | Pipes Below Lavatory Protected/ Insulated [606.5]                             | 3              | 2            | 2019/ 2020 | Install insulation or cover panel to protect pipes under sink.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                  |
| Harbor Ramp 6: Restroom                          |   | Pipes Below Lavatory Protected/ Insulated [606.5]                             | 3              | 2            | 2019/ 2020 | Install insulation or cover panel to protect pipes under sink.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                  |
| Harbor: Policies & Procedures For All Facilities |  | Policy and procedures.<br><br>Schedules for accessible feature(s) maintenance | 3              | 2            | 2019/ 2020 | Review and modernize current/associated policies and operational procedures to reflect how these accessible slips are requested, utilized, and maintained for short-term or long-term moorage harboring opportunities.<br><br><b>Port &amp; Harbor to review/revise policies &amp; procedures for ADA compliance; include Port &amp; Harbor Advisory Commission where appropriate.</b> |
| Library: Kid's Room Restroom                     |  | Location of Grab Bar on Side Wall [609.4]                                     | 3              | 2            | 2019/ 2020 | Relocate grab bar to meet all location requirements re: surrounding objects.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                    |
| Library: Men's Restroom                          |  | Stall Door Pulls on Both Sides [604.8.1.2]                                    | 3              | 2            | 2019/ 2020 | Replace hardware.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                                                               |

| Location                       | Image                                                                               | ADA Code Reference                                    | Priority Level | Cost/ Impact | Timeline   | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                      |
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| Library: Women's Restroom      |    | Stall Door Pulls on Both Sides [604.8.1.2]            | 3              | 2            | 2019/ 2020 | Replace hardware.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                                             |
| Load & Launch Ramp: Restroom   |    | Threshold Entrance Height [404.2.5, 303.2]            | 3              | 2            | 2019/ 2021 | Replace threshold that meets bevel and height restrictions.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                   |
| WKFL Park: Restroom            |    | Pipes Below Lavatory Protected/Insulated [606.5]      | 3              | 2            | 2019/ 2020 | Install insulation or cover panel to protect pipes under sink.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                |
| Airport: Men's Restroom        |   | Stall Door Self-closing [604.8.1.2]                   | 3              | 3            | 2019/ 2024 | For stall doors inside restroom, add closer or replace door.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>    |
| Airport: Women's Restroom      |  | Stall Door Self-closing [604.8.1.2]                   | 3              | 3            | 2019/ 2024 | For stall doors inside restroom, add closer or replace door.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>    |
| Airport: Women's Restroom      |  | Toilet's Flush Control on Open Side of Closet [604.6] | 3              | 3            | 2019/ 2024 | Move control or replace toilet.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>                                 |
| City Hall: Downstairs Restroom |  | Stall Lock Operability [309.4]                        | 3              | 3            | 2019/ 2021 | Replace lock so it can be used with one hand and w/o tight grasping/pinching.<br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |

| Location                       | Image                                                                               | ADA Code Reference                                    | Priority Level | Cost/ Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                          |
|--------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------|----------------|--------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| City Hall: Downstairs Restroom |    | Stall Door Self-closing [604.8.1.2]                   | 3              | 3            | 2019/2024 | For stall doors inside restroom, add closer or replace door.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                  |
| City Hall: Downstairs Restroom |    | Toilet's Flush Control on Open Side of Closet [604.6] | 3              | 3            | 2019/2024 | Move control or replace toilet in Men's Restroom.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                             |
| City Hall: Upstairs Restroom   |    | Toilet's Flush Control on Open Side of Closet [604.6] | 3              | 3            | 2019/2024 | Move control or replace toilet.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                               |
| Harbor Ramp 5: Restroom        |   | Space from Partition to Toilet's Centerline [604.2]   | 3              | 3            | 2019/2021 | Shorten wooden bench top to meet space requirements between bench and toilet.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |
| Harbor Ramp 6: Restroom        |  | Toilet's Flush Control on Open Side of Closet [604.6] | 3              | 3            | 2019/2024 | Move control or replace toilet.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                               |
| Library: Men's Restroom        |  | Toilet's Flush Control on Open Side of Closet [604.6] | 3              | 3            | 2019/2024 | Move control or replace toilet.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                                               |
| Library: Women's Restroom      |  | Stall Door Self-closing [604.8.1.2]                   | 3              | 3            | 2019/2024 | For stall doors inside restroom, add closer or replace door.<br><br><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – Prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b>                  |

| Location                     | Image                                                                               | ADA Code Reference                                  | Priority Level | Cost/Impact | Timeline  | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------|----------------|-------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Airport: Men's Restroom      |    | Privacy Wall & Door Configuration [404.2.4]         | 3              | 4C          | 2019/2024 | Reconfigure space to meet minimum space requirements.<br><b>City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>                                                                                                                                                                                                                                                                                                                                       |
| Airport: Men's Restroom      |    | Toe Clearance Under Sink [306.3.3]                  | 3              | 4C          | 2019/2024 | Move or replace sink to meet under-sink clearance.<br><b>City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>                                                                                                                                                                                                                                                                                                                                          |
| Airport: Men's Restroom      |    | Space from Partition to Toilet's Centerline [604.2] | 3              | 4C          | 2019/2024 | Move or replace toilet.<br><b>City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>                                                                                                                                                                                                                                                                                                                                                                     |
| Airport: Women's Restroom    |    | Clear Turn-Around Space for Wheelchair [603.2.1]    | 3              | 4C          | 2019/2024 | Space limited near sink; move/remove partitions, fixtures or objects.<br><b>City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b>                                                                                                                                                                                                                                                                                                                       |
| Bartlett & Pioneer: Restroom |  | Maneuvering Clearance [404.2.4]                     | 3              | 4C          | 2019/2024 | Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.<br><b>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |
| Deep Water Dock: Restrooms   |  | Maneuvering Clearance [404.2.4]                     | 3              | 4C          | 2019/2024 | Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.<br><b>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b> |

| Location            | Image                                                                             | ADA Code Reference                                                                   | Priority Level | Cost/ Impact | Timeline                 | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|----------------|--------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WKFL Park: Restroom |  | Maneuvering Clearance [404.2.4]                                                      | 3              | 4C           | 2019/ 2024               | <p>Door opening clearance on both stalls have limited maneuvering clearance or the clear floor space overlaps. Recommend reverse the door opening swing (outward) on both doors to the opposite latch to provide greater maneuvering clearance for entering and exiting. Another alternative is the door swinging inward if proper clear floor space is provided beyond the arc of the door.</p> <p><b>Public Works to prepare cost estimate to resolve all public restroom issues; include as 2020 budget item &amp; issue RFP in 2020/21 (incl. design &amp; construction).</b></p>        |
| Airport             |  | Drinking Fountain Spout Placement [602.5]<br>Protrusion of Drinking Fountain [307.2] | 4              | 1 or 4C      | 2019/ 2020 or 2019/ 2024 | <p>Replace drinking fountain with one that complies with all sizing requirements.</p> <p>Drinking fountain sticks too far out; replace or add tactile warning.</p> <p><b>Replacing fountain will require a contractor/ modification; adding a tactile warning can be done by staff within 2019.</b></p> <p><b>Public Works to evaluate: Option 1 – Schedule/ correct as time &amp; budget allows; or Option 2 – City Staff &amp; Public Works to work with DOT&amp;PF ADA Coordinator to discuss resolving all airport issues in one project &amp; seek out potential grant funding.</b></p> |



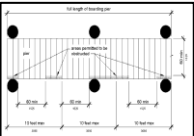
## ADDENDUM

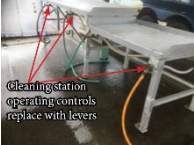
Throughout the evaluation process, some of the issues that were noted in staff's self-evaluations and the Northwest ADA Center's Port and Harbor report were either:

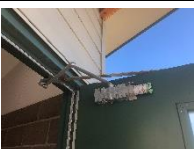
1. Addressed immediately;
2. Were determined by staff to no longer be an issue; or
3. An ongoing compliance issue that staff addresses regularly through routine building maintenance.

To ensure this Transition Report documents all ADA compliance issues/resolutions, those items determined as "N/A", "Completed", or "Recurring" have been listed separately in this section.

| Location                                   | Image                                                                               | ADA Code Reference                                                              | Priority Level | Cost/ Impact | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Airport                                    |    | Secured Edges of Carpets/Mats [302.2]                                           | 1              | Recurring    | Secure carpeting or mats at edges.<br><b>Mats get replaced regularly through routine building maintenance.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Airport: Main Entrance                     |    | Main Door Closer Timing [404.2.8]                                               | 1              | Recurring    | Adjust door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| City Hall: Back Entrance                   |   | Door Closer Timing [404.2.8]                                                    | 1              | Recurring    | Adjust door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| City Hall: Back Entrance                   |  | Secured Edges of Carpets/Mats [302.2]                                           | 1              | Recurring    | Secure carpeting or mats at edges.<br><b>Mats get replaced regularly through routine building maintenance.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| City Hall: Front Entrance                  |  | Secured Edges of Carpets/Mats [302.2]                                           | 1              | Recurring    | Secure carpeting or mats at edges.<br><b>Mats get replaced regularly through routine building maintenance.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Harbor Docks: Amenities & Program Services |  | Clear Floor or Ground Space [305]<br>Reach Ranges [308]<br>Operable Parts [309] | 1              | Recurring    | Ensure all the surrounding amenities and services that serve these specific accessible slips are made accessible. Examples such as water supply facets and hoses, outlets for electricity and cable TV, etc. will require:<br>•Proper clear floor space of at least 30" by 48",<br>•Reach ranges from floor surface of minimally 15" to 48" maximum,<br>•Operating controls shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist.<br><br>The force required to activate operable parts shall be 5 lbs. maximum.<br><br><b>All utility pedestals on the docks are ADA compliant; harbor staff patrolling regularly monitors that items aren't blocking dock pathways/ pedestals.</b> |

| Location                                  | Image                                                                               | ADA Code Reference                                                                                 | Priority Level | Cost/ Impact         | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Harbor Docks: Transient/ Reserved Moorage |    | Boat Slip Clearance [1003.3.1]                                                                     | 1              | N/A                  | Formally commit to designating the required eleven (11) accessible stalls by slip locations. Designate at least one accessible slip location for each of the available classes, then locate the remaining four slips in the most widely utilized and popular boat sizes used and moored in the harbor. Place them on the shortest accessible route to the RAMP 3 arrival point.<br><br><b>Staff already designated stalls; separately listed issue addresses staff's efforts to show designations on port and harbor maps.</b>                                                                                                                                        |
| Library: Main Entrance                    |    | Grates in Exterior Wheelchair Route [302.3]                                                        | 1              | N/A                  | Replace grate to meet opening requirement of 1/2" or less.<br><br><b>Staff confirmed that no grate exists at the Library Entrance.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Load & Launch Ramp: Parking               |    | Ground/Walking Surfaces [302, 403]                                                                 | 1              | N/A                  | Relocate ADA parking spaces to open asphalt surfacing already adjacent to and around the restroom building.<br><br><b>Existing pavement area is for Load &amp; Launch Ramp staging; cannot be relocated.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Port & Harbor Office                      |   | Protruding Object Over 4" at Entrance [307.2, 305]                                                 | 1              | N/A                  | Move entrance shelf to provide clear floor space of 30"x48" min for door approach.<br><br><b>Not applicable since the shelf does not protrude 4" into the door space.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Harbor Ramp 3: Gravel Parking             |  | Clear Widths and Slopes for Walking Surfaces [403.5.3]<br><br>Ground Floor Surfaces [302.1, 302.3] | 1              | Completed<br><br>N/A | Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance.<br><br>Clear asphalt-to-gravel issues & regrade to have cross slope less than 2%.<br><br><b>Staff inspected Ramp 3 Parking Lot; the paved portion has been cleared of any gravel/debris, lines repainted, and a drainage issue fixed at the head of the parking lot. The unpaved parking area near the top of Ramp 3 is the parking lot for Harbor Grill, not for Ramp 3 access; the two parking areas are delineated by a physical barrier.</b> |
| Harbor Ramp 3: Paved Parking              |  | Clear Widths and Slopes for Walking Surfaces [403.5.3]                                             | 1              | Completed            | The clear floor space to use the automated parking meter that serves Ramp 3 parking lot can become uneven with foot-traffic use and ongoing weathering due to the asphalt-to-gravel transition. This change-in-level barrier could be easily remedied and likely permanently maintained with a little additional asphalt around the base of the meter.<br><br><b>Area around meter was paved when meter was replaced with a different model.</b>                                                                                                                                                                                                                      |

| Location                                                | Image                                                                               | ADA Code Reference                                     | Priority Level | Cost/ Impact | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                                             |
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| Harbor Ramp 4: Paved Parking                            |    | Van Accessible Space [502.2]                           | 1              | Completed    | Repaint lines to meet measurement requirements.<br><b>Lines were repainted Spring 2019.</b>                                                                                                                                                                                                                                                                             |
| Harbor Ramp 8: Gravel Parking                           |    | Clear Widths and Slopes for Walking Surfaces [403.5.3] | 1              | Completed    | Walking and floor surfaces must be firm, stable, and slip resistant. Provide access aisle and curb ramp with smooth transition to connect onto the accessible pathway to meet minimum accessible parking compliance.<br><b>ADA Parking was moved onto paved area; existing signage was moved and new lines were painted Spring 2019.</b>                                |
| Port & Harbor Office                                    |    | Accessible Service Counter [904.4]                     | 1              | Completed    | Clear ADA Counterspace so it is usable; provide a chair for patrons.<br><b>Staff completed at time of inspection.</b>                                                                                                                                                                                                                                                   |
| City Hall: Downstairs                                   |    | Interior Door Closer Timing [404.2.8]                  | 2              | Recurring    | Adjust door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                                                    |
| Harbor Uplands: Fish Cleaning Station/Table s at Ramp 6 |   | Operation [309.4]<br>Faucets [606.4]                   | 2              | Recurring    | At the RAMP 6 Fish Cleaning Station, the operating controls for the water hoses at the accessible table sections are round.<br><b>Staff is replacing controls with lever mechanisms as they wear out and need replacing.</b>                                                                                                                                            |
| City Hall: Downstairs                                   |  | Accessible Service Counter [904.4.1]                   | 2              | N/A          | Rebuild a portion of City Clerk's counter for accessibility.<br><b>Not necessary since a present workaround exists; table that meets ADA compliance is available.</b>                                                                                                                                                                                                   |
| City Hall: Upstairs                                     |  | Depth of Counter at Accessible Portion [904.4]         | 2              | N/A          | Rebuild Finance's counter for accessibility.<br><b>Staff re-measured, meets requirements.</b>                                                                                                                                                                                                                                                                           |
| Harbor Docks: Transient/ Reserved Moorage               |  | Clear Floor Space [606.2]                              | 2              | N/A          | Provide a clear floor space of at least 30" by 48" for either forward or parallel to access other available amenities like electricity.<br><b>Dock in photo is not the ADA designated stalls; the designated stalls are compliant with pathway requirements.</b>                                                                                                        |
| Harbor Uplands: Ice Bait & Automated Machines           |  | Reach Range [308]                                      | 2              | N/A          | The Bait Box machine operating controls are too high (52 1/2 inches) for proper high reach range clearance of 48 inches above the floor. Recommend replacing this automated machine with one that does comply with the 2010 ADA Standards in the design and operation of the control mechanisms.<br><b>This machine is privately owned, not maintained by the City.</b> |

| Location                                                        | Image                                                                               | ADA Code Reference                                             | Priority Level | Cost/ Impact | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                                                                 |
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| Harbor Uplands: Fish Cleaning Station/ Tables at Fishing Lagoon |    | Changes in Level [303]                                         | 2              | Completed    | There is a step or change in level barrier at the entrance to the Nick Dudiak Fishing Hole Lagoon Fish Cleaning Station. Recommend adding compacted inter-locking gravel or asphalt at the station entrance connecting to the accessible parking space and harbor pedestrian sidewalk arrival points.<br><b>Area was paved spring 2018.</b> |
| Library                                                         |    | Wheelchair Space Under Work Surface [305.3]                    | 2              | Completed    | <b>Table with correct wheelchair dimensions is available; library staff installed computer at table.</b>                                                                                                                                                                                                                                    |
| Airport: Men's Restroom                                         |    | Door Closer Timing [404.2.8.1]                                 | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| Baycrest Overlook                                               |    | Door Closer Timing [404.2.8.1]<br>Force to Open Door [404.2.9] | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| City Hall: Downstairs Restroom                                  |   | Door Closer Timing [404.2.8.1]<br>Force to Open Door [404.2.9] | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| Corner of Bartlett & Pioneer: Restroom                          |  | Force to Open Door [404.2.9]                                   | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| End of the Road Park                                            |  | Door Closer Timing [404.2.8.1]<br>Force to Open Door [404.2.9] | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| Harbor Ramp 4: Restroom                                         |  | Door Closer Timing [404.2.8.1]                                 | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| Harbor Ramp 6: Restroom                                         |  | Door Closer Timing [404.2.8.1]                                 | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| Library: Men's Restroom                                         |  | Door Closer Timing [404.2.8.1]<br>Force to Open Door [404.2.9] | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |
| WKFL Park                                                       |  | Force to Open Door [404.2.9]                                   | 3              | Recurring    | Adjust main door so it takes at least 5 seconds to close.<br><b>Door closers adjusted regularly through routine building maintenance.</b>                                                                                                                                                                                                   |

| Location                     | Image                                                                             | ADA Code Reference                                                                              | Priority Level | Cost/ Impact | Accessibility Issue, Solution/Remedy & City Staff Direction                                                                                                                                                                                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Library: Kid's Room Restroom |  | Minimum 48" Vestibule Door Spacing [404.2.6]<br><br>Privacy Wall & Door Configuration [404.2.4] | 3              | N/A          | Remove inner door or change door swing for one or both doors.<br><br>Reconfigure space to meet minimum space requirements.<br><br><b>Restroom is a Single Unit, does not have an inner door.</b>                                                                                                          |
| Library: Kid's Room Restroom |  | Toilet Paper Dispenser Location [604.7]                                                         | 3              | N/A          | Relocate toilet paper dispenser to meet all location requirements.<br><br><b>Staff re-measured, meets requirements.</b>                                                                                                                                                                                   |
| Load & Launch Ramp           |  | Boarding Piers at Boat Launch Ramps [1003.2.2]                                                  | 4              | N/A          | <b>Not required or prioritized;</b> but recommend due to the steeper slope consider enhancing and improving the ramp safety features and texture of the surface to improve safety, ambulation, and traction during inclement weather.<br><br><b>Staff ensures the launch ramp is slip resistant/safe.</b> |