Agenda

Parks, Art, Recreation & Culture Advisory Commission Regular Meeting

Thursday, August 17, 2023 at 5:30 PM
Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall	**Zoom Webinar ID: 990 6701 0473 Password: 295088**
491 E. Pioneer Avenue	https://cityofhomer.zoom.us
Homer, Alaska 99603	Dial: 346-248-7799 or 669-900-6833;
www.cityofhomer-ak.gov	(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER 5:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA The Public may comment on items already on the agenda not listed under Public Hearings. (3 minute time limit)

VISITORS/PRESENTATIONS (10 minute time limit)

RECONSIDERATION

CONSENT AGENDA All items on the consent agenda are considered routine and non-controversial by the Parks Art Recreation & Culture Advisory Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Commissioner in which case the item will be moved to the regular agenda and considered in normal sequence. No motion is required.

A. Unapproved Regular Meeting Minutes for June 15, 2023

STAFF & COUNCIL REPORT/COMMITTEE REPORTS (5 minute time limit)

A. August 2023 Parks Report & Update

Memorandum PARC 23-022 from Parks Maintenance Coordinator as backup

B. August 2023 Staff Report & Update

Memorandum PARC 23-024 from Recreation Manager as backup

C. Arts & Culture Report - Pratt Museum & Park by Patricia Relay, Executive Director

PUBLIC HEARING(S)

PENDING BUSINESS (15 minute time limit)

NEW BUSINESS (15-20 minute time limit)

A. Art Donation - Sculpture for Baycrest Hill Overlook

Memorandum PARC 23-023 from Deputy City Clerk as backup

B. 2024-2029 Draft Capital Improvement Plan - Review & Recommendation

Memorandum from Special Projects & Communications Coordinator as backup

C. Commission Budget FY23-FY24 Review & Appropriations

INFORMATIONAL MATERIALS

A. PARC Annual Calendar 2023

B. Opinion Piece Received from Janie Leask

C. City Manager's Report for the August 14, 2023 Council Meeting

D. City Newsletter for August 2023

E. Disaster Resilience Tool Kit - A Guide for How Local Leaders Can Reduce Risks and Better Protect Older Adults

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Thursday, September 21, 2023 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

CALL TO ORDER

Session 23-05, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair Dave Lewis at 5:35 p.m. on June 15, 2023 from the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Commissioners along with Associate Parks & Trails Planner Steffy, Parks Maintenance Coordinator Felice performed park walk through inspections at Jack Gist Park and Bayview Park to review proposed improvements at each park.

PRESENT: COMMISSIONERS LOWNEY, ARCHIBALD, FAIR, GALBRAITH, HARRALD AND LEWIS

ABSENT: COMMISSIONER(S) ROEDL (EXCUSED)

STAFF: DEPUTY CITY CLERK KRAUSE

AGENDA APPROVAL

Chair Lewis noted the Supplemental Items to the agenda: INFORMATIONAL ITEMS City Manager's Report for the June 12th City Council meeting and a lay down from the Pratt museum regarding their summer schedule of events and requested a motion and second.

LOWNEY/FAIR – MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION. UANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA

5A. Unapproved Meeting Minutes
Unapproved Regular Meeting Minutes for May 18, 2023

Chair Lewis requested a motion and second to approve the Consent Agenda.

LOWNEY/ARCHIBALD MOVED TO APPROVE THE CONSENT AGENDA.

There was no discussion.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

7. A. Community Recreation Report - Recreation Manager Illg
Memorandum PARC 23-018

Chair Lewis noted the report in the packet, Recreation Manager Illg was not present as he was on vacation and opened the floor to comments from the Commission, if any.

There were none.

7. B. Monthly Staff Report – Recreation Manager Illg
Memorandum 23-017

Chair Lewis noted the report in the packet and asked if there were any comments on this item.

Commissioner Lowney expressed her appreciation for the information that was provided to the Commission each month but requested, in the interest of saving paper, not to repeat information. Providing it to the Commission once is enough.

7. C. Spring Park Walk Through – Bayview Park & Jack Gist Park

Chair Lewis noted that there was no staff present and opened the floor to comments from the Commissioners who participated in the park visits.

The following items were reported by the Commission:

- Disappointment at the proposed plan to the actual physical park, especially at Jack Gist. The entrance road from the neighborhood actually ends in the parking lot not north of it as depicted on the proposed diagram
- Drainage issues at both parks
- recommendation to the City to purchase additional lot to provide the ability of constructing a “dogleg” in the roadway from the new subdivision
- Expressed dissatisfaction that the Commission recommendations when the subdivision project was presented to the Planning Commission were not mandatory or even considered
- Not sure if parking could be located to where the upper ballfield is at Jack Gist Park
- Need to have more input in the planning of the parks and not just staff or consultants
- Pile of dirt on private property at Bayview
- Require different materials on the ground besides shredded rubber

ARCHIBALD/LOWNEY MOVED TO RECOMMEND THAT THE CITY PURCHASE PROPERTY TO ALLOW FOR THE CONSTRUCTION OF A ‘DOG LEG” OR BEND IN THE ACCESS ROAD FROM THE NEW SUBDIVISION BEING CNSTRUCTED NEXT TO JACK GIST PARK.

Discussion ensued on the content of the motion will be understandable to Council; concern expressed for the parking overall for the park and drainage cannot be continued to be channeled by culverts to properties lower down will only present more problems; the proposed concept compared to the actual on the ground visual inspection does not match up and placement of the subdivision road in relation to the park requires putting in place policies or regulations.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC HEARING(S)

PENDING BUSINESS

9. A. Deaccessioning the Poopdeck Trail Sign Posts - Memorandum PARC 23-019

Chair Lewis introduced the item and noted that Public Works Director Keiser was not present. He noted the motion that was on the table and confirmed with the Clerk that they need to vote on that motion.

LOWNEY/ROEDL MOVED THE PARKS, ART, RECREATION & CULTURE ADVISORY COMMISSION RECOMMENDS DEACCESSIONING THE SIGN POSTS AT THE BASE OF THE POOPDECK TRAIL ON HAZEL AVENUE DUE TO DETERIORATION BEYOND REASONABLE MEANS OF CONSERVATION AND DIRECT PUBLIC WORKS STAFF TO REMOVE AND DISPOSE OF AS SCHEDULE PERMITS AND FURTHER REQUEST THE MUNICIPAL ART COLLECTION BE UPDATED AS REQUIRED.

Commissioner Archibald stated that in his conversations with Public Works Director Keiser the posts are crumbling, Parks Maintenance Coordinator Felice and it was difficult to maintain the area.

Deputy City Clerk Krause reported that Library Director Berry would prefer to see it removed since it was a hazard.

Commissioner Fair requested clarification on the act of decommission versus deaccession.

Deputy City Clerk Krause provided clarification that deaccessioning would remove the item from the city art collection and since the posts were in a state of deterioration they would be removed and properly disposed of by Public Works.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

9. B. Letter to the Editor
Memorandum PARC 23-020

Chair Lewis introduced the topic and deferred to Commissioner Fair.

Commissioner Fair reported that recognition should be given to Associate Planner Steffy who provided most of the information that provided the content of the Letters and Deputy City Clerk Krause who edited the content. He wanted to make sure that credit goes to where it is due.

Chair Lewis noted that there were no disagreement on the content of the letters.

FAIR/ARCHIBALD MOVED TO ADOPT THE LETTERS TO THE EDITOR AS SUBMITTED AND FORWARD TO THE HOMER NEWS FOR PUBLISHING.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

9. C. Volunteer Thank You Display Advertisement
Memorandum PARC 23-021

Chair Lewis introduced the topic and asked if there were any additions or corrections.

Deputy City Clerk Krause noted that HoWL was listed twice and requested clarification on the correct spelling and placement.

Commissioners reviewed the compiled list and noted the following:

- provided clarification on the spelling of HoWL and it should be under recognized organizations
- Dave Brann should be on the list under individuals
- Add Homer Trails Alliance
- amend the statement of appreciation to recognize those not specifically named as it is too difficult to think of every single individual and there are many to do not lend their name to activities they just show up and work
    - It was noted that there were individuals who did not want that recognition

FAIR/LOWNEY MOVED TO ADOPT AND FORWARD THE VOLUNTEER DISPLAY ADVERTISEMENT TO THE HOMER NEWS AS AMENDED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was a brief discussion on the display advertisement using the remaining funds in their budget and how could the Commission use those funds.

Chair Lewis requested the topic to be on the August agenda.

NEW BUSINESS

INFORMATIONAL MATERIALS

11. A. City Manager's Report

CM Report for May 22, 2023 City Council Meeting

CM Report for June 12, 2023 City Council Meeting

11. B. Commission Annual Calendar

2023 Annual Calendar

11. C. City of Homer Monthly Newsletter

May 2023

Commissioner Galbraith volunteered to provide the report at the June 26, 2023 Council meeting.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Deputy City Clerk Krause expressed her appreciation for a quick meeting jokingly asking if the Chair could be any faster conducting the meeting next time.

COMMENTS OF THE COMMISSION

Commissioner Harrald commented that the Chair was not kidding when he noted she arrived for her comments. She expressed her apologies for not being able to attend the worksession or the majority of this meeting as she was working. She expressed interest in the outcome of the park visits.

Chair Lewis provided a five minute recap of the meeting for Commissioner Harrald:
Worksession report:
Jack Gist Park:

- Parking
- location of road from subdivision into parking lot
- ballfields
    - fencing and netting
    - turf
- drainage
    - ballfields
    - parking
    - playground area

Bay View Park

- fencing
- parking
- drainage
- ground materials where equipment is placed

Commissioner Galbraith commented that he wanted to make sure he caught the main topics to inform City Council were Jack Gist road speeds, bathrooms at Bishop's Beach, report of findings at Jack Gist Park and Bayview Park.

Commissioner Archibald stated that he has calmed down a bit but he was fired up with what is proposed for Jack Gist Park, Matt Steffy did not have a good drawing presenting what was going to be done and without a good drawing of where that road is coming into the park from the subdivision there is going to be problems. He recommended that the city should buy the one parcel to allow a dog leg to be constructed and provide a break into that road. He then announced that the State Parks is very interested in the

Diamond Creek being able to access the Baycrest Recreation Area and are interested in providing some funding, where people are using state park facilities. Mr. Archibald noted that it was one of the most heavily used facilities in this area. That being said he noted they will have to see where those words go. He continued reporting that they have installed a new yurt and were going to install a latrine as well but due to the water table that may not allow them to dig. The yurt will be available to rent and the Bike Club was going to manage that; he then announced the upcoming Highland Games scheduled for July 1st at Karen Hornaday Park. He noted the dedication ceremony at Bishop's Beach for the artwork.

Commissioner Fair added to Commissioner Archibald's statement regarding the road from the subdivision by comparing the rendering it looked like it was just going cut off a big chunk of the parking but the drawing in the packet did not present that, it appears like it will come in on the back side of the parking area. He then commented that they wanted to eliminate parking there and place it all in one area so he was unsure what to make of the presented plan. Mr. Fair noted that they may benefit from having a surveyor take exact measurements and or mark the ground to show where the road placement was in relation to existing things visually. The potential for problems is there and with the requirement that everything is done in phases, drainage is going to be a big mess and the lack of parking will be a serious problem.

Commissioner Lowney stated she agreed with a lot of the comments already made, she reported not being as frustrated as Commissioner Archibald was in Jack Gist Park but was a bit more frustrated up at Bayview Park. She expressed being frustrated overall with Parks. If you look at the designs for Jack Gist Park they are beautiful designs, it looks like a fantastic ballpark, but that is where we stop. Karen Hornaday Park was going to be a really incredible park, our designs were great but there is absolutely no follow through and we do everything piecemeal. She agreed with Commissioner Fair wishing they have surveyors tape and paint to show exactly where all of this will be going because right now looking at this she was not seeing the same picture either. She expressed a preference to have the two match. She believed that there should be more input on the design and not just creating a design to have a plan on the books. The positive forward movement is by volunteers and when that slows down the parks start to disintegrate and this goes on with recreation as well and if we cannot get the public support and funding they will only be band-aiding everything.

Chair Lewis agreed with all the comments and wanted to see Karen Hornaday Park done first since they have been working on it the longest before they start working on the other parks. He noted that they are working on Bayview Park, Jack Gist Park, Bishop's Beach Park and nothing is getting done.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 6:16 p.m. The next regular meeting is Thursday, August 17, 2023 at 5:30 p.m. at City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom webinar.

_____

RENEE KRAUSE, MMC, DEPUTY CITY CLERK II

Approved:_____

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Memorandum PARC 23-022

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

FROM: CHAD FELICE, PARKS MAINTENANCE COORDINATOR

DATE: AUGUST 17, 2023

SUBJECT: PARKS REVIEW FOR AUGUST

KAREN HORNADAY PARK PLAYGROUND

- Slide is back up and running at Hornaday Playground
- Tire Swing is back up at Hornaday Playground
- Two diggers are ordered for Hornaday Playground and should be here 2 week of September
- Working with the Homer PD on vandalism

BEN WALTERS PARK

- Trail at Ben Walters has been built up and redone

TRIANGLE PARK

- Planted 4 new trees 2 red maple

WKFL PARK

- 2 flowering plum cherry tree's

TRAIL MAINTENANCE

- Brush Hogged trails around town

MISC GROUNDS WORK

- Mowing contract is going well and parks staff is keeping up with all the other mowing
- Reseeded lawn at Jeffery Park
- Up keep at Hornaday Park (reclaiming the hill side in front of the playground)
- Michelle Morton is taking care of the flower beds in the city
- The City of Homer is now working with Dr. McBeth from UAF and we have purchased a non-chemical living organism spray to help fight Botrytis an air born disease that attacks Peonies.
    - We will be spraying and treating all city beds and all beds at businesses in Homer

GENERAL RECREATION

- Worked with Mike Illg on getting an outdoor volleyball net and it is all set up as well as two tetherball units

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Community Recreation
HHS/600 East Fairview Avenue
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communityrecreation@cityofhomer-ak.gov
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(f) 907-235-8933

Memorandum PARC 23-024

TO: PARKS, ARTS, RECREATION & CULTURE ADVISORY COMMISSION

FROM: MIKE ILLG, RECREATION MANAGER

DATE: AUGUST 8, 2023

SUBJECT: COMMUNITY RECREATION STAFF REPORT AUGUST 17, 2023

Community Recreation Fee Schedule: After receiving input from PARCAC and staff, we have proposed the following rates for Community Recreation participation fees for the city fee schedule to the City Council at the August 14th meeting for review and hopefully approval. This is a part of the business plan moving forward with a possible new community recreation facility with potential target cost recovery options in addition to new recreation software roll out this fall. See attached Resolution 23-079.

Pickleball Tournament: The 2nd Annual "Cosmic Hamlet Pickleball Tournament" on Labor Day weekend September 1-3. The event is co-sponsored by with the newly created Homer Pickleball Club and will attract many participants throughout Alaska and the lower 48. There will be additional clinics and social activities as well.

Equipment Purchases Sports Gear Library: Community Recreation was able to secure some additional items as we expand this popular service to the public in partnership with the Homer Public Library. The additional items include: kites, bocce ball set, jump ropes, hiking poles and a croquet set. We are also considering disc golf discs, pickleball net, paddles and balls and binoculars/birder backpacks predicting them to be popular during shorebird season.

Staffing: We pleased to announce that will be hiring Kathy Vogl as a year round, part time Recreation Programmer who will formally start in October but will work us on a temporary basis from August to September. We are currently advertising for a seasonal 6-month Recreation Specialist as well to assist with delivering the increasing demand for municipal educational, recreational and cultural opportunities.

2023 Alaska Recreation & Parks Association Conference: The annual ARPA Conference will be held in Wrangell, Alaska on September, 20-22. I will be presenting an educational session called: *Partnerships Promoting Play: Creating a Sports Gear Library in Your Community.* This is to help other parks and recreation departments in Alaska to establish a similar program we have started here in Homer. This will also mean I will not be at the September 21 PARCAC meeting.

Teshio Sister City 40th Anniversary: The Sister City Celebration between Teshio, Japan and Homer will be celebrating our 40th year relationship in 2024. City staff is in the midst of different opportunities to celebrating this partnership including a potential curated display at the Pratt Museum, displays at the library and light

pole banners. While there are some funds in the budget ($4,000) to assist with the celebration, PARCAC may want to consider allocating $500 from their budgeted funds to assist with the celebration.

Programming & Special Events: Community Recreation activities throughout the summer continue to be very popular and we are now transitioning into the fall/winter season and working diligently with the local schools with hopes of securing available and consistent space for our programs. Drop in programs included: volleyball, basketball, pickleball, dance, Zumba classes, Youth Basketball program, pick up soccer, pick up ultimate Frisbee, monthly pickleball tournaments, pickleball clinics, and indoor Circus Skills. We are pleased to have partnered with Pier One Theater and The Center throughout the summer to help with the needs for indoor space for their respective programs. There are new programs in works.

HERC Update: Updated hazardous materials testing results are in and the results are not great. There will be a work session with the City Council on August 14th, 4 pm, to talk about the results and potential decision points about a new rec facility and we may need to start considering alternate locations. The City may need to apply for EPA Brownfield funding if Council decides to go this route.

State Transportation Improvement Plan: If our community is interested in seeing the following state projects happen we need to start lobbying and promoting the importance of local residents expressing their opinions: Kachemak Drive Roadway Improvements and Non-Motorized Pathway project and the REACH (Realizing Equitable, Accessible Connectivity in Homer). Go to the DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage. Here, you will find many different options to make commenting easy for you. See email attachment.

Capital Improvement Plan (CIP): Please review the attached information from Public Information Officer Special Projects & Communications Coordinator Jenny Carroll. Pending the information related to the HERC hazmat report and City Council direction, we may need to alter the proposed *Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center* to a revised *Multi-Use Community Center* as the HERC site may not be a realistic location. A proposed revision will be available to PARCAC as a lay down document pending direction from City Council August 14 work session.

Creation of Departments for Information Technology, Library and Community Development: At the August 14th City Council Meeting, City Manager Dumouchel will be introducing Ordinance 23-49 to amend City Code to create three new departments: Library, Information Technology and Community Development. The most relevant proposed new department for PARCAC is the Community Development Department as it would combine the Planning Division, Economic Development Division, Community Recreation Division and a future Code Enforcement Division under the direction of a new Community Development Department Director. Currently the Community Recreation Division is within the Administration Department under the direct supervision of the City Manager. The Ordinance and Memorandum from the City Manager are included for your information.

Status Update on Strategic Planning and Services Vision for Parks & Recreational Facilities and Services: Resolution 23-047(S) A Resolution of the City Council of Homer, Alaska Establishing Recreation as a Funding Priority in the FY23/24 Budget and Directing the City Manager to Deliver a Strategic Financial Plan and Services Vision for Parks and Recreational Facilities and Services within the City of Homer to the City Council by November 2023 was adopted by City Council at the May 8, 2023 Council meeting. The City Council has directed the City Manager to work with the Parks, Art, Recreation and Culture Advisory Commission and City

staff to develop and bring forth in the next six months a 10 year plan for Homer Parks and Recreation which includes:

- Full maintenance program projections for all existing parks and recreation facilities and associated assets {bathrooms, picnic tables, fire pits, etc.)
- At least two proposed pathways for a potential Parks & Recreation Department, offering different levels of services and associated one-time and long-term costs in operations and maintenance, with one possible pathway including the existence of a modest new community recreation center
- An evaluation of the new Parks staffing from the 2023 summer season operations

Following City Manager Dumouchel's direction, staff will provide relevant information and potential paths forward regarding this topic to the advisory commissioners for the October 17th PARCAC meeting.

Council Actions since Last Commission meeting: Refer to attached Memorandum.

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Memorandum

TO: Parks, Arts, Recreation & Culture Advisory Commission

FROM: Mike Illg, Recreation Manager

DATE: August 8, 2023, 2023

SUBJECT: City Council Action Related to PARCAC for August 17th Meeting

The following City Council resolutions and ordinances activity relevant to the Park, Arts, Recreation and Culture Advisory Commission since the last PARCAC meeting on June 15, 2023.

June 26, 2023 City Council Meeting

Mayor's recognition of "July as Parks and Recreation Month".

Ordinance 23-23(A-3), An Ordinance of the City Council of Homer, Alaska Appropriating the Funds for the Fiscal Years 2024 and 2025 Capital Budget. City Manager. Introduction April 24, 2023, Public Hearing May 8 and May 22, 2023, Postponed to June 12 and June 26, 2023, Second Reading June 26, 2023. **Approved.**

July 24, 2023 City Council Meeting

Nothing to report.

August 14, 2023 City Council Meeting

Ordinance 23-49, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Title 2, Chapters 2.32 Departments and Boards, 2.44 Department of Administration, 2.48 Public Library, and Enacting Chapters 2.46 Department of Information Technology and 2.57 Department of Community Development. City Manager. Introduction August 14, 2023 Public Hearing and Second Reading August 28, 2023 (See attachment)

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

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

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

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

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

About the Projects

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

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

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

Thank you all,

Bella Vaz
Assistant to the City Manager
City of Homer
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CITY OF HOMER
HOMER, ALASKA

City Manager

ORDINANCE 23-49

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING HOMER CITY CODE TITLE 2, CHAPTERS 2.32 DEPARTMENTS AND BOARDS, 2.44 DEPARTMENT OF ADMINISTRATION, 2.48 PUBLIC LIBRARY, AND ENACTING CHAPTERS 2.46 DEPARTMENT OF INFORMATION TECHNOLOGY AND 2.57 DEPARTMENT OF COMMUNITY DEVELOPMENT.

WHEREAS, The City's organizational design changes over time to meet the needs of the Council, the organization, and the administration; and

WHEREAS, The City Manager has identified a series of modifications to the current organizational design which would result in the creation of a Department of Information Technology, a Department of the Library, and a Department of Community Development.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code Title 2 is hereby amended to read as follows:

Title 2
ADMINISTRATION AND PERSONNEL

Chapters:
2.04 City Manager
2.08 Mayor and Council
2.12 City Clerk
2.16 City Attorney
2.20 City Treasurer
2.24 Health Officer
2.28 Public Officials and Employees
2.32 Departments and Boards
2.36 Department of Finance
2.40 Department of Port and Harbor
2.44 Department of Administration
2.46 Department of Information Technology
2.48 Public Library
2.52 Police Department
2.53 Fire Department
2.56 Department of Public Works
2.57 Department of Community Development

2.58 Boards and Commissions
2.60 Parks, Art, Recreation, and Culture Advisory Commission
2.64 Port and Harbor Advisory Commission
2.68 *Repealed*
2.70 Americans with Disabilities Act Advisory Board
2.72 Planning Commission
2.76 Economic Development Advisory Commission
2.78 *Repealed*
2.80 *Repealed*
2.84 Public Release of Record
2.92 Public Records Management
2.96 *Repealed*

Section 2. Homer City Code Chapter 2.32 Departments and Boards is hereby amended to read as follows:

Chapter 2.32
DEPARTMENTS AND BOARDS[1]

Sections:
2.32.010 Departments – Directors.
2.32.020 *Repealed*.
2.32.030 Designation and function of departments.
2.32.040 Departmental administrative fee schedule.
Prior legislation: Ords. 1-100.4 and 73-8.

2.32.010 Departments – Directors.
There shall be principal subdivisions of the City government known as departments. Each department shall be headed by the City Manager until such time as the ~~Council~~ **City Manager** shall approve the appointment of a "director" who shall then head the designated department. The director shall be appointed by and be responsible to the City Manager. These departments are the functional units under which all matters of an administrative, organizational or utilitarian nature shall fall and shall be all-inclusive of every City function as defined in this chapter. Each department may be further subdivided into divisions for operational purposes. [Code 1967 § 3-400.1; Code 1981 § 1.40.010].

2.32.020 Boards and commissions.
Repealed by Ord. 18-38(S). [Ord. 92-30(S)(A), 1992. Code 1967 § 3-400.2; Code 1981 § 1.40.020].

2.32.030 Designation and function of departments.
The City departments are designated in this section and their functions set forth:

Chapter 2.36 Department of Finance
HCC

Chapter 2.40 HCC	Department of Port and Harbor
Chapter 2.44 HCC	Department of Administration
Chapter 2.46 HCC	**Department of Information Technology**
Chapter 2.52 HCC	Police Department
Chapter 2.53 HCC	Fire Department
Chapter 2.56 HCC	Department of Public Works
Chapter 2.57 HCC	**Department of Community Development**

[Amended by City in August 2017; Ord. 91-7 § 2, 1991; Ord. 85-35 § 2, 1985. Code 1981 § 1.40.030].

2.32.040 Departmental administrative fee schedule.
Unless established by ordinance or resolution of the City Council, the director of each department of the City shall have the authority, subject to the approval of the City Manager and ratification by the City Council, to promulgate and maintain an administrative fee schedule for services provided by that department. Fees for identical services shall be uniform throughout all departments. A current copy of the departmental administrative fee schedule shall be available for inspection by any person at the front reception area of the department and at the office of the City Clerk. Unless otherwise provided by ordinance or resolution, all fees collected under this schedule shall be forwarded to the Finance Department for deposit into the general fund. [Ord. 92-07(S)(A), 1992. Code 1981 § 1.40.040].

[1] For Alaska Statute provisions authorizing municipalities to establish and prescribe the functions of departments, officers and agencies, see AS 29.35.010.

Section 3. Homer City Code Chapter 2.44 Department of Administration is hereby amended to read as follows:

The Department of Administration is created which shall be headed by the City Manager or his designee. Within this Department will be the City Clerk and such other personnel as may be necessary to provide such services as personnel administration; ~~City-wide planning; zoning and platting; permitting and inspection; services such as parks, recreation, Community~~

~~Recreation Program, and library programs;~~ administration of the Homer ~~Advisory~~ Planning Commission, the ~~Homer Advisory~~ Parks**, Art,** ~~and~~ Recreation, **& Culture Advisory** Commission, the City of Homer Port and Harbor Advisory Commission, **Americans With Disabilities Act (ADA) Advisory Board** and the Library Advisory Board; major capital projects administration; ~~economic development~~ and City enhancement programs and such other services or programs as designated by the City Manager or requested by the City Council. The Department may be subdivided into divisions with their own supervisors as deemed necessary. [Ord. 10-16 § 1, 2010; Ord. 85-35 § 4, 1985. Code 1981 § 1.43.010].

Section 4. Homer City Code Chapter 2.46 Department of Information Technology is hereby enacted to read as follows:

Chapter 2.46
DEPARTMENT OF INFORMATION TECHNOLOGY

2.46.010 Department of Information Technology.
The Department of Information Technology is created which shall be headed by the Director of Information Technology, also known as the Chief Technical Officer of the City. The Director shall be appointed by the City Manager for an indefinite term and shall be removable by the City Manager. The Department may be subdivided into divisions with their own supervisors as deemed necessary.

Section 5. Homer City Code Chapter 2.48 Public Library is hereby amended to read as follows:

Chapter 2.48
PUBLIC LIBRARY[1]
Sections:
2.48.005 Department of the Library
2.48.010 Library functions.
2.48.020 Library Director – Appointment.
2.48.030 Library Director – Duties.
2.48.040 Board – Creation and membership.
2.48.050 Library Advisory Board – Powers and duties.
2.48.060 Library Advisory Board – Vacancies.
2.48.070 Use of library.

2.48.005 Department of the Library.
The Department of the Library is created which shall be headed by the Library Director. The Director shall be appointed by the City Manager for an indefinite term and shall be removed by the City Manager. The Department may be subdivided into divisions with their own supervisors as deemed necessary.

2.48.010 Library functions.
The major functions of the library are the operation of the Homer Library, including control and supervision of library use, acquisition of library property and other related matters. [Ord. 85-35 § 5, 1985; Ord. 80-2 § 1, 1980. Code 1981 § 1.48.010].

2.48.020 Library Director – Appointment.
The head of the Homer Library is the Library Director, who shall be appointed by the City Manager. **The Library Director must hold a master's degree in library or information science, or other relevant credential, as required for library grant eligibility by the State of Alaska** [Ord. 09-28(S) § 1, 2009; Ord. 85-35 § 5, 1985; Ord. 80-2 § 2, 1980. Code 1981 § 1.48.020].

2.48.030 Library Director – Duties.
The Library Director of the City shall be responsible for and shall have supervision and control of the library and hold responsibilities as denoted in the job description for the position. [Ord. 09-28(S) § 1, 2009; Ord. 85-35 § 5, 1985; Ord. 80-2 § 3, 1980. Code 1981 § 1.48.030].

2.48.040 Board – Creation and membership.
There is created the City of Homer Library Advisory Board, referred to in this chapter as the Board, which shall act in an advisory capacity to the Library Director and the City. The Board shall consist of seven members comprised as follows:
a. At least five members of the Board shall reside within the corporate limits of the City.
b. Members shall serve for three years with initial appointments to be made for staggered terms as follows: Two one-year terms; two two-year terms; and three three-year terms.
c. Members shall serve without compensation. [Ord. 09-28(S) § 1, 2009; Ord. 98-7, 1998; Ord. 95-5, 1995; Ord. 85-35 § 5, 1985; Ord. 80-2 § 4, 1980. Code 1981 § 1.48.040].

2.48.050 Library Advisory Board – Powers and duties.
The Library Advisory Board shall:
a. Establish operational policies for the library program, and submit same to the City Council for approval. There shall be an annual review of policies and revisions may be recommended by the Board.
b. Assist the Librarian in preparation and presentation of the annual budget request to the City Council.
c. Adopt bylaws and regulations for internal operations governing the proper and orderly discharge of its responsibilities.
d. Make recommendations through the City Manager to the Mayor and City Council concerning the library and its programs.
e. Solicit donations of money and/or property for the benefit of the library. Any money donations shall be deposited to the City treasury in a reserve fund designated for public library use. If property, it shall be accepted by deed or other conveyance subject to approval by the City Council. Such property shall be held or disposed of for public library purposes as the Council may direct. The Board may make recommendations for disposition of money or

property so received and such recommendations shall be considered and acted upon by the Council. [Ord. 85-35 § 5, 1985; Ord. 80-2 § 5, 1980. Code 1981 § 1.48.050].

2.48.060 Library Advisory Board – Vacancies.
a. In the event of a vacancy on the Library Advisory Board, the Mayor shall appoint a person to fill such vacancy for the unexpired term, subject to confirmation by the City Council.
b. If any Library Board member is absent for three consecutive meetings (unless a majority of the other members have previously granted a leave of absence, not to exceed six months), the seat of that member shall be declared vacant and a new member appointed by the Mayor subject to confirmation by the City Council. [Ord. 85-35 § 5, 1985; Ord. 80-2 § 6, 1980. Code 1981 § 1.48.060].

2.48.070 Use of library.
All persons shall be extended the use of library privileges subject to observing the rules and regulations established for the use thereof. The Library Director may prohibit any person from using the library who willfully or persistently violates any rule or regulation prescribed for the operation of the library. No person shall fail or refuse to leave the library when ordered to do so by the Library Director or other person in charge. [Ord. 09-28(S) § 1, 2009; Ord. 85-35 § 5, 1985; Ord. 80-2 § 7, 1980. Code 1981 § 1.48.070].

Section 6. Homer City Code Chapter 2.57 Department of Community Development is hereby enacted to read as follows:

Chapter 2.57
DEPARTMENT OF COMMUNITY DEVELOPMENT

2.57.010 Department of Community Development.
The Department of Community Development is created which shall be headed by the Director of Community Development. The Director shall be appointed by the City Manager for an indefinite term and shall be removable by the City Manager. Within this Department will be the City Planner and such other personnel as may be necessary to provide services such as city-wide planning; zoning and platting; permitting and inspection; economic development; City enhancement programs and such other services or programs as designated by the City Manager or requested by the City Council; services such as parks, and community recreation. The Department may be subdivided into divisions with their own supervisors as deemed necessary.

Section 7. This Ordinance is of a permanent and general character. and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this _____day of _____, 2023.

CITY OF HOMER

_____
KEN CASTNER, MAYOR

ATTEST:

_____
MELISSA JACOBSEN, MMC, CITY CLERK

YES:
NO:
ABSTAIN:
ABSENT:

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

CC-23-177

MEMORANDUM

Ordinance 23-49, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Title 2, Chapters 2.32 Departments and Board, 2.44 Department of Administration, 2.48 Public Library, and Enacting Chapters 2.46 Department of Information Technology and 2.57 Department of Community Development. City Manager.

Item Type: Backup Memorandum

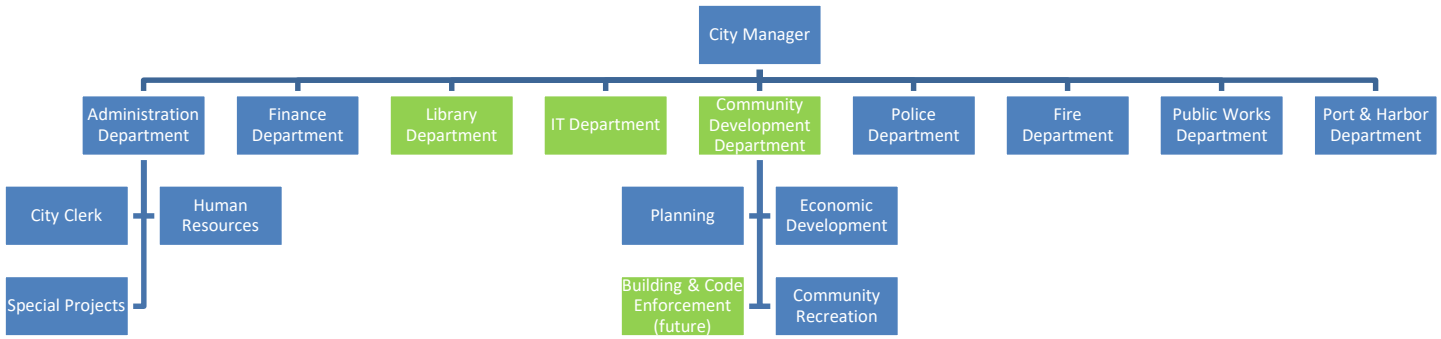
Prepared For: Mayor Castner and Homer City Council

Date: 18 July 2023

From: Rob Dumouchel, City Manager

Since arriving in Homer, I have been looking for opportunities to modify the organization in ways that would better integrate teams, better carry out the will of the Council, provide a more transparent view of City operations, and increase the organization's effectiveness at providing services to the City's residents, businesses, and visitors. Over the last three years I have observed how my staff interacts with each other, how our systems work (or don't work) well with each other, and the gaps between where we are as a City right now and where we're aspiring to be as we go through a phase of growth and transformation as a community. I previewed the general vision back in March 2022 at the Council Visioning work sessions, and I have been piloting the proposed changes in the meantime. There have been some changes over time as I tested out the different combinations of divisions and departments. This memo provides a high level overview of the multiple actions that I am proposing which will require Council approval due to their impact on Homer City Code.

As to why I'm bringing an employee organization issue to the Council, it's because a change in code is required to officially create a department. As City Manager I can hire/fire, move employees from one department to another, and create any number of different reporting hierarchies between employees. What I cannot do without Council is officially create a department, and all of our departments (Administration, Finance, Police, Volunteer Fire, Port & Harbor, and Public Works) are defined in Homer City Code. Regarding the creation of any other departments, at this time, I don't believe that any other present division(s) are ripe for elevation to department status. Therefore, I am bringing forward three departmental proposals: IT, Library, and Community Development.



1 - Proposed organizational structure – green denotes new department or proposed future division

Move #1: Creation of a Library Department and an IT Department

In early 2021, I combined the Library and IT Divisions under the leadership of the Library Director. This has been a very successful experiment. Originally I wanted to spin these Divisions out of the Administration Department and keep them together as a new department. That proposal created some controversy and resistance from the Library Advisory Board. In the time since it was introduced, we've had some significant changes in personnel and culture within the IT Division. At this time I am much more comfortable creating standalone departments for each Division. From a management perspective, I'm still going to keep these Departments closely aligned because of the benefits that can be generated when they work with each other.

Move #2: Creation of a Community Development Department

I believe that Homer is poised for significant growth, development, and redevelopment that will have impacts on daily life in Homer, and we need a future-focused department that can take on the challenges this transformative change will have on the community together.

Creating a Community Development Department will bring together planning, economic development, building & code enforcement, and community recreation under one director. This will help focus development in Homer, while also ensuring quality of life programming is integrated into our community's growth. In anticipation of creating a Community Development Department, I created an Economic Development Division and designated an Economic Development Manager in March 2022. That move has been successful and well received by Council, staff, the Economic Development Commission, and external stakeholders. Some elements housed in the Parks Division related to tasks like park & trail planning, beautification, invasive species mitigation, and volunteer coordination have also transferred into Economic Development. We are beginning to lay the groundwork for the creation of a Building & Code Enforcement Division. The special projects team submitted a grant applications to support the adoption and implementation of a building code within the City and it has been selected for further review by FEMA. Community Recreation will benefit from having a dedicated director and additional staff support from the other divisions within Community Development.

Future consideration: Merge the Finance Department into Administration

The integration of Finance into an Administration Department is a common arrangement in cities across the country that have Administrative Services departments**.** I've been piloting a framework in which Administration and Finance are much more integrated. It has been successful in some ways and faced challenges in others. I want to continue to dial in that concept before I consider bringing an ordinance to Council that would merge the departments.

Fiscal Considerations: The re-organization plan, as proposed, is expected to create very little direct financial impact. The Human Resources Division, with help from the Finance Department, analyzed the changes and expects that we'll see an impact of approximately $3500 per year between FY24 and FY25. Where the re-organization has more of a financial benefit is in that it makes each department's budget and spending more transparent while also giving the new department heads increased purchasing authority under the procurement manual which streamlines operations.

Staff Recommendation: Introduce/adopt ordinance creating Library, IT, and Community Development Departments.

CITY OF HOMER
HOMER, ALASKA

City Manager

RESOLUTION 23-079

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE CITY FEE SCHEDULE BY ADDING COMMUNITY RECREATION PARTICIPATION FEES TO THE CITY FEE SCHEDULE.

WHEREAS, Community Recreation offers year round, affordable indoor and outdoor programs and special events at Homer High School, Homer Middle School; West Homer Elementary School and the Homer Education and Recreation Complex (HERC); and

WHEREAS, Community Recreation is primarily funded through General Fund; and

WHEREAS, Community Recreation charges and collects participation fees to assist with operational costs; and

WHEREAS, Staff recommends increasing Community Recreation participation fees due to increasing expenses; and

WHEREAS, Parks, Art, Recreation and Culture Advisory Commission has formally recommended increasing Community Recreation participation fees; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby amends the City Fee Schedule as follows:

Community Recreation Fees

Drop In Activities Only	Single	10 Visits	3-Month Pass
On-going programs. ex. Pickleball, Basketball Volleyball, etc			
Youth *(3-17 years) City Locations Only*	$3.00	$27.00	$66.00
Youth *(3-17 years) Drop In Activities at KPBSD locations Only*	Free	Free	Free
Adult *(18 & Up) All Locations*	$5.00	$45.00	$110.00
Active Military *All Locations*	Free	Free	Free

Contracted Instructor Classes
Series of Classes/Programs with specific start and end date
CR fees only. Contracted instructor fees additional and separate.

	Per Class
Youth *(3-17 years)*	$3.00
Adult *(18 & Up)*	$5.00

Special Events
Ticket fees: Contingent upon the cost of production (ex. film fest, clinics, league play)

All ages	$10-$75

PASSED AND ADOPTED by the Homer City Council this 14th day of August, 2023.

CITY OF HOMER

_____
KEN CASTNER, MAYOR

ATTEST:

_____
MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: Revenue amounts not defined in the FY24/25 budget.

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Table of Content

- We are open for business
- A time of change
- Summer highlights
- Future collaboration
- You are invited!

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Summer Highlights

"In a Time of Change: Boreal Forest Stories"
Summer Workshops in the Garden.
Pier One Theater
Coastal Studies

Workshops in the Park

Family Fun for all ages

Community Collaboration

443 attended

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Program Highlight

Garden Tour

Harbor tour

Community Gallery

Workshops in the park

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Coming Soon

Sister City Anniversary Celebration

Marjorie Scholl

Reopen Store

Expanded Hours

More Family friendy Activities

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Contact Us

The Pratt Museum is more than a place to store objects and artifacts. It is a place where the community can come in to feel safe and welcomed.

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Thank You

Please join us at the Museum to explore and learn more about the people and place of Kachemak Bay

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City of Homer
www.cityofhomer-ak.gov

Office of the City Clerk
491 East Pioneer Avenue
Homer, Alaska 99603
clerk@cityofhomer-ak.gov
(p) 907-235-3130
(f) 907-235-3143

Memorandum 23-023

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

FROM: MATT STEFFY, ASSOCIATE PLANNER PARKS & TRAILS

THRU: RENEE KRAUSE, MMC, DEPUTY CITY CLERK II/ADA COORDINATOR

DATE: AUGUST 17, 2023

SUBJECT: DONATION OF ART APPLICATION – LIGHTHOUSE SCULPTURE FOR PLACEMENT AT BAYCREST OVERLOOK

Background:

The City of Homer received the application to donate a memorial art sculpture depicting a lighthouse for placement in the center garden bed at the Baycrest Overlook.

Please review the proposed sculpture in accordance with the adopted policies regarding donations of artwork. I did not include the entire policy just the excerpts of the pertinent sections. I have also included the adopted Baycrest Hill Overlook Plan for reference. This outlines goals for the Outlook area.

Action requested:

Make a motion to adopt the proposed donation of a lighthouse sculpture created by Mooserun Metalsmiths and forward to City Council with the recommendation to include in the City of Homer Municipal Art Collection in accordance with adopted policy.

ACCESSION POLICY AND PROCEDURES FOR ART

To establish an orderly and consistent process for reviewing artwork for acceptance into the Municipal Art Collection ensuring that the collection is comprised of artwork of the highest quality.

POLICY

1. Accession procedures insure that the interests of all concerned parties are represented including the Commission, the Public, the Artist, the Arts Community and the City of Homer.

2. Artwork shall be distinctive artistic merit and aesthetic quality and will enhance the diversity of the Municipal Art Collection and the City of Homer.

3. Artwork shall be appropriate in and for its site, scale, material, form, and content for both its immediate and general social and physical environment.

4. Artwork shall be reasonably durable against theft, vandalism, weather, and excessive maintenance costs.

5. Accession implies the responsibility to preserve, protect, and display the artwork for public benefit.

6. Accession implies a work's permanency within the Municipal Art Collection, providing that the work retains its physical integrity, identity and authenticity.

7. Artwork will be acquired without restrictions as to its future use and disposition except as provided in contracts with artists.

8. Artwork will be accessioned into the City of Homer's Municipal Art Collection only upon completion of all facets of the Commissioning or purchasing contract and final approval of City Council.

9. Each accessioned work into the Municipal Art Collection will be documented to the fullest extent possible, including artist's last known address and when available, a photograph.

10. The artist's signed contract or release transferring title for the artwork and clearly defining the rights and responsibilities of all parties will accompany every accessioned work and shall be in the documented records of the work.

11. In the case of inter-agency or inter-local agreements a copy of the agreement and signatures of all parties will be kept in the office of the City Clerk.

12. Accession results from projects and purchases generated as part of the Municipal Art program except in case of donations which will be reviewed in accordance with the City of Homer policy on gifts and if accepted will be accessed pursuant to this accession policy.

GIFT ACCEPTANCE POLICY

To identify a procedure and criteria for the Commission to review proposed gifts of real property, artwork or items.

POLICY

1. The Commission will review all proposed gifts as defined above and will evaluate the suitability of proposed gifts and make recommendations to the City Council in accordance with Homer City Code which allows acceptance of donations.

2. Each proposed gift will be reviewed for the following:
    a. Aesthetic Quality- the proposed gift has significant aesthetic merit.
    b. Appropriateness of Chosen Site or Location - scale of artwork is appropriate for the site including relationship between the artwork and the site and obstacles of the site.
    c. Restrictions from the Donor - any restrictions must be clearly identified and may be a factor in determining whether to accept a gift.
    d. Originality of Artwork- artworks must be one of a kind or part of an original series reproductions of originals are not considered eligible for acceptance.
    e. Relationship to the Collection as a Whole - the Commission is committed to creating a diverse collection of art. The proposed gift must be compatible with the Municipal Art Collection without being over represented.
    f. Technical Feasibility - the realistic ability for the proposed project to be built and installed as proposed in the selected location.
    g. Technical Specifications – the Commission must review the actual work, if available, or a scale drawing and or model consisting of site plans and elevations describing the following:
        i. Surrounding site conditions if applicable
        ii. Dimensions
        iii. Materials and finishes
        iv. Colors
        v. Electrical, Plumbing, or other utility requirements
        vi. Construction and installation method
        vii. Additional support material such as text verbally describing the artwork or item and specifications, models, or presentation drawings by a licensed engineer may be required.
    h. Budget - cost to manage the project, prepare the site, deliver and or install the work, funds for signage/recognition, and any other cost should be disclosed by the donor in a budget. The Commission will determine to the best of their ability if the costs are accurate and realistic and that the donor has clearly delineated responsibility for all costs associated with the project.
    i. Timeline - expected timeline for donation or installation should be proposed by the donor. The Commission will determine if the timeline is realistic.
    j. Durability - expected lifetime and staying power of the material used to create the artwork or amenity especially if set in the out of doors or in a non-archival exhibition setting and exposed to the elements.
    k. Warranty - the donor agrees to be responsible for a warranty period of one (1) year from the date of final installation of the gift to insure the integrity of the material, fabrication and installation when installed in or on a city owned facility or property.

l. Vandalism and Safety - the artwork will not be prone to vandalism or pose a safety hazard.
m. Maintenance and Preservation - donor's agreement to provide a technical and maintenance record including a plan for routine care with estimated costs. The donor must indicate if there are any unusual or ongoing costs to maintain the gift.

3. Donors proposing gifts will be informed of the importance of the above criteria in the-Commission's consideration.

4. The Commission will have final authority to review and recommend to City Council to accept or reject the proposed gift.

5. All gifts of artwork that are recommended for acceptance will only be accessed into the Municipal Art Collection pursuant to the Accession Policy.

Baycrest Hill Overlook Interpretive Plan

Prepared for: Baycrest Overlook Improvement Committee
Prepared by: Alaska Division of Parks and Outdoor Recreation
Funded by: City of Homer and Alaska Dept. of Fish and Game

4/19/2013

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BAYCREST HILL OVERLOOK INTERPRETIVE PLAN

BACKGROUND

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. This gateway into Homer is the primary entrance to the community. This interpretive plan is part of a larger project to improve the gateways through which visitors enter Homer. Many agencies are involved in this project including:

- Homer Chamber of Commerce and Visitor Center
- City of Homer, Public Arts Committee
- Alaska Department of Transportation and Public Facilities
- Alaska Department of Fish and Game
- Pratt Museum
- Alaska Maritime National Wildlife Refuge
- Homer Garden Club
- Lake Clark National Park and Preserve
- Kachemak Bay National Estuarine Research Reserve
- Kachemak Bay Conservation Society
- Alaska Division of Parks and Outdoor Recreation

The view from the Baycrest Hill Overlook is stunning. So, one may ask, why provide anything other than benches and restrooms to meet my basic needs at this spot? Freeman Tilden, a legend in the field of interpretation, summed up the importance of interpretation when he quoted a National Park Service administrative manual in his book *Interpreting Our Heritage*. It stated, "Through interpretation, understanding; through understanding, appreciation; through appreciation, protection."[1]

VIEW FROM BAYCREST HILL OVERLOOK, PHOTO COURTESY OF MARGARET VISGER

Interpretation goes beyond just providing facts and information. It provides an opportunity to connect the facts to our own experiences in life. The National Association for Interpretation states that it is a process "that forges emotional and intellectual connections between the interests of the audience and meanings inherent in the

[1] Quoted in Freeman Tilden, *Interpreting Our Heritage* (Chapel Hill: University of North Carolina Press, 1977), 38.

resource."[2] Each individual can connect in their own way. The goal for interpretation is to provide the opportunity for visitors to explore how the resource or concept is meaningful to them.

This plan provides guidelines to help the Baycrest Improvement Committee make decisions regarding the establishment and maintenance of interpretive sites and services. It does this by considering the location and resource to be interpreted and comments from the public to decide how to tell effective, meaningful, and relevant stories at Baycrest Hill Overlook.

PROJECT LOCATION

The Baycrest Hill Overlook is located at milepost 169.6 of the Sterling Highway. The pullout is signed and is approximately two miles from Homer on the southwest side of the Kenai Peninsula. Here, visitors may take in sweeping views of Kachemak Bay framed by the Kenai Mountains, nearby volcanoes, the Alaska Peninsula, and the Homer Spit.

PLANNING PROCESS

Members of the public attended a meeting from 1:00-2:30 p.m. and a workshop from 4:00-6:00 p.m. at the Islands and Ocean Visitor Center on September 18, 2012. The purpose of the first meeting was to discuss draft goals, objectives, interpretive themes, topics, and concepts for the Baycrest Hill Overlook Interpretive Plan. The group crafted a primary interpretive theme and selected topics to be interpreted as subthemes. The second meeting, an evening workshop, was a hands-on event in which the public was invited to write a word or phrase about each of the eight topics chosen during the first meeting. This information was used to craft the interpretive subthemes outlined in this plan.[3]

Members of the public were also given the chance to provide additional feedback for the planning process by answering four questions on a form provided at the evening workshop. The form was also posted on the city's website and comments were accepted until October 2, 2012. The following information provides a list of the written comments related to the form questionnaire. Some of these comments may seem repetitive because this is a comprehensive list.

PUBLIC WORKSHOP AT THE ISLANDS AND OCEAN VISITOR CENTER

[2] National Association for Interpretation, "Definitions Project," available online: http://www.definitionsproject.com/definitions/index.cfm [October 3, 2012].
[3] Four additional meetings were held on October 23 and December 11, 2012 and January 15 and February 19, 2013. During these meetings, the committee discussed each of the sections of the plan, but they especially focused on interpretive themes and recommendations.

What stories would you share about the Baycrest Hill Overlook with a visitor?

- The view through the seasons
- Identifying landmarks
- Ecology of the Kachemak Bay/Cook Inlet watershed
- Diversity of marine/terrestrial wildlife
- The view from Baycrest was the "selling point" for many people who live in Homer
- The geologic story
- More history about Overlook Park—geological, biological, and how it became a park
- Eruptions of Augustine volcano
- Stories about falling in love with Homer and Kachemak Bay from this vantage point and making decisions to move to the community permanently
- The feeling residents get like they've come home when they see Baycrest
- Halibut fishing
- Baycrest is a favorite place for photographers and oil painters
- Provide information and orientation
- Interpret the cultural and biological aspects and geology of the bay (communities, critical habitat, and stewardship)

What do you like most about Baycrest Hill Overlook?

- The view (four people wrote that the view is what they like most)
- The openness and expansiveness—the ability to step right into this place
- It is one of the best combinations of city and wilderness views in Homer
- Eagles
- Ample parking
- Baycrest Hill Overlook is the place where most folks get that "Oh my gawd, this is gorgeous" moment.
- I love the beautiful flowers and plants
- Sunsets
- Feeling like you're "home" when driving back from Anchorage and seeing the view at Baycrest
- Love the "Homer-Halibut Capital of the World" sign
- It's a grand welcome to Kachemak Bay communities

What, if anything, would you change at the Baycrest Hill Overlook to benefit visitors and Alaska residents?

- Move the outhouse out of the view (off the viewing edge)
- Eliminate all local affiliates signage
- Emphasize native plantings in flower areas
- Add artistic interpretive signage that ID's major horizon features
- Don't do too much—the view is what's so valuable
- More about what to do in Homer (where to visit)
- More wildlife and natural history

- Clear day photographic images of the four volcanoes aligned with the volcanoes in the distance on the handrail
- Include more plant interpretation into the displays
- A few benches would be nice in case some folks would like to spend a little more time enjoying the view
- More interpretation of tides and currents (point out how they enrich the bay but also open it to oil and gas development, thus possible oil spills)
- Good volcano interpretive displays with emphasis on Augustine
- More toilets—modern and heated
- Benches where one could comfortably enjoy this "spectacular place"
- Tables with benches for picnics, photo equipment, or writing
- Eco-friendly toilets
- Provide an area viewing platform so that visitors can see Overlook Park below
- Provide some picnic tables

What effects do you foresee interpretation and improvements having on the overlook?

- Inspiring visitors' interests, hence sending them to certain local destinations and taking local adventures
- Concern—managing trash; opportunity to educate about importance of recycling
- Welcome home feeling for local residents
- To guide people to more points of interest in Homer
- People will have the opportunity to understand and be inspired by the forces responsible for the beauty before them and be filled with wonder
- It may require more parking
- Cost more in maintenance and upgrades in bathrooms and trash removal
- Care has to be taken to ensure that use does not spill over the rails to the fragile slope below the overlook as they are prone to erosion
- More visitors and possibly longer visits
- Make it the most beautiful welcome to Homer and Kachemak Bay
- Concerned that a site plan (drafted by landscape designer) isn't being done first

GOALS AND OBJECTIVES

Guided by comments from the initial public scoping meetings, the following goals for interpretive media are general statements about what this plan hopes to accomplish through interpretation at the overlook. The corresponding objectives are specific ways to measure whether the goal has or has not been accomplished. Recommendations outlined later in this plan will correspond with the following goals and objectives.

1. ***Welcome and orient*** visitors to the Baycrest Hill Overlook and the Kachemak Bay communities in a comfortable setting.
    - After visiting the overlook, visitors will be able to confirm that they received adequate interpretive opportunities and orientation to major points of interest in the Kachemak Bay communities.

- While visiting the site, visitors will be able to easily locate and use amenities such as restrooms, benches, and picnic tables.
- Visitors will be able to recognize a unified appearance of interpretive displays after visiting the overlook.
- After viewing interpretive media at the overlook, a majority of travelers will express an interest in visiting one of the major points of interest in the local communities.

2. ***Instill stewardship and inspire*** visitors to learn about the diversity of the bay and the potential experiences awaiting those just arriving in Homer or returning home.
    - The majority of visitors will be inspired by the interpretive media to personally relate to the interpreted resource after visiting the overlook.
    - After visiting the site, the majority of visitors will be able to state at least three facts about the surrounding landscape.
    - Immediately after viewing interpretive media, visitors will be able to paraphrase the interpretive theme used in three to five of the displays.
    - After viewing interpretive media, the majority of travelers will have a positive response toward efforts to protect the interpreted resources for future use.
3. ***Enhance*** the Baycrest Hill Overlook without detracting from the view
    - After overgrown vegetation is cut back, visitors will have unobstructed views from vantage points along the fence and by the "Halibut Capital of the World" sign.
    - When implementing updates, the Baycrest Hill Overlook Improvement Committee will consider environmentally friendly alternatives to basic amenities such as toilets and recycling containers.
    - When implementing updates, the Baycrest Hill Overlook Improvement Committee will promote and encourage interpretive art such as metal sculptures, wood cutouts, and poetry.

BAYCREST HILL OVERLOOK, PHOTO COURTESY OF NICOLE ACEVEDO

INTERPRETIVE THEMES

The primary interpretive theme guides the focus, intent, and subject matter for interpretation at Baycrest Hill Overlook. Subthemes will support and reinforce the primary theme. Both the primary theme and the subthemes must relate to what can be seen from the overlook and should not repeat any other themes or topics from nearby interpretive sites.

PRIMARY INTERPRETIVE THEME:

Homer, with its famous Spit, reaches into Kachemak Bay, inviting us to explore public lands, waters, and diverse communities beyond the end of the road, while drawing us back to the "Cosmic Hamlet by the Sea."

SUBTHEMES:

The Spit: The Homer Spit, a striking geologic feature that has been shaped by a receding glacier, impacted by an earthquake, and shored back up, maintains our vital link to the bay's communities and resources.

Volcanoes: Perched on the Pacific Ring of Fire, this area is witness to our dynamic earth's simultaneous powers of creation and destruction as evidenced by the active volcanoes seen across Cook Inlet, and the continuously rising Kenai Mountains that dominate the horizon across Kachemak Bay.

Bay and Inlet: Kachemak Bay and Cook Inlet are wild, ecologically diverse, and expansive estuaries shaped by dramatic and dynamic forces, like earth movements, climate patterns, tides, and currents.

Wildlife and Habitat: Visitors may view a diverse range of terrestrial and marine life and their habitats from Baycrest Hill.

Public Lands and Waters: The surrounding public lands you can see from Baycrest Hill have been designated as special places such as parks and refuges that allow a seemingly endless list of recreational opportunities. (See Appendix A for a list of possible public lands to interpret.)

Glaciers and Kenai Mountains: The glaciers of Kachemak Bay and lower Cook Inlet are constantly reshaping the landscape and seasonally mixing freshwater with saltwater, creating a rich estuarine soup.

EXISTING INTERPRETATION AND INFORMATION

Visitors to Baycrest Hill Overlook generally drive into the site from the north. A large welcome sign with multiple affiliation group logos is located at the northern entrance. The sign is somewhat dated, but effectively lets visitors know to pull over while also partially obscuring the view of the restrooms from the road.

A sign near the southern entrance proclaims that Homer, Alaska, is the "Halibut Fishing Capital of the World." This sign is very popular with visitors who take photos of their friends and family standing beneath the sign with the Kenai Mountains in the background.

The overlook has three landscaped planters and some of the plants are edible and donated by the Homer Garden Club to the local food bank. There are nine benches at the overlook and two trash receptacles (the number changes seasonally) that are not bear-resistant. Visitors can use one of two spotting scopes located near the fence to look more closely at the scenic beauty and vibrant activities taking place in Kachemak Bay.

Currently, there is very little interpretation at Baycrest Hill Overlook. An interpretive panel about the Gold Rush era, titled "The Wheelbarrow Nightmare" is located in one of the planters. The topic seems out of place at an overlook welcoming visitors to Homer as it interprets gold mining on the Kenai Peninsula in general. The word "nightmare" is the largest word on the panel and is, therefore, the first word that visitors see as they walk from their vehicles to the overlook, potentially casting a negative and confusing shadow on an otherwise pleasant experience.

VISITORS READ THE INTERPRETION AT BAYCREST.
PHOTO COURTESY OF NICOLE ACEVEDO

A panoramic wood carving placed on the top rail of the fence is painted to depict the natural features of the bay. Many of the features are numbered and identified. It is rotting and somewhat outdated, but was recently re-painted by a member of the community. Because the carving interprets a large area on a relatively small scale, visitors from outside the region may find it difficult to relate to the media and accurately identify the features in real life.

WOOD CARVING DEPICTING THE NATURAL FEATURES OF KACHEMAK BAY AND COOK INLET,
PHOTO COURTESY OF JOE MEEHAN

RECOMMENDATIONS

Recommendations for improvements at Baycrest Hill Overlook should be realistic, achievable, and budget friendly, while showcasing the artistic side of Homer. It is important to remember that any new interpretation should not detract from the views from the overlook, but rather, they should enhance the view by providing opportunities for visitors to connect intellectually and emotionally to the resource. A site plan showing existing conditions and recommended projects follows this section of the interpretive plan.

Interpretation and Art

It is recommended that the existing Gold Rush interpretive panel be removed and replaced with six new interpretive panels using the identified themes and a unified design scheme. The new interpretive panels should be placed at the overlook based on the topic and view. For example, when a visitor is reading about volcanoes, they should be able to see the volcanoes on the horizon. If necessary and useful, a QR code on the panels can be used to provide additional information. The committee could consider ordering two sets of interpretive panels if it is a cost effective way to plan for future replacements.

The interpretive theme, "Public Lands and Waters" is a complex theme and will most likely require a larger sized panel, up to 52 inches wide and 30.5 inches high. Due to its complex theme and the committee's specific recommendations the following describes some of the details that should be included.

- Text should welcome and orient visitors to Homer and the surrounding public lands.
- Include a map of the surrounding area to identify these places
- Include a subset map of Homer with important points of interest.
- Text should identify Homer as an arts and fishing community and could use quotes from locals about how they fell in love with Homer when they saw the view from Baycrest.

The existing wood carving that is on the fence rail at the eastern end of the overlook should be replaced with three to five metal panoramic sculptures. The new sculptures should depict and identify the natural features as seen from their specific vantage points and be able to withstand the elements. The new metal art should be a part of the long fence line, but should not obstruct the view.

Details such as the type of metal and how it is applied to the fence should be left to the artist. The artist needs to consider the strength of these pieces of art because children may climb up on the fence and cause damage if they are not durable enough. It is also strongly recommended that the artwork has a "safe design" without any sharp or jagged edges.

Poetry works well as interpretive art and it could be utilized if possible in new designs such as the metal sculptures and it can enhance some of the recommended site amenities in the following section.

Site Amenities

Many visitors and residents picnic at the overlook even though there are no picnic facilities. Up to four picnic tables should be added to the overlook with bear-resistant trash and recycling

containers within easy access of each picnic area. Two of the locations could be to the east and west of and adjacent to the core area of the overlook where cars currently park. If picnic facilities are placed in this area, a attractive barrier, such as concrete planters, should be placed in a wide buffer around the tables so that cars do not pull up close to picnickers enjoying the view. Concrete planters, or any other barrier that serves this purpose, also provides another opportunity to provide interpretive art. The other two locations for picnic tables could include one by the "Halibut Fishing Capital of the World" sign and one among the planters. (See the site plan following this section.)

"HOMER, ALASKA: HALIBUT FISHING CAPITAL OF THE WORLD"

Photography is a very popular activity at the overlook. Many visitors leave Baycrest with a photo of their friends and family standing below the "Halibut Fishing Capital of the World" sign as a memento of their trip that helps to make their experience at the site more memorable. A small pillar should be placed in the ground at a carefully selected spot in front of the sign so that visitors can take self portraits under the sign. This pillar could be artistically decorated so that visitors know that it is to be used as a camera base and could incorporate the halibut theme in the design. Depending on the size of the pillar, this may provide another opportunity to use interpretive poetry in the design. The area around the sign also has a tendency to get very muddy due to heavy foot traffic and the area's climate. It would be beneficial to visitors if the surface area was covered with a durable material such as local beach pebbles and shells, crushed aggregate or another suitable material. Part of this design should include a curb to retain the material and separate it safely from the parking area.

The current restrooms function properly and seem to handle the current visitation; however, toilets that are more efficient exist. When funding is allocated for new toilets, consider using a more eco-friendly, low-maintenance, and weather-resistant type such as the CXT model and consider incorporating interpretive art in the design of new latrine buildings. At the time that new restrooms are installed, it would be possible to slightly relocate them so that the sidewalk could be pushed 10-12 feet, allowing for better views of Overlook Park.

Currently, only one section of the fence is low enough for children and visitors in wheelchairs to enjoy the view. If possible, alter the fence and railing so that there are more areas that allow for unobstructed viewing by visitors in wheelchairs as well those of small stature such as children.

Baycrest fortunately has a large parking area, but it could be better organized with striping, curbs, and planters, while continuing to provide space for large trucks and recreational vehicles.

Partnerships

Currently, maintenance at the overlook is conducted at a community service level including the Rotary Club and the Garden Club in a partnership with the city and Alaska Department of Transportation and Public Facilities (DOT&PF). The city of Homer and DOT&PF should expand their

partnership so that vegetation that is impeding the view from interpretive panels and artwork can be removed or cut back.

The Homer Chamber of Commerce and DOT&PF should open a discussion about relocating the existing welcome sign that has affiliation group logos on it. The sign currently blocks the initial view that visitors could have when they drive to the overlook.

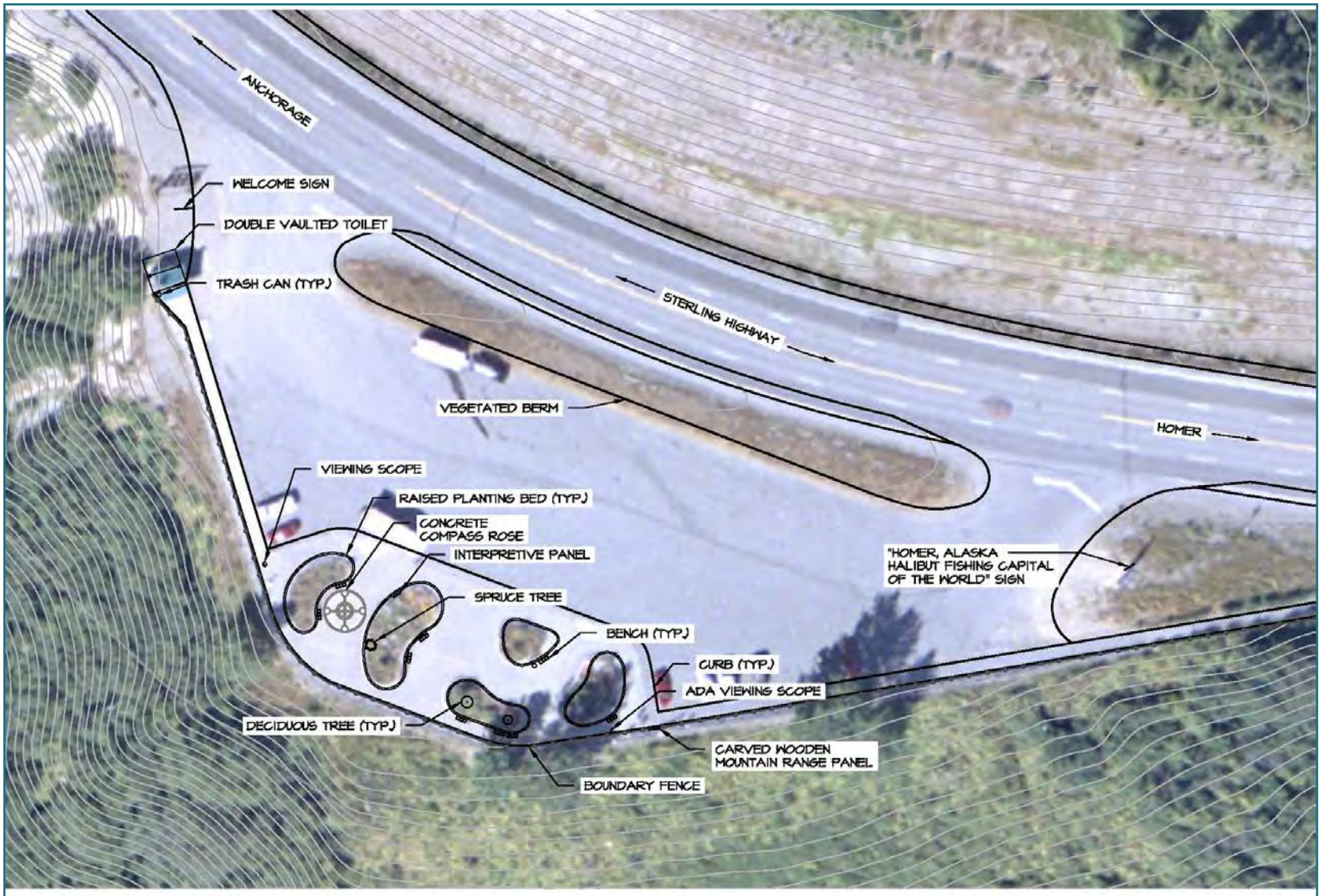
As new interpretation is developed for Baycrest, partnerships and agreements should be developed to determine who is responsible for maintenance.

VISITOR FLOW

In most cases, visitors enter the site by personal vehicle from the north as they drive into Homer on the Sterling Highway. Most turn into the overlook from the northern entrance; however, some may miss this turn and use the southern entrance. It is important to note that some visitors may arrive on the ferry and drive out of Homer from the south. Very few visitors arrive on the multi-use path by other means of transportation. It may be assumed that many visitors use the restrooms before reading any interpretation and if it is a very clear day, many visitors also enjoy the views before they read any interpretation. The trash cans are also heavily used at the site.

NUMBER AND SIZE/ORIENTATION OF PANELS

Content and placement of new interpretation should be written and designed so that there is not a specific order in which the visitor must read them. There are numerous options for choosing the type of material used for each panel depending on the type of conditions at a site. In general, high-pressure laminate is used in Alaska for its resistance to extreme weather conditions, ultraviolet rays, and vandalism. A summary of common materials used for interpretive panels can be found in the Appendix C.



BAYCREST OVERLOOK

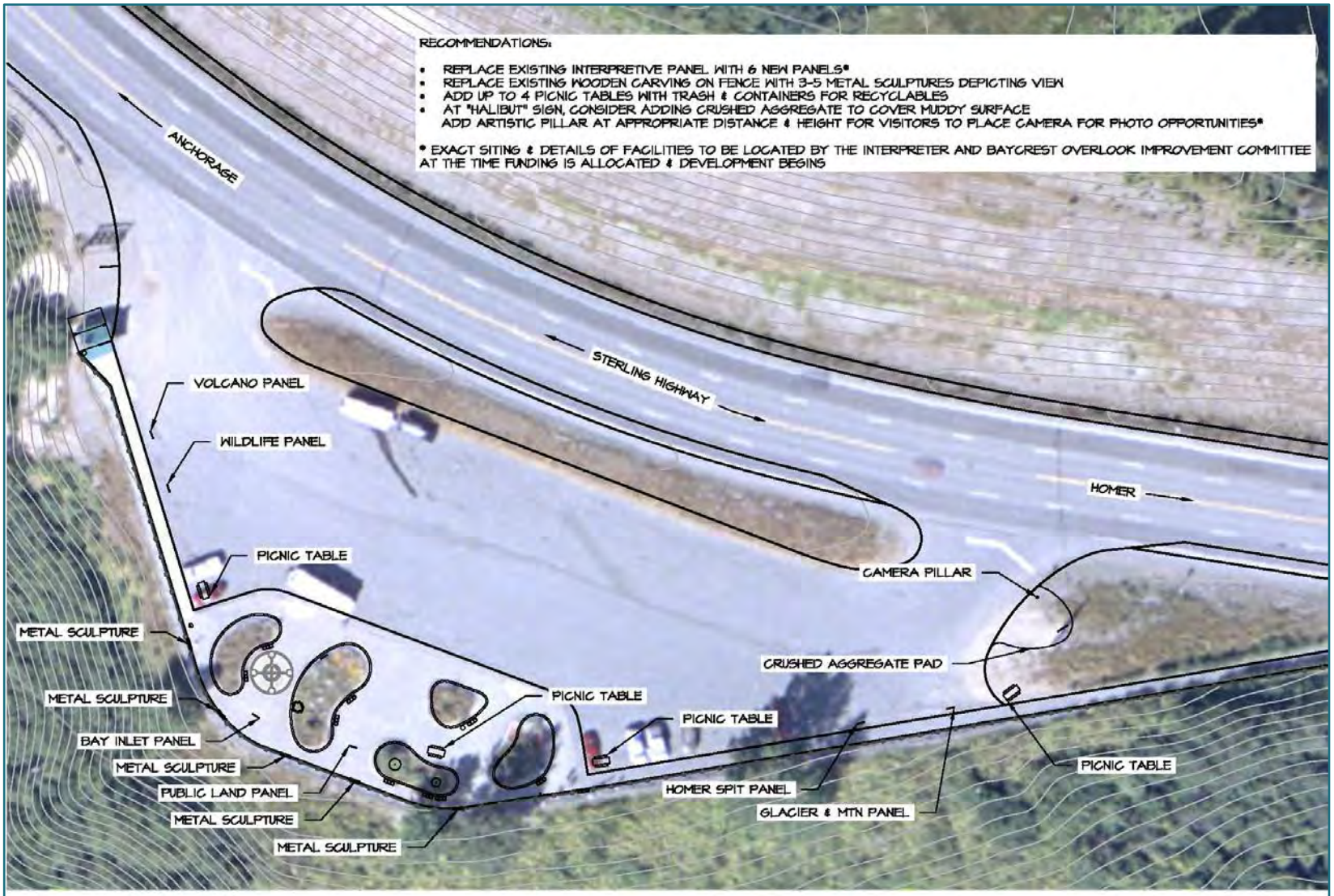
HOMER, ALASKA

EXISTING CONDITIONS

NOTE: TO BE USED FOR GRAPHICAL REPRESENTATION PURPOSES ONLY
NOT TO SCALE

N.T.S.

North


RECOMMENDATIONS:
• REPLACE EXISTING INTERPRETIVE PANEL WITH 6 NEW PANELS*
• REPLACE EXISTING WOODEN CARVING ON FENCE WITH 3-5 METAL SCULPTURES DEPICTING VIEW
• ADD UP TO 4 PICNIC TABLES WITH TRASH & CONTAINERS FOR RECYCLABLES
• AT "HALIBUT" SIGN, CONSIDER ADDING CRUSHED AGGREGATE TO COVER MUDDY SURFACE
ADD ARTISTIC PILLAR AT APPROPRIATE DISTANCE & HEIGHT FOR VISITORS TO PLACE CAMERA FOR PHOTO OPPORTUNITIES*
* EXACT SITING & DETAILS OF FACILITIES TO BE LOCATED BY THE INTERPRETER AND BAYCREST OVERLOOK IMPROVEMENT COMMITTEE AT THE TIME FUNDING IS ALLOCATED & DEVELOPMENT BEGINS
ANCHORAGE
STERLING HIGHWAY
HOMER
VOLCANO PANEL
WILDLIFE PANEL
PICNIC TABLE
CAMERA PILLAR
METAL SCULPTURE
CRUSHED AGGREGATE PAD
METAL SCULPTURE
PICNIC TABLE
PICNIC TABLE
BAY INLET PANEL
METAL SCULPTURE
PICNIC TABLE
PUBLIC LAND PANEL
HOMER SPIT PANEL
METAL SCULPTURE
GLACIER & MTN PANEL
METAL SCULPTURE
BAYCREST OVERLOOK
HOMER, ALASKA
PROPOSED FACILITY IMPROVEMENTS
NOTE: TO BE USED FOR GRAPHICAL REPRESENTATION PURPOSES ONLY
NOT TO SCALE
North
N.T.S.

DESIGN GUIDELINES

This section provides design guidelines for new interpretation at the Baycrest Hill Overlook. Interpretive sites and materials should use a cohesive design to give the area a distinctive appearance. To best implement the following guidelines, the Baycrest Improvement Committee should work with professional interpreters.

A high quality, professional standard should be used for interpretive panels, parking facilities, structures, kiosks, and restrooms. New interpretive panels should use materials that are both low maintenance and vandal resistant. New facilities should be carefully designed so that they are ADA accessible and use universal design standards.

The following section outlines the basic elements of design for interpretive panels. They are intended to guide the committee as they update and develop new interpretation for the Baycrest Hill Overlook.

PANEL DESIGN

A typical interpretive panel at a wayside will be approximately 36.5 inches wide by 30.5 inches high with 200-250 words. Appendix B shows a standard "Type D" interpretive panel that has these dimensions and is low-profile in design, allowing for relatively unobstructed views. The interpretive panel about public lands and waters could still use the same panel mount as the other panels, but the panel itself could be up to 52 inches wide by 30.5 inches high with 300-350 words. The content of an interpretive panel, including theme and topic, should determine the types of graphics used. Graphics or a font style that works beautifully in one panel may not be appropriate for others; however, it is highly recommended that a cohesive and thematic design is used throughout all the panels at the same wayside.

This plan recommends that a serif font such as Goudy or Garamond be used for titles and headings. A sans-serif font such as Calibri or Segoe should be used for body text. Although these are general rules to follow when developing written interpretation, they are not mandates; the contracted interpretive specialist and the improvement committee will decide what is appropriate for each panel. Typographical techniques can occasionally allow the title and headings to work as graphic elements.

DONOR AND AGENCY RECOGNITION

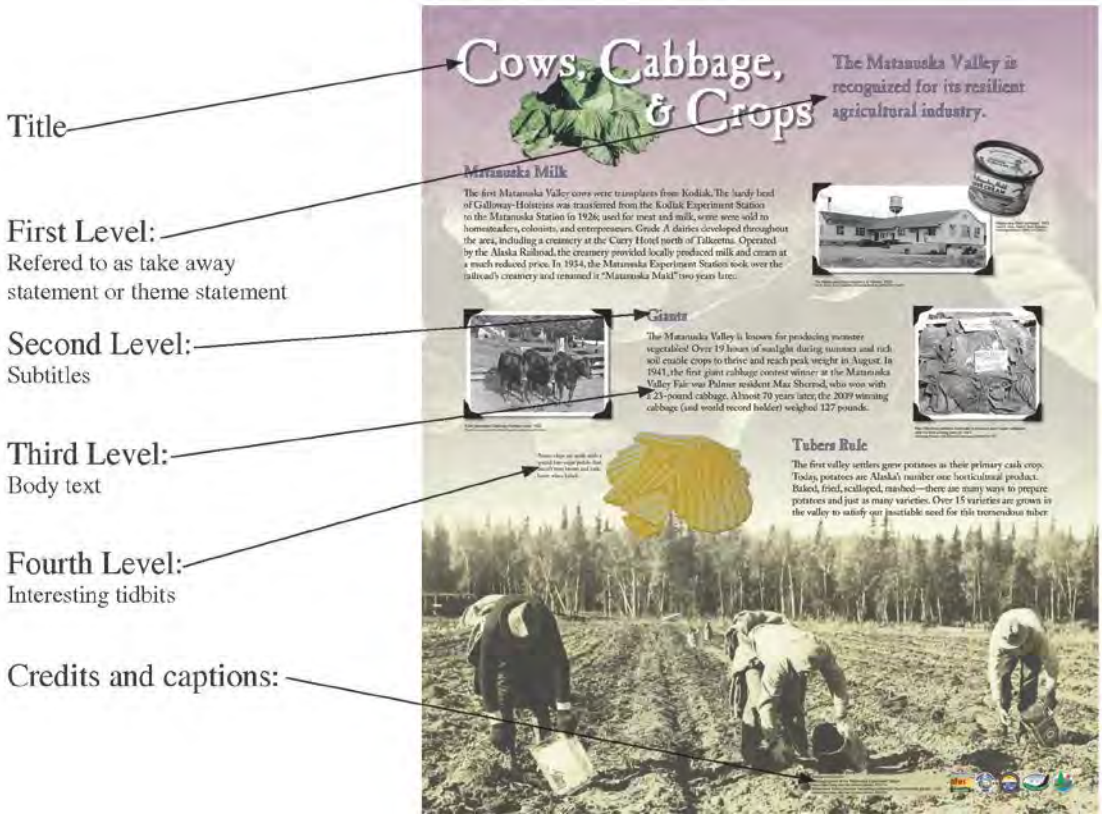
Small logos for funding sources should be included, but having too many logos can clutter a panel and potentially confuse visitors. One option for replacing multiple logo images is to create a funding line on the interpretive panel that is written out. Font size and style should be similar to photo captions. Another option is to develop a separate plaque that recognizes donors and agencies involved in the project.

PANEL LAYOUT

Interpretive panels at the overlook should have a similar layout if possible, but the format may be slightly altered to better represent the panel theme or to accommodate any city, state, or federal agency-adopted standards that are not flexible.

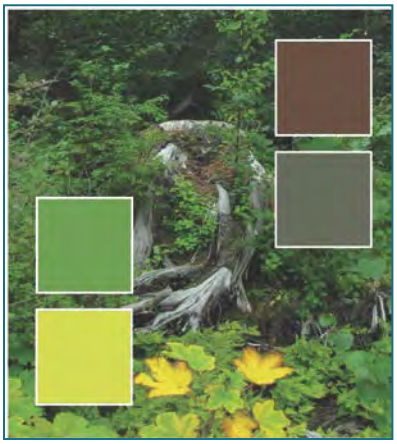
The textual components of a typical panel are as follows:

- TITLE: The title tells visitors what the panel is about and should intrigue them continue reading.
- THEME STATEMENT (1ST LEVEL): The theme statement presents the overall theme of the panel and provokes the audience to read further. However, if this statement is the only thing the visitor reads, he or she should still grasp the main message of the panel.
- HEADINGS (2ND LEVEL): The headings introduce readers to the body text. Typically, the theme statement and headings should have the same font type and size.
- BODY TEXT (3RD LEVEL): The main body of the text supports the theme statement and should relate the resource being interpreted to the audience and reveal something meaningful about the resource.
- ADDITIONAL INFORMATION (4TH LEVEL): This part of the panel reveals interesting information not included in the body text; it can be a quote or poem, or it can be a statement that further describes a process, person, event, or photograph.
- PHOTO CAPTIONS: Captions should describe the photograph and give credit to the photographer.



COLOR PALETTE

Interpretive displays at roadside pullouts should have a consistent color scheme. However, there needs to be some flexibility to ensure that the color palette of individual panels complements the chosen topic and theme as well as the graphics and surrounding landscape.



EXAMPLE OF A PLACE-BASED COLOR SCHEME

People tend to rely heavily on visual cues and, so, the visual elements of a display or panel or panel are of great importance in conveying a message and helping people connect to the site. Colors may influence how a visitor interprets the site's story and the type of connections he or she forms. Warm colors—red, yellow, and orange—can convey a sense of movement, energy, and excitement or a sense of anger or violence. Cool colors can evoke a sense of calm or create emotional distance. Complementary colors such as green and red or purple and yellow create strong contrasts—a bold look. Analogous colors such as green, green-blue, and blue create a calm and relaxed look. Monochromatic color schemes composed of varying shades or tints of the same color create a sense of depth.[4]

EVALUATING INTERPRETATION

Creating guidelines for evaluating the effectiveness of interpretive sites and materials is an essential part of the planning process. The purpose of evaluations is to help the improvement committee measure whether the plan's goals and objectives are being met. The intent of evaluations is to collect information to make improvements and decisions about future planning. It is important to remember that this plan should also be evaluated to ensure that it stays relevant to the needs of the site visitor.

There are many appropriate methods for evaluating interpretation at the Baycrest Hill Overlook. A combination of methods will produce the best results. Media, especially interpretive panels, should be evaluated at least every ten years for both content and graphics. Using peer reviews, oral interviews, exit questionnaires, observation, and suggestion boxes would all be effective methods for evaluating the Byway's sites and services.

- PEER REVIEWS: Professional interpreters developing media should allow for a peer review process that includes members of the Baycrest Improvement Committee. A group of people with varying interests will provide valuable input in the developing stages of interpretation and the product will greatly benefit from this process.
- ORAL INTERVIEWS: Visitors could be approached for a short interview about interpretation at the overlook. Interviews can provide the committee with a person's impressions and allows for follow-up questions to learn more about someone's opinions.

[4] The content of this section has been heavily borrowed from Chapter 4 of *Interpretation by Design: Graphic Design Basics for Heritage Interpreters* by Paul Caputo, Shea Lewis, and Lisa Brochu.

- QUESTIONNAIRES: Visitors could be given a questionnaire with pointed questions to determine whether the interpretative media's objectives were met and the themes communicated. The questionnaire should also solicit ideas for improvement. Volunteers or committee members could hand questionnaires to visitors during peak hours at identified points of contact.
- OBSERVATION: Indirect observation—having someone observe how visitors react to interpretive exhibits—is a good method for evaluating the effectiveness of each display, including its ability to attract and hold a visitor's attention.
- SUGGESTION BOX: Suggestion boxes or guest books could be placed in areas of high visitation to provide travelers a place to share their thoughts, suggestions, and ideas. A system should be established whereby the comments are regularly retrieved. Paper and pencils would need to be supplied and restocked. If the committee decides that a suggestion box or guest book is not appropriate at the overlook, a digital "suggestion box" on the internet could also yield helpful post-trip insights.

"Through interpretation, understanding; through understanding, appreciation; through appreciation, protection." (Quoted in Tilden's *Interpreting Our Heritage*)

APPENDIX A:

Lower Cook Inlet/Kachemak Bay Area Public Lands and Waters

AUGUSTINE VOLCANO, PHOTO COURTESY OF EMILY LOCHART

The following is a comprehensive list of local, state, and national parks, monuments, wilderness areas, wild and scenic rivers, wildlife refuges and game sanctuaries, critical habitat areas, important bird areas, etc.

- Kachemak Bay State Park and State Wilderness Park
  Including Overlook Park unit, directly below the west end of the scenic overlook

- Alaska Maritime National Wildlife Refuge – Gulf of Alaska Unit
  - In K-Bay: Gull Island, 60 Foot Rock, Yukon Island;
  - In Cook Inlet: Chisik and Duck Islands / Tuxedni Wilderness;
  - At Kennedy Entrance to Cook Inlet: the Barren Islands

- Kenai National Wildlife Refuge Wilderness
  S.E. K-Bay uplands / West Kenai Mountains and glaciers / S.W. Harding Ice Field

- Kachemak Bay Critical Habitat Area

- Fox River Flats Critical Habitat Area (not visible from scenic overlook)

- Homer Airport State Critical Habitat Area (not visible from scenic overlook)

- Kachemak Bay National Estuarine Research Reserve and Kasitsna Bay Lab (both NOAA/State partnerships)

- Mud Bay/Mariner Park Western Hemisphere Shorebird Reserve Network (WHSRN) site (not visible from scenic overlook)

- Lake Clark National Park and Preserve (including Lake Clark Wilderness Area, three Wild and Scenic Rivers [Tlikakila, Chilikadrotna and Mulchatna], and the Redoubt and Illiamna National Natural Landmarks and Kijik National Historical Landmark.)

- Augustine Island - within the Kamishak Special Use area (state) and surrounded by EFH for several marine fishery species (under federal Magnuson-Stevens Act). Active volcano, AVO/UNAVCO instrumentation site, UAF Geophysical Institute research site with two permanent camps.[5]
- McNeil River State Game Refuge and Sanctuary, also a National Natural Landmark under NPS

- Katmai National Park and Preserve (Cape Douglas within the boundary is visible from the scenic overlook)

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[5] Augustine Island: Kamishak Special Use Area – state designation, managed by Kenai Peninsula Borough. The designation recognizes the importance of the area for its remote character and fisheries resources, both habitat and harvest. Essential Fish Habitat (EFH) – federal designation under the Stevens-Magnuson Conservation and Management Act. This applies to the marine waters surrounding Augustine Island. Specifically identified are weathervane scallops, arrowtooth flounder, Pacific cod, Pollock and all five species of Pacific salmon, as well as "other marine species." Augustine Island is under an Interagency Land Management Assignment to the University of Alaska, Fairbanks for research purposes. The 2001 Kenai Area Plan lists management purposes as scientific research and education.

- Including Katmai Wilderness Area

- Cook Inlet Beluga Whale Critical Habitat Area (particularly the west side of Cook Inlet nearshore habitat and all of K-Bay)

- Northern Sea Otter Critical Habitat area (southwest AK Distinct Population Segment [DPS] only) west side of Cook Inlet nearshore habitat from Shelikof Strait/Cape Douglas to Reboubt Point, including Mt. Augustine. (NOTE: K-Bay not included)

- Important Bird Areas (IBAs) for waterbird and seabird species and colonies:
  - The Barren Islands, Kachemak Bay, Kamishak Bay, lower Cook Inlet

OTHER PUBLIC LAND AND WATER DESIGNATIONS IN THE SURROUNDING AREA:

Cook Inlet Region:

1) Lower Cook Inlet (but not visible from scenic overlook)

   - Anchor River/Fritz Creek Critical Habitat Area
   - Anchor River State Recreation Area
   - Stariski Creek State Recreation Site
   - Clam Gulch State Critical Habitat Area
   - Clam Gulch State Recreation Site
   - Deep Creek State Recreation Site

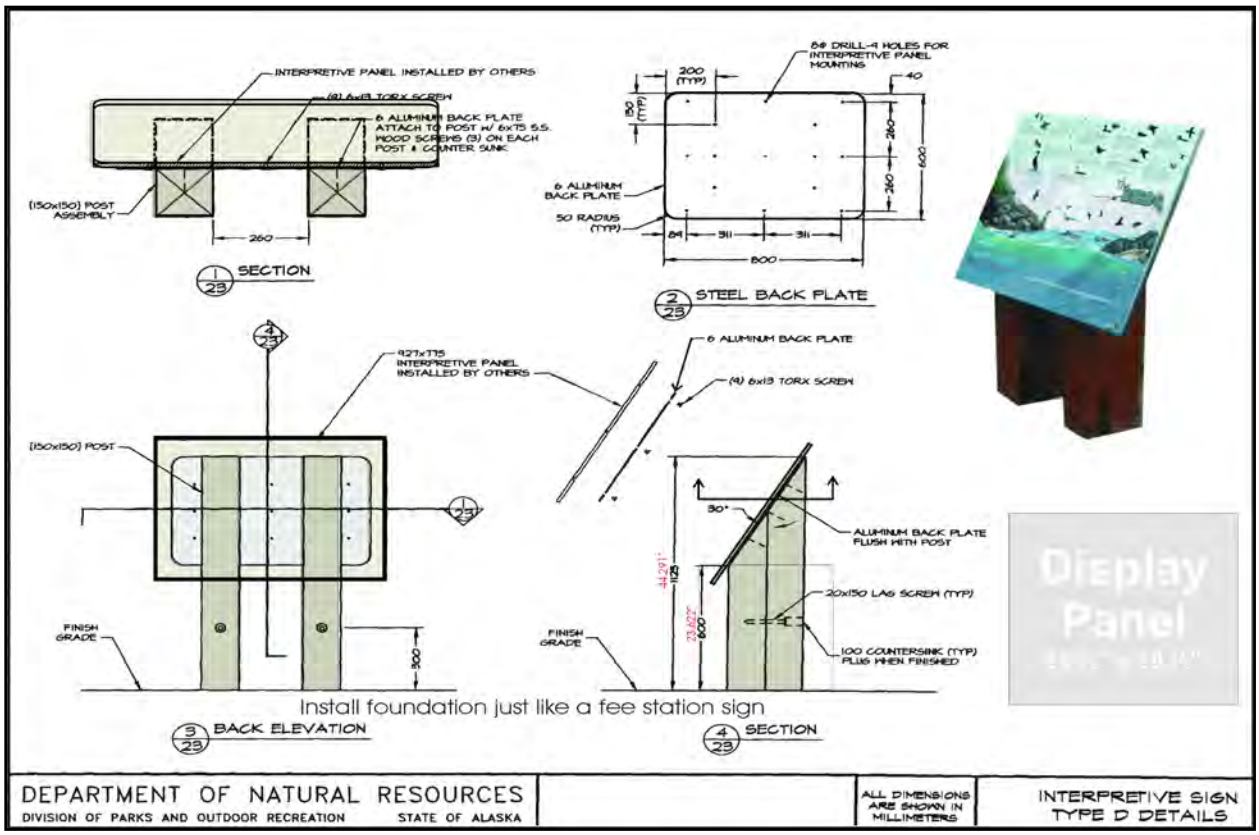
2) Central and upper Cook Inlet (not visible from scenic overlook)
   - Kalgin Island State Critical Habitat Area
   - Redoubt Bay Critical Habitat Area
   - Trading Bay State Game Refuge

Upper central Gulf of Alaska Region:

1) Kenai Fjords National Park (eastern half of the outer Kenai Peninsula coast and Kenai Mountains, not visible from scenic overlook or from Kachemak Bay)

APPENDIX B:

STANDARD DESIGN FOR ALASKA DIVISION OF PARKS AND OUTDOOR RECREATION TYPE D INTERPRETIVE PANEL



APPENDIX C:

Interpretive Panel and Sign Materials

KACHEMAK BAY AND THE KENAI MOUNTAINS, PHOTO COURTESY OF EMILY LOCHART

1. Sandblasted or Routed Wood

Advantages

- Can often be produced in-house
- Can be quite attractive
- Can be easily cut to custom shapes
- Can be painted

Disadvantages

- Requires significant and ongoing maintenance
- Cost can be extremely variable
- Easily vandalized

2. High Pressure Laminate, Plastic Laminate, or Phenolic Resin Products

Advantages

- Excellent quality image and colors
- Can be self supporting
- Made with some recycled material
- No de-lamination
- Durable
- Fairly inexpensive
- Can be easily cut to custom shapes
- Gunshot holes can often be repaired
- 10-year warranty
- Bear-resistant

Disadvantages

- Not always environmentally friendly due to plastic production

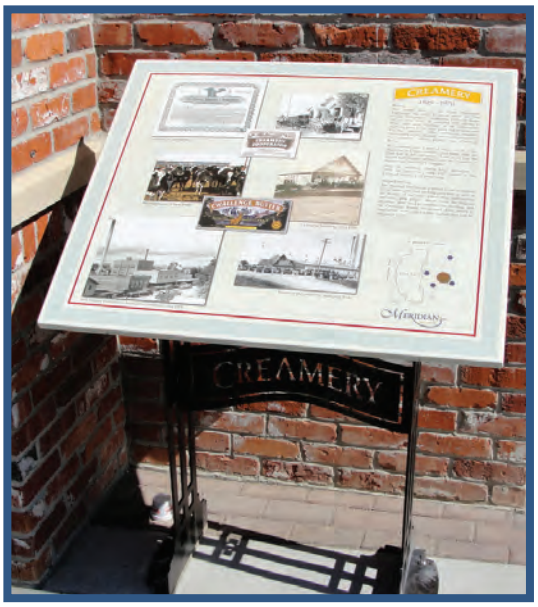
3. Metal

Advantages

- Mid-range cost
- Easy to maintain

Disadvantages

- Easily scratched
- Can get very hot
- Can limit color choices



4. Fused Polycarbonate

Advantages

- Excellent quality image
- No de-lamination
- Made with some recycled material
- Can be used underwater
- Can be self supporting
- Can be backlit
- Image protected under sacrificial coat
- Low cost
- 10-year warranty

Disadvantages

- Easily damaged
- Can be rubbed out
- Can get very hot
- Limits color use

5. Fiberglass Embedded Inkjet

Advantages

- No de-lamination
- Good quality image
- Hard surface
- Vandal resistant
- Relatively inexpensive

Disadvantages

- Must be framed or supported
- Fades, yellows, and breaks down under strong sunshine
- Cracks in extreme temperatures
- Can be damaged by sharp objects
- Shatters when gunsho

6. Porcelain Enamel

Advantages

- Superior image quality
- Vivid color
- Durable in extreme weather conditions
- Resistant to vandalism and scratches

Disadvantages

- High cost
- Heavy blunt force may crack it
- Rusts if porcelain surface is damaged
- Must be framed or supported

7. Engraved or Cast Metal

Advantages

- Tactile
- Elegant
- Durable in sun, moisture, and temperature changes

Disadvantages

- High cost
- Heavy blunt force may crack or break it

8. Laminated Print

Advantages

- Low cost

Disadvantages

- Not resistant to vandalism

9. Routed Plastic

Advantages

- Low cost
- Low maintenance
- Tactile
- May use recycled material

Disadvantages

- Limited color use
- Easily damaged with sharp objects

CITY OF HOMER
GIFT/DONATION PROPOSAL APPLICATION

PLEASE TYPE OR PRINT CLEARLY AND MAKE YOUR RESPONSES COMPLETE AND THROUGH.

DATE 08/09/2023

CONTACT PERSON Stuart Craig or Marie Craig **TITLE** N/A

ORGANIZATION IF APPLICABLE N/A

ADDRESS PO Box 877570 **CITY** Wasilla **STATE** AK **ZIP** 99687

PHONE 907-232-2237 **FAX** N/A **CELL** 907-232-2237

EMAIL Stuart - stuartpc61@gmail.com & Marie - mcraig11@hotmail.com

TELL US WHY YOU WISH TO DONATE THIS TO THE CITY OF HOMER? Homer has always been my family's favorite Alaska destination. I have many great memories my youth spending time in Homer with my parents camping, fishing, beachcombing, and exploring. When my wife and I met in 2003, Homer became our favorite place to visit and we spend as much time there as we can, and always wish we could spend more. After my parents passed away, we decided to see if we could make a donation to the City of Homer to show how special it is to our family, and for all to enjoy on trips to and from Homer.

PLEASE COMPLETE THE APPROPRIATE SECTIONS RELATED TO YOUR DONATION.

TITLE OF ARTWORK Lighthouse Metal Sculpture

ARTIST(S) NAME Marlon Prazen and Tarri Thurman

YEAR COMPLETED 2023 **DIMENSIONS** Approximately 5' high, 4 sided, base approx. 2'W X 2'D

MATERIALS USED TO CREATE ARTWORK Steel & powder coated steel plate

PHYSICAL DESCRIPTION OF THE PROPOSED DONATION–
A steel sculpture of a lighthouse approx. 5' tall. 4 sided. Approx. 2' W X 2"D at base. Will taper to approx. 1'W X 1'D at top. Will have light (at top), door and window cutouts throughout sculpture

NARRATIVE DESCRIPTION OF THE PROPOSED DONATION- TELL US THE STORY BEHIND THE PIECE OR SIGNIFICANCE -
My wife and I wanted to specifically donate to the CIty of Homer for the Baycrest Lookout Park. After working with Matt Steffy, Parks & Trail Planner, City of Homer, and explaining to him why this location and why Homer is so special to us and our family, Matt suggested we donate this sculpture. My wife and I really liked the idea of having an sculpture art piece located at the Baycrest Lookout Park, and we all really liked the idea of this to be a Lighthouse designed or themed art sculpture.

IS THE PROPOSED PIECE ONE OF A KIND? yes **IS THE PIECE PART OF A SERIES, LIMITED OR OTHERWISE?** no

IF SO, AN EDITION OF HOW MANY? N/A **IS THE PIECE COMPLETED?** no **IF NOT WHEN IS THE EXPECTED COMPLETION DATE?** Mid September 2023

WHAT IS THE CURRENT CONDITION OF THE PIECE? Moose Run Metalsmiths has materials to begin, and anticpates beginning the project mid August 2023.

PROPOSED SITE OR LOCATION

DO YOU HAVE A SITE(S) IN MIND FOR THE PLACEMENT OF THE PIECE? IF SO WHERE? Baycrest Lookout Park, Homer, Alaska

IS THIS A CITY OWNED PROPERTY IF NOT WHO OWNS THE PROPERTY? Both evidently City and State of Alaska owned. Detail on this can be provided by Matt Steffy, City of Homer Parks & Trail Planner

WHAT IS THE RATIONALE FOR SELECTING THIS/THESE LOCATION(S)? It is a favorite spot for my family for over 50 years. We visit Homer often, and it is the first stop we make when coming to Homer, and the last stop we make when leaving Homer.

ARE YOU AWARE OF ANY PERMITS OR PERMISSIONS THAT MAY BE REQUIRED? No, am not aware.

TECHNICAL SPECIFICATIONS

DESCRIBE HOW THE PIECE IS CONSTRUCTED OR MADE. PLEASE INCLUDE ANY DOCUMENTATION AT THE END OF THIS APPLICATION. It will be constructed entirely of steel plate. The artists are also investigating as to the ability to install a solar powered light in the top of the lighthouse. It has yet to be determined if this part of the project will be possible.

HOW IS THE PIECE TO BE PROPERLY INSTALLED? It will be placed in a City of Homer flower bed at the park. This flower bed is the center front bed as you enter the park. It will be anchored to the concrete bottom of the flower bed.

DOES THE PIECE REQUIRE ELECTRICITY, PLUMBING OR OTHER UTILITY HOOKUPS? No

WHO WILL BE INSTALLING THE PIECE? Our understanding is that it will be installed and maintained by The City of Homer.

WHAT IS THE EXPECTED LIFETIME AND STAYING POWER OF THE MATERIALS USED IN CREATING THE PIECE? It will be powder coated steel plate, so that will inhibit rust. That should allow the sculpture to be in place in perpetuity.

WHAT MAINTENANCE IS REQUIRED AND HOW OFTEN? TBD

PLEASE IDENTIFY ANY SPECIFIC MAINTENANCE PROCEDURES AND OR EQUIPMENT AND THE ASSOCIATED COSTS: TBD

WHAT PRECAUTIONS HAVE BEEN TAKEN TO GUARD AGAINST VANDALISM IF ANY? Anchoring the piece into concrete Materials used are powder coated steel. Easy to maintain and clean.

WHAT STEPS HAVE BEEN TAKEN TO ASSURE THIS PIECE WILL NOT PRESENT A SAFETY HAZARD? Matt Steffy has a plan

BUDGET

PROJECT MANAGEMENT FEES	$ TBD	**INSURANCE**	$ unknown
ARTIST'S FEES	$ 6000 est.	**UTILITY HOOKUP**	$ 0
PURCHASE PRICE PERMITS	$ 0	**DELIVERY**	$ 0
STRUCTURAL	$ 0	**INSTALLATION**	$ unknown
ENGINEERING SITE	$ unknown	**SIGNAGE**	$ 0
PREPARATION OTHER	$ unknown	**RECOGNITION**	$ 0
COSTS NOT LISTED	$ 0	**DESCRIPTION**	

DATE PIECE WAS LAST APPRAISED? TBD

WHAT IS THE VALUE OF THE PIECE OR ESTIMATED MARKET VALUE IF NO APPRAISAL WAS DONE? $6,000 to $7,000

TIMELINE

WHAT IS THE TIMELINE FOR THE COMPLETION OR INSTALLATION OF THE PIECE? IDENTIFY THE DIFFERENT STAGES AND DATE GOALS TO PREPARE THE PIECE FOR DONATION It will be started mid August 2023 and completed mid Sept. 2023. Installation has yet TBD.

RESTRICTIONS

ARE THERE ANY KNOWN COVENANTS, REQUIREMENTS OR RESTRICTIONS THAT COME WITH THE PIECE? No, I do not beleive so, unless these exist through the CIty of Homer.

WHAT EXPAECTATIONS DO YOU HAVE FOR THE CITY OF HOMER IN ACCEPTING THIS ARTWORK? To maintain the sculpture, to plant acceptable plants in and around the sculpture, and to install the sculpture.

COMMUNITY INVOLVEMENT

WAS THERE ANY COMMUNITY OR USER INVOLVEMENT IN SELECTING THE RECOMMENDED LOCATION? Only that my wife and I wanted to give something back to the community of Homer because it is such a special destination for my wife and I and family, and we felt the community would appreciate this donation at this specific location.

PLEASE INCLUDE ANY LETTER(S) OF SUPPORT FOR THE PROJECT OR PROPOSED DONATION.
N/A

APPLICANT MUST SUBMIT THE FOLLOWING SUPPORTING DOCUMENTATION WITH THIS APPLICATION.

X **AN RESUME OR BIO FROM THE ARTIST WHO CREATED OR WILL CREATE THE ARTWORK.**

X **FIVE TO TEN IMAGES OF PAST WORK FROM THE ARTIST. THESE CAN BE PHOTOGRAPHS.**

X **THREE TO FIVE CLEAR IMAGES OF THE PROPOSED ARTWORK**

X **SCALE DRAWING/MODEL OF THE PROPOSED ARTWORK**

X **IF YOU HAVE A SITE(S) IN MIND PLEASE INCLUDE PHOTO AND DESCRIPTION OF THE SITE(S) AND A SCALED DRAWING OF THE PROPOSED ARTWORK IN THE RECOMMENDED LOCATION.**

N/A **A COPY OF A FORMAL APPRAISAL IF AVAILABLE**

N/A **TECHNICAL SPECIFICATIONS, MAINTENANCE MANUAL OR DRAWINGS/RECOMMENDATION FROM STRUCTURAL ENGINEER.**

Stuart P Craig

Marie F. Craig

APPLICATIONS ARE TO BE SUBMITTED TO:

THE CITY OF HOMER

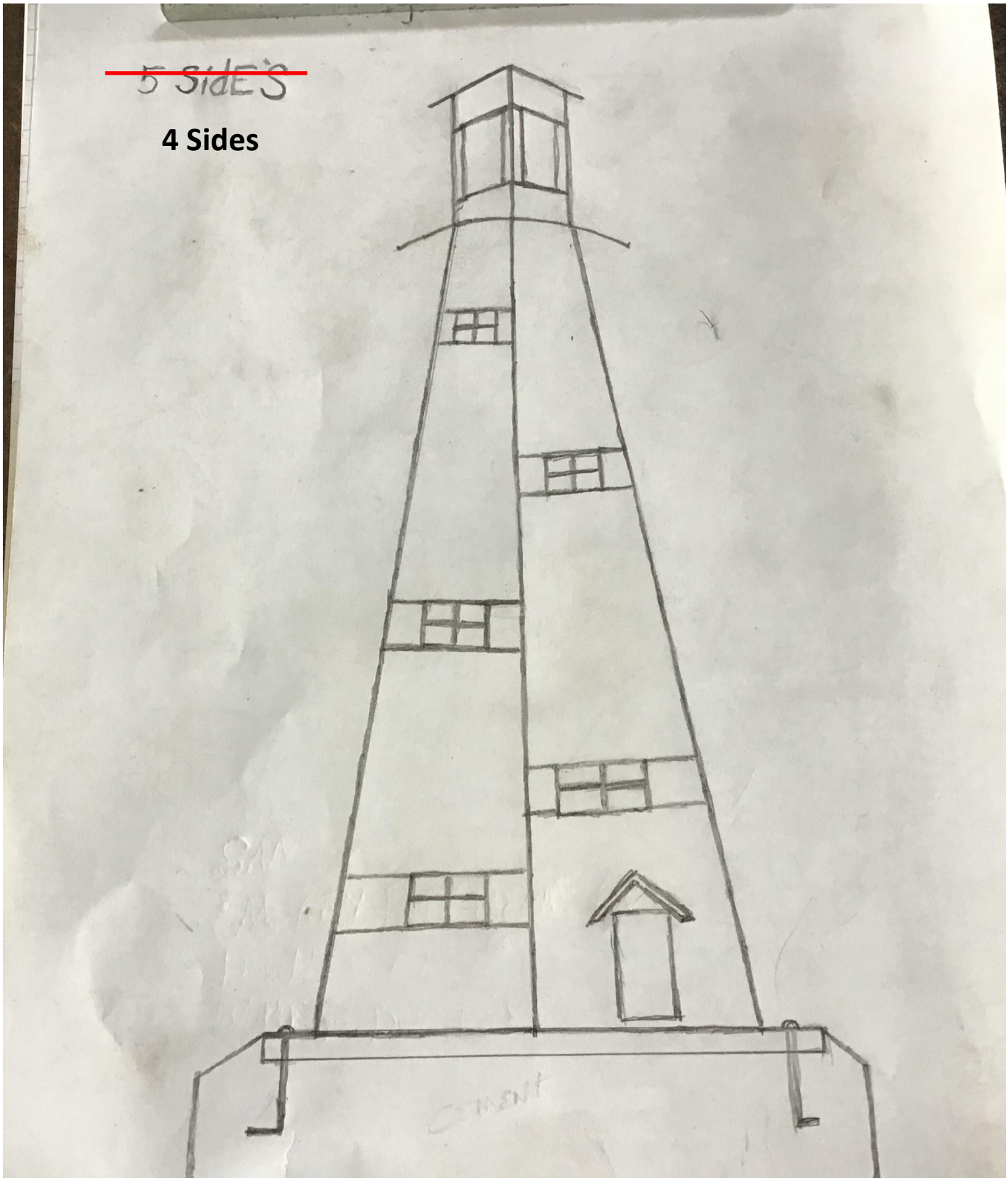
CITY CLERKS OFFICE

491 E. PIONEER AVENUE

HOMER, AK 99603

OR YOU MAY SUBMIT VIA FAX AT 907-235-3143 TO SUBMIT VIA EMAIL PLEASE SEND TO clerk@ci.homer.ak.us

IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT THE CLERK'S OFFICE AT 235-3130.



Concept sketch provided by Tarri Thurman of Mooserun Metalsmiths.

(*For clarification, the plan is for a 4-sided lighthouse*.)

To: Parks, Art, Recreation and Culture Advisory Committee:

My wife, Marie, and I would like to make a sculpture art donation to the City of Homer. Specifically, we would like this sculpture art to be placed at the Baycrest Lookout Park. We thought it would be beneficial to this donation request to provide you with some background as to why this is important to us both. I am a lifelong Alaskan, having been born in Kodiak in 1961 and have lived in Alaska since. As a child and teenager, my mother, father, and I would often come to Homer for recreation. We camped in the campgrounds on the Homer Spit, and spent many great days beachcombing, fishing from our pleasure craft in Kachemak Bay, and exploring Homer and its surroundings. Over the years, Homer became our family's favorite Alaska destination, and my parents spent many days in their retirement years in Homer. During my younger adult years, I also lived in Homer for one year. My wife moved to Alaska in 1993, and we met in 2003. Homer quickly became one of our very special places to visit for vacations, and we spend as much time in Homer each year as we can, and always wish we could spend more. We love to take trips out into Kachemak Bay and explore when we can, and every day we are in Homer we love to walk the beaches on the Homer Spit to beachcomb and enjoy the beauty of it all. Since my mother passed away in 2005, my wife and I have discussed the desire to do something special for her that recognized just how much she and my father loved the time they spent in Homer. Once my father passed away in 2022, we decided to make some serious inquiries about a donation to the City of Homer that would help show how special Homer is to our family. We are especially fond of the Baycrest Lookout Park. We love the views from the overlook, and it is always our first stop as we arrive and the last stop as we leave. We would love to be able to make this sculpture art donation to the City of Homer, to be placed at the Baycrest Lookout Park to recognize just how special Homer was to my parents, Larry and Marcia Craig, my wife and I, and also to add something special for all to enjoy as they drive to and from Homer.

Thank you for your time and consideration,

Stuart & Marie Craig

Wording for the memorial plaque on Baycrest Lighthouse.

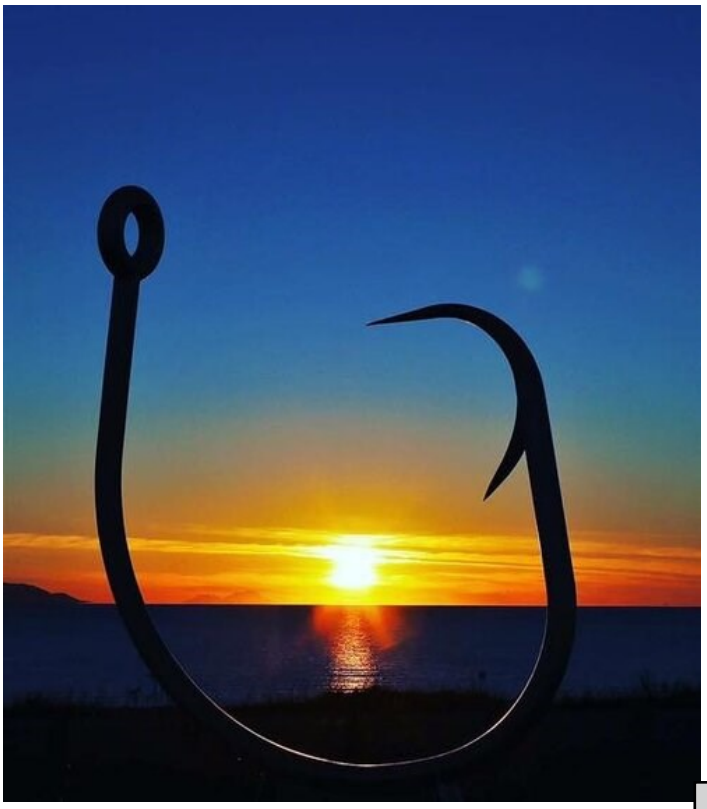
The idea here would be that this message would be center aligned when printed on the plaque. I can't guarantee that it shows up that way when you receive it. I tried to center align it when I sent it. Hopefully it shows that way when you view it. Let us know if this is going to be OK. Thanks,

Stuart & Marie Craig

Your smile is your light
and there is always a reason to smile.
Look around, breathe and let your light shine every day!
With love for the past and future.
Larry & Marcia Stuart & Marie
The Craig Family

Plaque will be approximately 6 inches square and mounted near the base of the sculpture. Material will either be engraved steel, or plasma cut steel with powder coat finish to match the Lighthouse.

Examples of Mooserun craftsmanship in Homer



City of Homer
www.cityofhomer-ak.gov

Administration
491 East Pioneer Avenue
Homer, Alaska 99603
(p) 907-235-8121 x2222
(f) 907-235-3148

Memorandum

TO: City of Homer Parks, Arts, Recreation and Culture Advisory Commission

FROM: Jenny Carroll, Special Projects & Communications Coordinator

THROUGH: Rob Dumouchel, City Manager

DATE: July 31, 2023

SUBJECT: City of Homer Draft 2024-29 Capital Improvement Plan (CIP)

I. Issue: The purpose of this Memorandum is to present the City's draft 2024-29 CIP for review and consideration by the Parks, Arts, Recreation and Culture Advisory Commission.

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

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

Projects in the CIP are organized in four sections:

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

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

The CIP is updated annually. I give a presentation on the CIP at your August 17, 2023 Regular meeting, and a review of the CIP/City Council Legislative Priority recommendations will be on your agenda as a new business item.

III. Requested Actions:

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

- **Be prepared to take the following actions:**
  - Pass a motion naming **<u>three City of Homer projects</u>** the PARCAC recommends to City Council for inclusion in the Legislative Priority section, and of those three indicate the Commission's #1 and #2 Federal Legislative Priority projects.
    - Any ***City*** project in the CIP is eligible.
    - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
    - For reference, last year, the PARCAC selected the following:
      1. Kachemak Drive Pedestrian Pathway (a State of Alaska project)
      2. Karen Hornaday Park Public Restroom
      3. Main Street Sidewalk South (a State of Alaska project)

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

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

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

Q: What is a CIP?

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

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

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

Q: What is a capital project?

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

Q: Is the CIP a "wish list?"

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

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

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

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

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

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

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

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

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

Q: What are "legislative priorities"?

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

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

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

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

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

City of Homer Capital Improvement Plan
Project Nomination Form

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:

_____	_____	_____
Organization submitting the nomination form	*Contact name*	*Contact phone number*

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. 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.

6. Attach a quality digitized photo, drawing, map, or other graphic image of your project with your nomination form submission.

For more information, call Jenny Carroll at 435-3101 or email jcarroll@ci.homer.ak.us

City of Homer

Draft 2024-2029 Capital Improvement Plan

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

September 23, 2024

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2024 through 2029 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2023-2028 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

The City updates the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Rob Dumouchel
City Manager

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Funded Projects from the 2023-2028 Capital Improvement Plan

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

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

Other Orgnaizations: SPARC: Flooring Replacement

The following projects have been partially funded:

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

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

FY25 Draft CIP INTRODUCTION PAGES

Introduction: The Capital Improvement Program

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

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

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

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a general target construction schedule. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, however, such inclusion does not indicate that the City intends to provide funding for the project. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of $50,000 for City projects and $25,000 for those proposed by non-profit organizations.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The six-year plan is updated annually in accordance with a planning schedule approved by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the process.

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

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

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

Integration of the CIP With Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

Legislative Request FY2025

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

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

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

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1. Homer Harbor Expansion

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

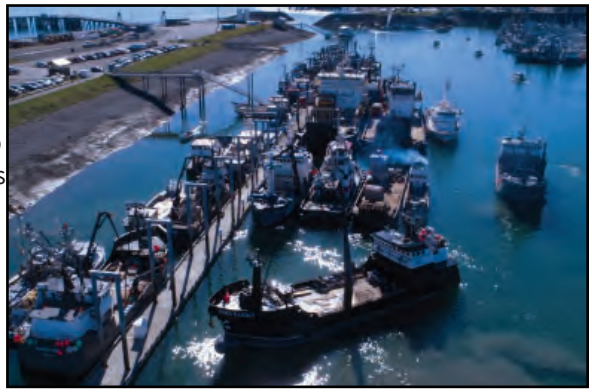
Currently, large vessels are moored at System 4 and System 5 transient floats in Homer's Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two or three or more abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.

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

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 harbo as shown below..

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

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



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

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

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2. Slope Stability & Erosion Mitigation Program

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

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

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

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

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

Project Cost (Phase 1): $5,028,791)

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

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

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

Awaiting City Council HERC worksession for project update.

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

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

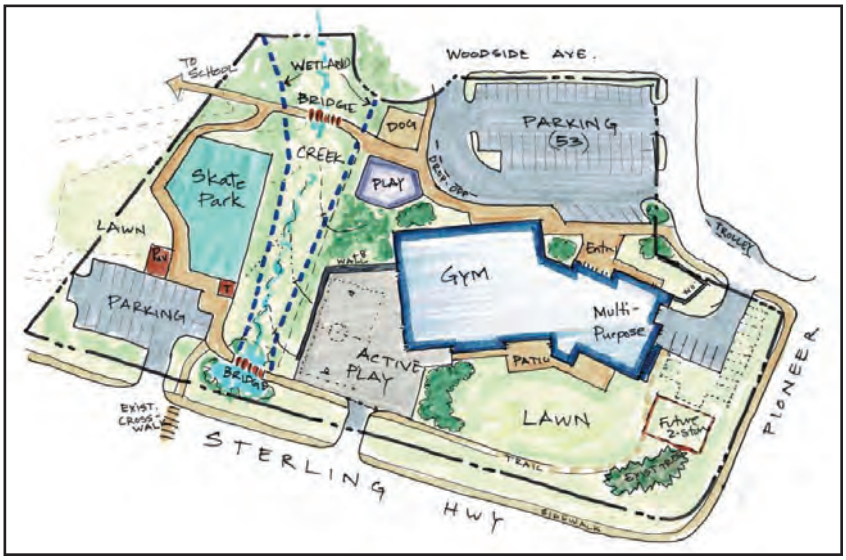
Over the years, the City has performed a variety of structural and feasibility analyses. However, contamination in the two former school buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The building is in a state of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

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

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

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

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



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

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4. Karen Hornaday Park Public Restroom Facility

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

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

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

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

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

Master Plan Update: $ 50,000 (COH funds)
Water Sewer Utility Extension: $ 530,000 (COH funds)
Restroom Construction: $ 500,000

FY25 State Request: $500,000
(City of Homer Match: $580,000)

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

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

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

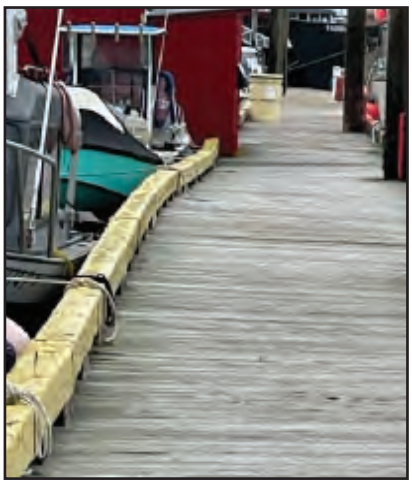
Project Description & Benefit: System 4 is made up mostly of floats that were constructed in 1964 for the original Homer Harbor. In the 2002 Transfer of Responsibility Agreement (TORA) project, those original floats were moved to create System 4. Within two years, the System's 207 slips for vessels ranging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

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

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

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

System 4 floats to be replaced.



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

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

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6. New Public Works Facility

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

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

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

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

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

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

Total Project Cost: $11,377,750

Schedule: 2024

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

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

City of Homer Match: $1,428,500

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

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7. A-Frame Water Transmission Line Replacement

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

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

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

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

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

Total Project Cost: $804,092

Design: $90,000

Construction: $714,092

FY25 State/Federal Request**:** $634,274

City of Homer Match: $ 160,818

Funding Secured	FY24
Design	
COH Water CARMA	$ 90,000

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

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8. Homer Spit Coastal Erosion Mitigation

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

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

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

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

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

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

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

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

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

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

FY25 Federal Request $1,500,000

Example of recent active erosion on the Homer Spit.

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9. Fire Hall Expansion, Phase 1

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

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

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

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

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

Total Project Cost: $20,000,000

Phase 1, Design: $ 1,500,000

Construction: $18,500,000

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

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

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Mid-Range Projects

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City Hall Access Barrier Removal

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

City Hall access barriers include:

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

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

Total Project Cost: $400,000

Schedule: 2024-2025

Priority Level: 1

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

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

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Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

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

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

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

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

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

Total Project Cost: $ 770,000

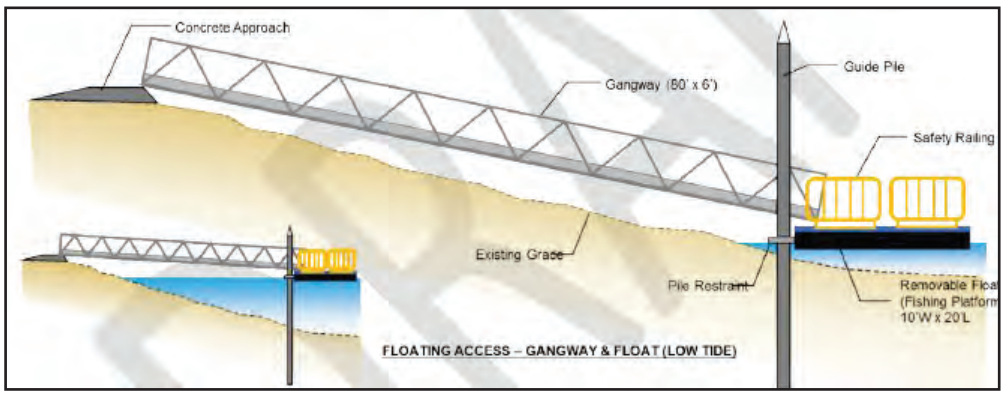
Concept Design $ 18,813 Completed 2022;

Final Design $70,000

Construction $ 700,000

Schedule: Final Design 2024
Construction 2025

Priority Level: 1



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

Removing Parking and Pavement Accessibility Barriers at City Facilities

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

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

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

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

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

Total Project Cost: $385,600
Phase 1: Harbor Accessible Parking, completed $49,100

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

Priority Level: 1

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

Parks, Art, Recreation & Culture

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Bayview Park Restoration

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

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

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

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

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

Total Project Cost: $190,000

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

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

Schedule: 2023-2026

Priority Level: 1

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

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Homer Spit Campground Renovations

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

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

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

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

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

Total Project Cost: $95,000

Mariner Park Campground	$50,000
Fishing Hole Campground	$45,000

Schedule: 2025-2026

Priority Level: 2

Mariner Campground at the base of the Homer Spit.

Homer Spit Trailhead Restroom

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

Total Project Cost: $400,000

Schedule: 2027

Priority Level: 3

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

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Jack Gist Park Improvements~~, Phase 2~~

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

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

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

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

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

One of the softball fields at Jack Gist Park.

Project Cost: $470,000

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

Phase 2: Restroom cost estimate: $350,000

Schedule: 2023-2025

Priority Level: 1

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

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Port and Harbor

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Barge Mooring & Large Vessel Haul Out Repair Facility

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

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

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

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

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer. Phase 2 completed design and permitting utilizing $255,000 in State Legislative Grant funds and $42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.

Total Project Cost: $5,297,626

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

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

Fish Grinding Building Replacement

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

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

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

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

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

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

Total Project Cost: $374,978

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

Schedule: 2024

Priority Level: 1

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

FY 2025 - DRAFT Document

Harbor Ramp 8 Public Restroom

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

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

Total Project Cost: $400,000

Schedule: 2027

Priority Level: 3

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.

FY 2025 - DRAFT Document

Homer Harbor Dredging

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

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

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

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

Total Project Cost: $980,000

Phase 1: Harbor bottom survey: $25,000

Phase 2: Dredging: $955,000

Schedule: 2023-24

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

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

FY 2025 - DRAFT Document

Homer Harbor Security Cameras: Ramp 1-5 Access Points

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

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

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

Total Project Cost: $364,000
System Design: $5,728 (funding completed)
Equipment Purchase and Installation: $358,272

Schedule: 2025

Priority Level: 1

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

FY 2025 - DRAFT Document

Ice Plant Upgrade

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

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

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

Total Project Cost:

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

Phase 2: Evaporator fan upgrades estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed
2021: Design and engineering for upgrades
2024: Phase 2

Priority: 1

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

FY 2025 - DRAFT Document

Large Vessel Sling Lift, Phase 1

FY 2025 - 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, the system works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration.. A lift in a local commercial yard is being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger that 150 tons.

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

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees.

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will consider location and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

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

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

Schedule: 2027

Priority Level: 3

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

Steel Grid Repair

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

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

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

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

Total Project Cost:

Phase 1: Engineering and Design: $25,000
Phase 2: Construction: (TBD after engineering and design phase.)

Schedule: 2025

Priority Level: 2

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

FY 2025 - DRAFT Document

Wood Grid Replacement

FY 2025 - 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 resides. Vessel owners are able to do minor repairs and inspections to their vessels hulls while "dry" on the grid and refloat with the incoming tide.

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

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

Three particular issues would likely be addressed in an upgrade. Gravel has migrated downhill and filled in between the benches, making it increasingly difficult for people to actually 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: 2026

Priority Level: 2

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

Public Safety

- **Fire Department Fleet Management 32**

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Fire Department Fleet Management

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

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

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

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

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

Total Project Cost: $1,655,000

Quint/Ladder Truck: $230,000 (complete)
Quick Attack/Brush Truck: $575,000
Engine 4 Replacement: $850,000

Schedule: 2025-2026

Priority Level: 1

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

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

Public Works Projects

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Beluga Sewage Lift Station

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

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

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

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

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

Total Project Cost: $2,937,353

Engineering Concept Design: $ 18,023 (complete)
Final Design: $ 100,000 (funded)

Schedule: 2024-2025

Priority Level: 1

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

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

FY 2025 - DRAFT Document

Ben Walters Lane Sidewalk Facility

Funded. Will move project to funding completed section.

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

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

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

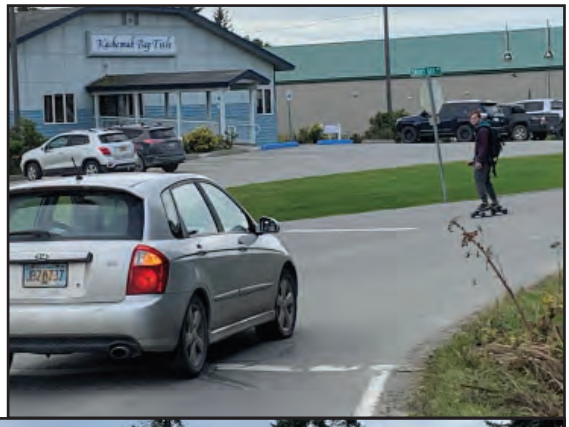
Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment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

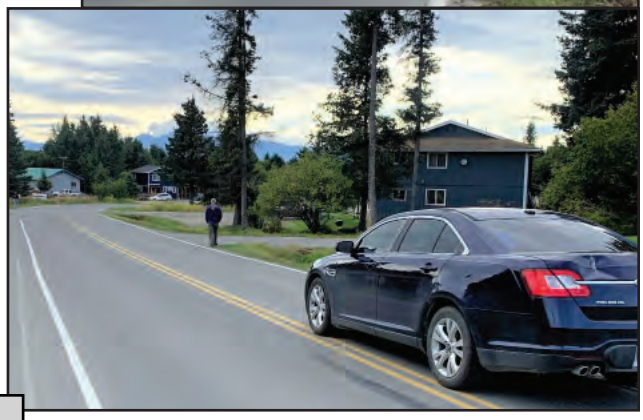
Total Project Cost: $1,800,000

Schedule: 2024

Priority Level: 1

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





FY 2025 - DRAFT Document

Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer's public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska's Kenai Peninsula College, a 55,0000 square foot commercial building, financial institutions and the Homer Public Library.

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

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

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

Estimated Project Cost: $~~4,100,000~~ 953,339

Schedule: 2025

Priority Level: 2

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

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

FY 2025 - DRAFT Document

Homer Airport Terminal Improvements

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

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

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

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

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

Total Project Cost: $1,402,570

Interior Renovations $378,000
- ADA restroom and other ADA compliance issues
- Furniture upgrade for ADA compliance

Fire/Life Safety Systems $159,156
- Replace HVAC and fire alarm systems
- Replace automatic entry doors for security/energy efficiency

Exterior Renovations $659,812
- Provide ADA-compliant parking and access
- EV Charging Station
- Paint exterior siding
- Install wayfinding signage/kiosk

Resilience Measures: $205,602
- Install backup generator for emergency power
- Solar installation -

Schedule: 2024

Priority Level: 1

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

FY 2025 - DRAFT Document

Homer All Ages & Abilities Pedestrian Path

FY 2025 - DRAFT Document

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

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

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

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

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

Total Project Cost: $3,900,000

Svedlund/Herndon & Lee Street: $1,600,000
Main Street South to Ohlson Lane: $2,000,000
Crosswalk improvements: $ 300,000

Schedule: 2024

Priority Level: 1

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

Svedlund/Herndon Street Sidewalks

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

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

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

Total Project Cost: $1,600,000

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

Schedule: 2024

Priority Level: 1

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

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

FY 2025 - DRAFT Document

Water Storage/Distribution Improvements, Phase 3

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality.

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

First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- Phase 1: was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- Phase 2: consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- Phase 3: consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV stations and the installation of micro-hydro turbines that can efficiently produce power back onto the grid, reducing the City's electricity costs and creating green power.

Plans & Progress: Project design was completed in 2014 utilizing $485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and $399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing $1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, $848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work should be completed in 2024 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

Total Project Cost: $10,438,214
2014 (Design, Completed): $884,214
2016 Phase 1 Construction(Funded, Completed):$1,980,000
2024-2025 Phase 2 Construction: $1,600,000
2026 Phase 3 Construction: $5,974,000

Priority Level: 1

FY 2025 - DRAFT Document

Wayfinding & Streetscape Plan Implementation

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

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

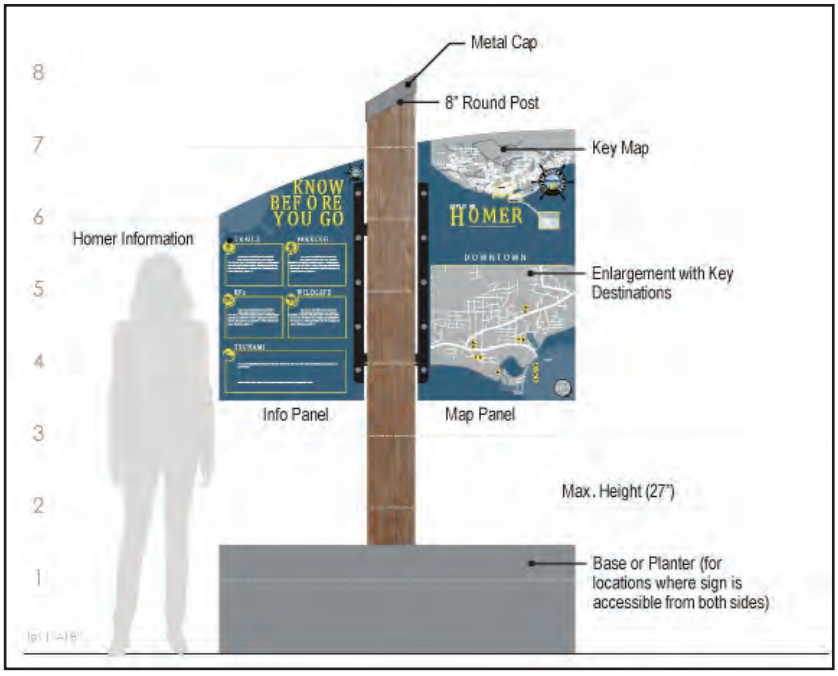
Total Project Cost: $277,500

Phase 1: $126,500 ($56,500 secured)

Phase 2: $151,000

Schedule: Phase 1 2023-2025

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



Schematic design of wayfinding sign.

FY 2025 - DRAFT Document

State Projects

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

Transportation projects within City limits:

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

FY 2025 - DRAFT Document

Baycrest Overlook Gateway Improvements Phase 3

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

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

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

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

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

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

FY 2025 - DRAFT Document

East Hill Road Bike Lane

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

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

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

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

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

FY 2025 - DRAFT Document

Kachemak Drive Non-Motorized Pathway

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

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

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

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

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

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

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

Estimated Project Cost: $2,000,000

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

FY 2025 - DRAFT Document

Main Street Rehabilitation

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

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

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

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

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

Estimated Project Cost: $4,300,000

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

FY 2025 - DRAFT Document

Main Street Sidewalk: Pioneer Avenue South to Ohlson Lane

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

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

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

Plans & Progress: Main Street is city-owned from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a $1.4M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF obtained $2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

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

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

Estimated Total Project Cost: $2,000,000

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

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

FY 2025 - DRAFT Document

Sterling Highway Milepost 172 Drainage Improvements

FY 2025 - DRAFT Document

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

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

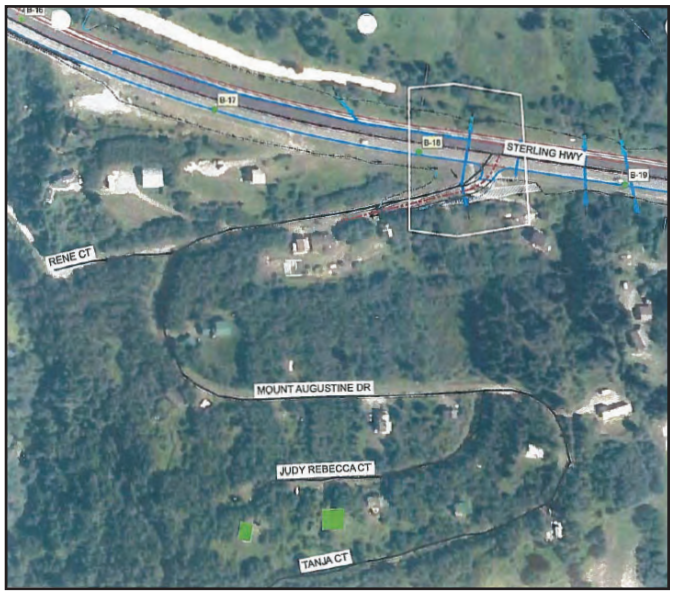
Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector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

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

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

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

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



Aerial photo of the area downslope of the outfall from a

West Hill Road Bike Lane

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

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

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

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

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Projects Submitted by Other Organizations

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

- **Homer Hockey Association:**
  Kevin Bell Ice Arena Condenser Project 51
- **Homer Senior Citizens Inc.:**
  Alzheimer's Unit 52
- **Kachemak Shellfish Growers Association:**
  FLUPSY & Otter Predation Assistance 53
- **Kachemak Ski Club:**
  Homer Rope Tow Access & Equipment Upgrades 54
- **~~SPARC: Flooring Replacement ..... 55~~**

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Homer Hockey Association
Kevin Bell Ice Arena Condenser Project

Project Description & Benefit: TThe Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs with a yearly budget of $300,000 to $375,000. HHA is seeking financial support to replace the condenser unit. The current cool-air condensers have been in use since 2005 when the facility opened, and they need to be replaced and updated. The condenser unit is an essential part of the refrigeration system that cools the refrigerant down, in order to get the temperature reduced to maintain the quality of the ice. The proposed replacement condenser is an evaporative condenser and will be more efficient to operate and maintain.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more almost two decades as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling, and frequent community and school skating events. KBA is also home ice for the Mariner-High School Co-Op Team with includes players from all the secondary schools on the southern Kenai Peninsula.

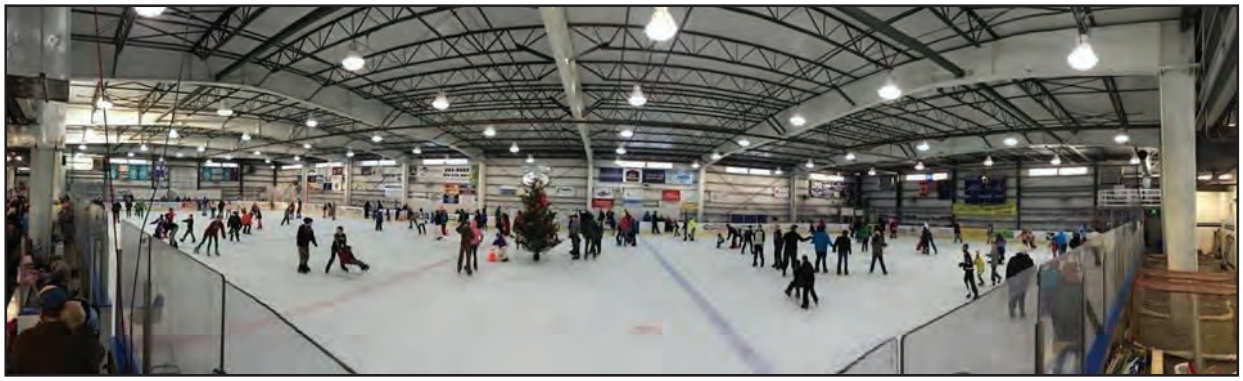
The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2022-23 these games brought over 1,740 out of town players to Homer, accompanied by family and fans that contributed to the local economy through lodging, transportation, dining, and merchandise purchases..

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

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

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

Total Project Cost: $140,000



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

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Homer Senior Citizens Inc. Alzheimer's Unit

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

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

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

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

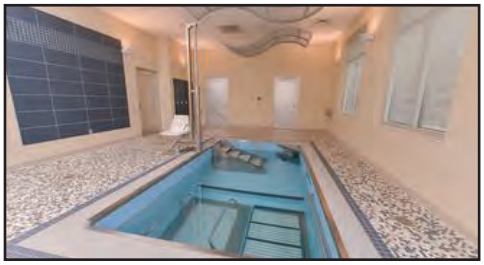
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once stage 2 has been completed); and fees for contracted space for equipment and pool.

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

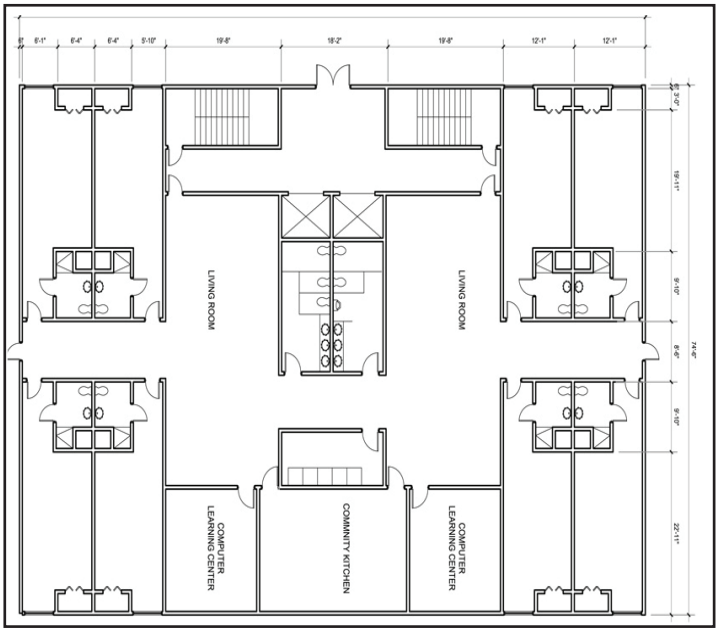
We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of $99,550 in fundraising for this valuable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

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

Total Project Cost: $750,000



Example of a HydroWorx Therapy Pool Room .



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Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

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

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

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

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

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

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

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

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Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades

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

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

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

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

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

Total Project Cost: $90,000

Parking/access improvements: $15,000

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

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

Youth enjoying Homer's own downhill ski area.

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SPARC: Flooring Replacement

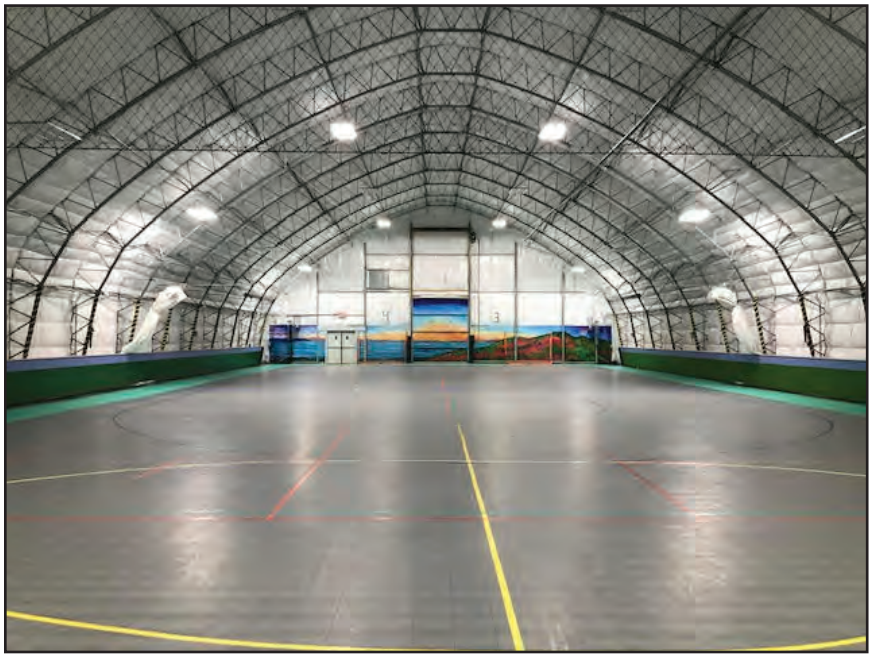
Project funding complete. Listed in Completd project section.

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

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

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

Total Project Cost: $478,681
Preconstruction and Administration: $155,917
Construction: $322,764



Flooring inside the SPARC.

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Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: $1.75 million

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

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

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

Cost: $3 million

Parks And Recreation

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

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

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

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

Cost: Beluga Lake Trail—$1.5 M East Trunk Trail—$2 M

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Capital Improvement Long-Range Projects

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Port & Harbor

Deep Water/Cruise Ship Dock Expansion, Phase 1: Upgrades to and expansion of he Deep Water Dock Expansion will boost Homer Port & Harbor cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts. Dock improvements will also fulfill a contingency planning requirement under Homeland Security provisions. The Port of Alaska, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer's port would become even more important as an unloading, staging, and trans-shipping port. A $1,250,000 feasibility study was completed in September 2016.

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

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

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

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown

Capital Improvement Long-Range Projects

Utilities

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

Cost: $400,000

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

Cost: $1,000,000

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change has reduced surface water availability. These factors demonstrate the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: $16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community. The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

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

STATE PROJECTS

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

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Capital Improvement Plan Appendices

- **CIP Development Schedule 61**
- **Resolution 23-0xx 62**
- **City of Homer Financing Assumptions 64**

Capital Improvement Plan Appendices

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

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

Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.

Capital Improvement Plan Appendices

Awaiting City Council Resolution adopting FY25 CIP.

Capital Improvement Plan Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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

Proposed New Projects
Table of Contents

FY25 PROPOSED NEW PROJECTS - DRAFT

City of Homer Projects

1. Homer Waste Water Treatment Plant Improvements

Other Organizations

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

Homer Waste Water Treatment Plant Improvements

FY25 PROPOSED NEW PROJECTS - DRAFT

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

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

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

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

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

Schedule: 2024

Priority Level: 1

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

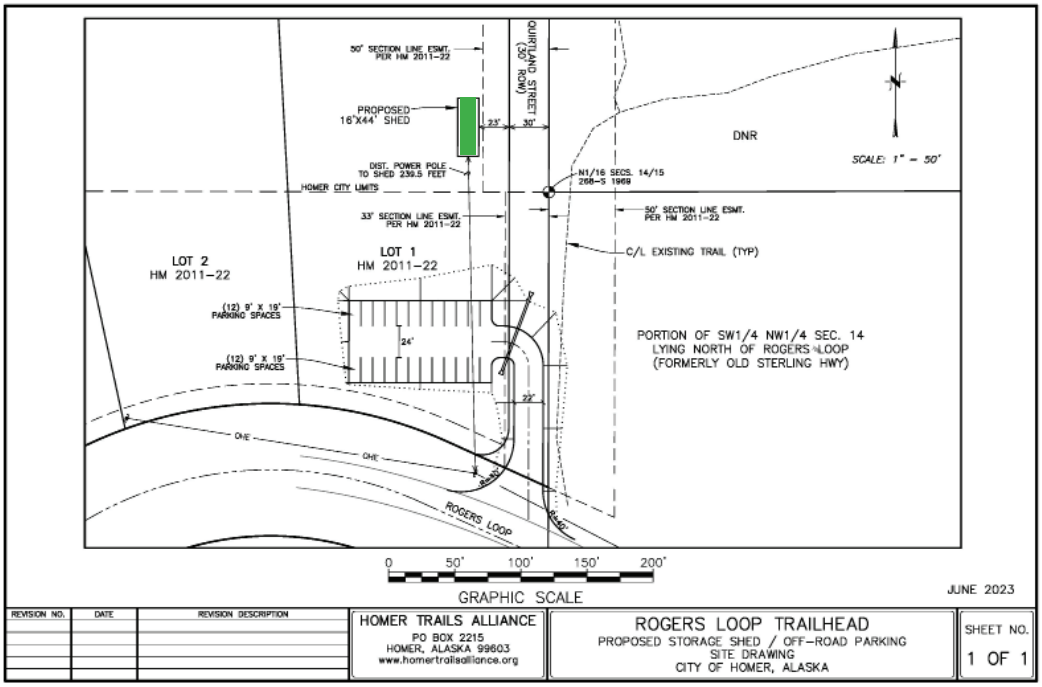
FY25 PROPOSED NEW PROJECTS - DRAFT

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

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

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

Total Project Cost: $72,000



Proposed location of the storage shed shown in green.

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION
2023 Calendar

	AGENDA DEADLINE	MEETING	COMMISSIONER SCHEDULED TO REPORT	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY		No Regular Meeting			
FEBRUARY	Wednesday 2/08 5:00 p.m.	Thursday 2/16 5:30 p.m.		Monday 2/23 6:00 p.m.	• Letter to the Editor Topics • Art Policy Review & Amendments • Dog Park Proposal
MARCH	Wednesday 3/08 5:00 p.m.	Thursday 3/16 5:30 p.m.		Tuesday 3/28 6:00 p.m.	• Budget Review and Discussion
APRIL	Wednesday 4/12 5:00 p.m.	Thursday 4/20 5:30 p.m.		Monday 4/24 6:00 p.m.	• Schedule Beach/Park Walk Through for May • Budget Review & Discussion/Recommendations
MAY	Wednesday 5/10 5:00 p.m.	Thursday 5/18 5:30 p.m.		Monday 5/22 6:00 p.m.	• Recreation & Parks Fee Schedule Review • Letter to the Editor Topics
JUNE	Wednesday 6/7 5:00 p.m.	Thursday 6/15 5:30 p.m.		Monday 6/27 6:00 p.m.	• Park Walk Thru Jack Gist & Bayview
JULY			No Regular Meeting		
AUGUST	Wednesday 8/09 5:00 p.m.	Thursday 8/17 5:30 p.m.		Monday 8/28 6:00 p.m.	• CIP Project Recommendations • PARC Budget Review • Art Donation Application - Sculpture
SEPTEMBER	Wednesday 9/13 5:00 p.m.	Thursday 9/21 5:30 p.m.		Monday 9/27 6:00 p.m.	• Fall Park/Beach Walk-Thru • Schedule Park Clean Up Day • Reappointment Notices & Applications
OCTOBER	Wednesday 10/12 5:00 p.m.	Thursday 10/20 5:30 p.m.		Monday 10/25 6:00 p.m.	• Terms Expire October 31st • Approve 2023 Meeting Schedule
NOVEMBER	Wednesday 11/8 5:00 p.m.	Thursday 11/16 5:30 p.m.		Monday 11/28 6:00 p.m.	• Election of Chair & Vice Chair • Commission Training w/City Clerk
DECEMBER			No Regular Meeting		

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission's opportunity to give Council a brief update on their work. Attend via Zoom or in Person. Masks are optional**

Personal Opinion Piece
Submitted to the Homer News
August 1, 2023
By Janie Leask - Homer resident with a love of recreational sports and a strong belief in community

---

Eudaemonia, Koinonia, Gemænscipe.
All of these ancient words are a description of "community" — the fellowship, happiness, welfare, human flourishing, and prosperity of a group of people united by interpersonal relationships.

Community is why my husband and I moved to Homer after we both retired in 2010. We are both lifelong Alaskans having lived in Anchorage for 50+ years before moving to Homer. Recreation has always been the gateway for me to meet people and establish long-lasting friendships.

As stated in the 2015 PARC (Parks, Arts, Recreation & Culture) Needs Assessment "Community parks and beaches, indoor and outdoor sports, visual and performing arts, cultural events and festivals are all part of the local quality of life for residents of all ages. This is part of what makes Homer what it is, part of what brings new friends and family to live in the area, and part of what keeps residents healthy and engaged in community life."

Homer's rich system of parks and trails provide exercise and spaces where neighbors can meet. Our diverse community recreation programs (karate, volleyball, basketball, flag football, pickleball, jewelry making, introductory Spanish, etc.) provide a means to learn new skills and have fun while meeting new people.

To date, the City has treated indoor and outdoor recreation as separate entities when they should be considered one. Over 60% of Alaskan communities have taken steps to combine parks and community recreation into one department — communities like Soldotna, Seward, Kenai, Kodiak, Wrangell, Bethel, Wasilla, Anchorage, Fairbanks, and Juneau. The benefit has been both increased collaboration and greater efficiencies.

The 2015 PARC Needs Assessment recognized this when they recommended the City consider a centralized City Parks and Recreation Department. It's time this recommendation is implemented. It would send an important message about how our City values recreation.

The usage of indoor and outdoor spaces demonstrates how much our community values recreation as it continues to provide for the welfare of our people which in turn builds community - Eudaemonia, Koinonia, Gemænscipe.

City of Homer

www.cityofhomer-ak.gov

Office of the City Manager
491 East Pioneer Avenue
Homer, Alaska 99603

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

Memorandum

TO:	Mayor Castner and Homer City Council
FROM:	Rob Dumouchel, City Manager
DATE:	August 10, 2023
SUBJECT:	City Manager's Report for August 14, 2023 Council Meeting

Employee Appreciation BBQ

On August 2nd, a rare sunny day, the City Manager's office hosted an employee appreciation BBQ at City Hall. Staff from all over the City, and a few elected officials, converged on the City Hall for an afternoon of good food and good company. With numerous work sites scattered all over the City, it's uncommon for the whole team to be able to get together like this, but it's always a good time when we can make it happen. A big thank you to Assistant to the City Manager Bella Vaz for coordinating the event!

Visit with DOT Commissioner Anderson

In an effort to address transportation challenges in Alaska's Central Region, Representative Sarah Vance organized a visit with Alaska Department of Transportation and Public Facilities (DOT&PF) Commissioner Ryan Anderson to Homer on July 27. The visit aimed to familiarize the Commissioner with the area's needs and gain firsthand insights. Accompanied by DOT&PF Legislative Liaison/Special Assistant Andy Mills, the delegation met with local officials to discuss projects and plans, including Homer Mayor Ken Castner, Kachemak City Mayor Connie Isenhour, Homer City Councilmember Shelly Erikson, and City of Homer Special Projects Coordinator Jenny Carroll. Key topics included: addressing safety concerns and managing increased traffic on East End Road; evaluating road conditions and ensuring pedestrian safety on Kachemak Drive; exploring stormwater and groundwater management during road construction and the importance of local knowledge; analyzing Homer's Kachemak Sponge project and its significance; and erosion conditions on the Homer Spit.

Alaska Municipal League Summer Conference
At the time of this report's submittal, the AML summer conference is underway. On Wednesday, I led the one-day Alaska Municipal Management Association (AMMA) conference as president of the organization. We had about 25 participants from all over the state and wide ranging discussions covering topics like mental health/manager sustainability, homelessness in Alaska, strategic planning, and the future of generative AI in local government. The rest of the AML programming on Thursday and Friday is focused on legislative topics of statewide interest. The event will also feature a reception hosted by the City, coordinated by AML staff and Assistant to the City Manager Bella Vaz, on Thursday evening.

Finance Funds Overview
Working with the Finance Director, I have sketched out all of the various funds currently in use within the City. In future meetings, what we'd like to do is start working with Council to create policies for these funds. A few funds have existing policy documents, but the vast majority do not. We have approximately 40 to 50 funds to talk about. Some will be easy, some just need to be emptied and deleted, and others will require extended conversation. I anticipate that we'll be ready to get underway with the first of those discussions in September.

Transit Meeting
On August 3rd, I meet with Lisa Reinhart and Brad Parsons from the Southern Kenai Peninsula Transit Coalition (SKPTC) to discuss transit issues in Homer. There are a lot of benefits to enhanced public transportation, but Homer is a particularly tricky place in which to implement such services due to our population density, topography, lack of street parking, etc. We had a very wide ranging discussion about transit from the perspective of the City as a place, as an organization, and as an employer. Brad and Lisa are conducting numerous community interviews and I am very interested to see what findings come from the conversations.

Third Airline Potentially Coming to Homer
The City has been approached by Aleutian Airlines about signing a lease that would allow them the possibility of expanding their flights to include a Homer-Anchorage daily service starting this fall. Staff met with an Aleutian Air representative on July 20th for a walk through of the available terminal space for lease and to discuss options and operations. Aleutian Airlines run Saab 2000 aircraft, which are 50 seat passenger planes with takeoff capabilities that do well on short runways. They're thinking of providing a reliable business travel option, with service in the early morning and again in the evening to facilitate easy daily roundtrips. The collaborative meeting generated some positive ideas on how the available lease space within the Homer airport terminal might fit those plans. The City has received a lease application from the company that is going through internal staff review now and is slotted to be included in the August 28th packet for Council review.

Advisory Body Work Session Scheduling
In March, Council discussed the benefits of conducting off cycle work sessions with boards and commissions to conduct training that primarily addresses roles and responsibilities of advisory bodies, the report structure at Council meetings, recommendations to and from Council, and provide opportunity for questions and discussion. A successful session was scheduled in April with the Port and Harbor Advisory Commission. Sessions still need to be scheduled with the five remaining groups. City Clerk Jacobsen is interested in knowing if Council wants to begin scheduling in September or wait until October after elections, and if the preference to conduct one or two off-cycle work sessions per month.

AMLJIA Meeting

On July 28th I attended an Alaska Municipal League Joint Insurance Agency (AMLJIA) meeting of the board of trustees. As a reminder, I joined the board in 2022 as a member representative and all travel related to participation is paid for by AMLJIA. The big take away from this meeting, and frankly all recent meetings, is that "hard" market conditions continue to persist and will remain for an unknown number of years into the future. Members, like the City of Homer, should prepare for significant increases in the coming years. I think the increases already forecasted into the FY24/25 budget will cover our needs, but the next biennium may see big changes. These market conditions are not unique to Alaska, it is a nationwide phenomenon driven by large losses from fires, hurricanes, etc. One method AMLJIA is exploring to potentially reduce costs is a merger with Alaska Public Entity Insurance (APEI) to expand the pool in Alaska. Those talks are going well, but are a long term play.

CITY OF HOMER NEWSLETTER

VOL. II - ISSUE XI | AUGUST 2023

MONTHLY NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

COAST GUARD CUTTER ASPEN ARRIVES IN HOMER

On July 18, the U.S. Coast Guard Cutter Aspen reached its new homeport in Homer after sailing for more than five months and over 8,746 miles from Baltimore, Maryland.

The Cutter Aspen assumes the important role of the "Bull of the North," taking over from the Coast Guard Cutter Hickory as Homer's 225-foot Juniper class buoy tender. Its responsibilities include servicing navigational aids throughout the Kenai Peninsula and north of the Aleutian chain. In May 2022, the Hickory left Homer and entered the Maintenance and Modernization Availability (MMA) in June 2022. After the MMA is completed, the Hickory will be re-homeported in Guam. **(USCG D17 Public Affairs)**.

During the arrival of the Cutter Aspen, Port Director Bryan Hawkins caught the first line ashore, a role he had fulfilled previously during the arrival of the Cutter Hickory in Homer when he was a new harbor officer. The crew of the Aspen honored him by offering him the same privilege this time. As he stood on the pier that morning, Bryan was delighted to witness the warm welcome given by families gathered to greet the returning crew.

WHAT'S INSIDE?

- Library Events
- Community Corner
- City Clerk's Office
- City Manager's Office
- DOT&PF Updates and Info
- Port & Harbor
- Harbor Expansion Study Update
- Public Works
- Local Hazard Mitigation Plan
- Fire Department
- Public Safety Corner
- Meet the Staff
- Planning & Zoning
- Municipal Art Collection
- Stay Connected with City Council
- Join Our Team

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

Follow us on Social Media

- City Hall: **@cityofhomerak**
- Parks & Recreation: **@homerparksandrec**
- Homer Public Library: **@homerpubliclibrary**
- Homer Police: **@homerpolice**
- Fire Department: **@HomerVolFireDept**

Subscribe to the Monthly Newsletter:
www.cityofhomer-ak.gov/citymanager/monthly-email-newsletter

"Where the Land Ends and the Sea Begins"

LIBRARY EVENTS

VIRTUAL AUTHOR TALKS

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

Aug 15	*The Prophets* by Robert Jones, Jr.	12-1 p.m.
Aug 23	*Chain of Thorns* by Cassandra Claire	4-5 p.m.
Aug 30	*Who Gets In and Why: A Year Inside College Admissions* by Jeff Selingo	10-11 a.m.

LIBRARY

AUTOMATIC RENEWALS

Avoiding overdue materials is now easier than ever since the library provides automatic renewals! When your item comes due, the computer will renew it automatically unless:

1. The item is on hold for another patron,
2. The renewal limit has been reached, or
3. The card is blocked.

Like always, most items can be renewed twice. Patrons who have an email in the system will receive a notice telling them that the item has (or has not) been renewed. Automatic renewals are turned on for all patrons and no registration is necessary.

For more information, contact Library staff at **circ@ci.homer.ak.us** or 907-235-3180.

Check out more library programs and events

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

COMMUNITY CORNER

CEREMONIAL RE-PLANTING OF THE PEACE TREE

The planting of a branch from the tree is a gesture of remembrance and peace in honor of the historical significance of the Hiroshima bombing, which occurred on August 6, 1945. Tea and refreshments will be available.

August 6 at 2 p.m., Homer Public Library
cityofhomer-ak.gov/library/programs-and-events

PICKLEBALL TOURNAMENT

September 1-3
City of Homer HERC
https://bit.ly/3rMMLcB

Must register by August 25
No late entries!

Register and Pay Online:
www.pickleballbrackets.com
"Cosmic Hamlet Open 2023"

Questions/Contact:
linreid@gmail.com

Hosted by Homer Pickleball Club and Homer Community Recreation

KNITTING CIRCLE

Mondays, 1:30 to 4:30 p.m.
Homer Public Library
cityofhomer-ak.gov/library/knitting-circle-1

CITY CLERK'S OFFICE

HOMER CITY COUNCIL CANDIDACY PERIOD OPEN ON TUESDAY, AUGUST 1

The City Clerk's office is accepting Candidacy Declarations for two City Council seats beginning Tuesday, August 1 through Tuesday, August 15 at 4:30 p.m. City Council terms are for three years each. To be eligible to serve, each candidate must meet voter qualifications outlined in Homer City Code (HCC) 4.05.010, and must have been a resident within the city for a period of one year immediately preceding the election day on which the person is a candidate, per HCC 2.08.020. Candidacy filing forms can be found on the City Clerk's webpage **www.cityofhomer-ak.gov/cityclerk/regular-city-election-candidate-filing-information** or at the City Clerk's office located at 491 E Pioneer Avenue.

Contact the City Clerk's office at 907-235-3130 or email **clerk@ci.homer.ak.us** with any questions.

VOTER REGISTRATION

The City of Homer Election Day is Tuesday, October 3, 2023. Voters must be registered to vote at a residence within the City at least 30 days before the election date. The deadline to register to vote for the October 3 election is Sunday, September 3, 2023. If you need to register to vote or update your voter registration, visit **www.elections.alaska.gov** to register online or stop by the City Clerk's office or Homer Public Library to register in person during regular business hours. Contact the City Clerk's office at 907-235-3130 or email **clerk@ci.homer.ak.us** with questions.

Peonies at City Hall

CITY MANAGER'S OFFICE

SISTER CITY 40TH YEAR ANNIVERSARY

2024 marks the 40th year anniversary of Homer's Sister City relationship with Teshio, Japan. This journey of cultural exchange and friendship has left a lasting impact on both of our communities.

The City is forming a dedicated planning task force to plan programming and events to celebrate the anniversary year. If you're passionate about fostering international connections and cultural exchange, we need your enthusiasm and ideas!

Interested in joining the task force or learning more about the Sister City program? Contact the City Manager's Office at **citymanager@ci.homer.ak.us**. Let's celebrate this milestone and strengthen the bond between Homer and Teshio!

Stay tuned for updates on the festivities in 2024!

August is Teshio Sister City Month!

Teshio and Homer have enjoyed a profound camaraderie, sharing of families, student exchanges, ideals and memorabilia since 1985. City of Homer Mayor James C. Hornaday proclaimed August as Teshio - Sister City Month on August 26, 2005.

Teshio's mascot is **Teshio Kamen** (てしお仮面) who is a superhero basket clam. He is given a "te" (天)-shaped badge to symbolize being honored.

TSUNAMI WARNING SIRENS ON JULY 15

Late on July 15, a 7+ magnitude earthquake near Sand Point triggered a tsunami warning for Homer. The warning phone system activated automatically at 10:48 p.m., and Chief Kirko, Chief Robl, and other emergency management members of City staff were on-site by 11 p.m. The NOAA Tsunami Center later excluded Homer and the Kenai Peninsula from the affected area. Unfortunately, at the same time, local sirens were triggered by an external source, causing confusion for residents and visitors. Thankfully, the all-clear was given within an hour.

In response to the incident, Police Chief Robl met with the Kenai Peninsula Borough Office of Emergency Management staff and regional stakeholders to review and discuss the warning's management.

The City acknowledges the confusion caused by conflicting alerts and is actively reviewing response procedures. Our focus is on improving emergency communication channels to ensure accurate information reaches everyone promptly.

Please sign up for our emergency alerts, stay tuned to reliable news sources, and familiarize yourself with evacuation routes and safety procedures at **www.kpb.us/alerts**.

VISIT FROM DOT&PF COMMISSIONER

In an effort to address transportation challenges in Alaska's Central Region, Representative Sarah Vance organized a visit with Alaska Department of Transportation and Public Facilities (DOT&PF) Commissioner Ryan Anderson to Homer on July 27. The visit aimed to familiarize the Commissioner with the area's needs and gain firsthand insights.

Accompanied by DOT&PF Legislative Liaison/Special Assistant Andy Mills, the delegation met with local officials to discuss projects and plans, including Homer Mayor Ken Castner, Kachemak City Mayor Connie Isenhour, Homer City Councilmember Shelly Erikson, and City of Homer Special Projects Coordinator Jenny Carroll.

Key topics covered included:

- Addressing safety concerns and managing increased traffic on East End Road.
- Evaluating road conditions and ensuring pedestrian safety on Kachemak Drive.
- Exploring stormwater and groundwater management during road construction and the importance of local knowledge.
- Analyzing Homer's Kachemak Sponge Project and its significance.
- Discussing erosion conditions on Homer Spit.

The City thanks Representative Sarah Vance for bringing this gathering together. Additionally, we appreciate Commissioner Ryan Anderson's sharing his valuable time and his commitment to engaging with local officials and understanding our region's unique challenges.

DOT&PF INVITES PUBLIC COMMENT ON THE DRAFT 2024-2027 STIP

The Alaska Department of Transportation & Public Facilities (DOT&PF) has released the draft of the updated **Statewide Transportation Improvement Program (STIP)** and is encouraging the public to provide their feedback.

If you have a project that you would like to see completed in Homer, this is your opportunity to tell the DOT&PF!

The STIP is a comprehensive four-year plan that encompasses various surface transportation preservation and development projects. It covers highways, roads, sidewalks, trails, bridges, ferries, and public transportation while excluding aviation-related initiatives.

Various avenues for submitting comments are available on the **DOT&PF Invites Public Comment on the Draft 2023-2027 STIP webpage**. For more information, the DOT&PF is hosting a public open house on Thursday, August 3. Find the virtual meeting link on the webpage linked above.

PORT & HARBOR

STAFF HOSTS U.S. ARMY CORPS OF ENGINEERS PLANNING TEAM

Harbormaster Matt Clarke and Port Director Bryan Hawkins recently hosted Robin Carr, Megan Green, and Alex Ryan with the U.S. Army Corps of Engineers (USACE). Alex's main focus is on programming a model for estimating delay times and costs resulting from overcrowding in small boat harbors. This model is intended for use in USACE small-boat harbor project studies across the United States.

To aid Alex in refining his model, staff hosted him for a two-day visit, during which he had the opportunity to witness the boat harbor in action. The visit also provided a platform to discuss various challenges associated with small boat harbors, thus informing the setup of his model effectively.

Throughout the visit, the group had the privilege to observe the launch ramp and barge ramp in operation, and witnessing multiple boat tows required due to harbor congestion. Additionally, they had the chance to explore unique facilities, including the public-use cranes at the fish dock. This hands-on experience allowed everyone involved to gather valuable insights into boat behavior in the harbor, traffic seasonality, and the key factors influencing the demand for harbor services. The knowledge gained during this visit will undoubtedly contribute to the team's future planning endeavors and support Alex in refining his small boat harbor model.

U.S. ARMY CORPS OF ENGINEERS COMMANDER VISITS HOMER

The City had its first meeting with the new commander of the U.S. Army Corps of Engineers Alaska District – Colonel Jeffrey Palazzini. Joining Colonel Palazzini was Randy Bowker who has been a frequent Homer Harbor visitor and serves as the Deputy District Engineer for Program Management (DPM) and Chief of the Program and Projects Management Division for the U.S. Army Corps of Engineers, Alaska District. Representing Homer was Mayor Ken Castner, Councilmember Donna Aderhold, City Manager Rob Dumouchel, Port Director Bryan Hawkins, Special Projects Coordinator Jenny Carroll, Port Administration Supervisor Amy Woodruff, and Port Commissioners Crisi Matthews and Bruce Friend. Staff oriented the Colonel to the Port of Homer and discussed the progress related to the large vessel harbor expansion project to date. After the meeting, staff provided a brief tour of the port and harbor. The City looks forward to working with Colonel Palazzini and continuing our strong relationship with USACE leadership in Alaska.

HOMER HARBOR EXPANSION STUDY UPDATE

Study Update

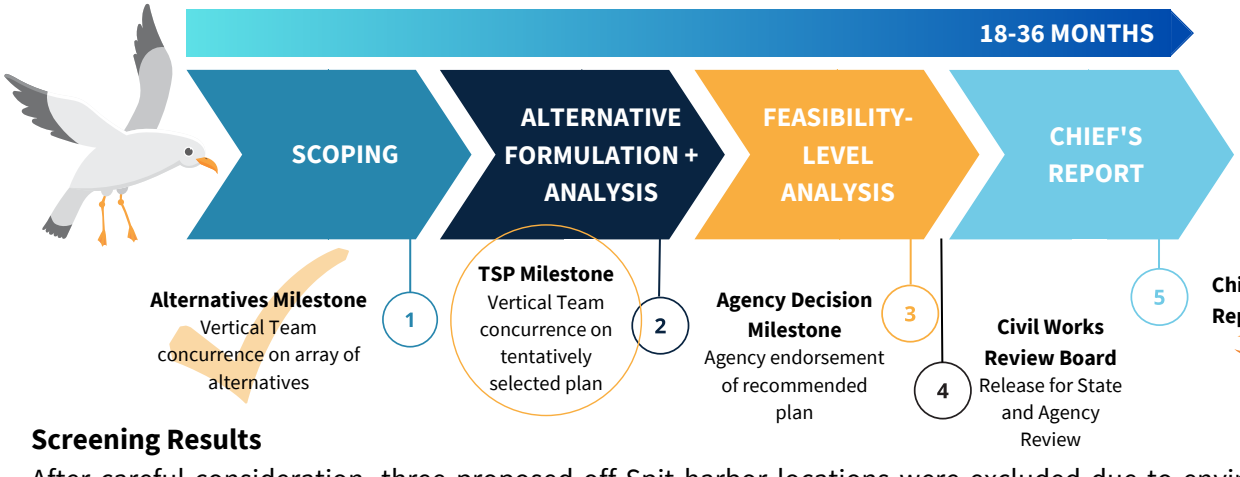
The USACE recently completed the scoping phase of the study, in which they evaluated and screened thirteen different alternative design concepts (developed at the May 17-19 public design charrette) according to a set of criteria. Their screening moved five of the most feasible design solutions onto the Alternative Formulation and Analysis phase of the study. The results of the screening have been presented to the USACE leadership for approval and shared in a City Council Worksession on July 24, 2023.

Mark Your Calendar!

Saturday, September 23 at 11 a.m.

Kenai Peninsula College Campus, Room P201

www.homerharborexpansion.com



Screening Results

After careful consideration, three proposed off-Spit harbor locations were excluded due to environmental and practical concerns. A location near the existing Homer Harbor has been chosen for further study. The five design concepts moving forward are all enclosed basins with rubble mound breakwaters. Three are single basins that vary according to the amount of uplands they provide. A fourth design features two enclosed basins. The fifth design is also an enclosed basin but is detached from the Spit to create a tranquil environment for moorage. Go to www.homerharborexpansion.com for detailed information about the initial array of designs, the USACE screening criteria, and screening results.

What's Next

In the second phase of the study, the USACE will finalize the fleet to be served, develop more detail for each design (size, orientation, and suggested location), model wave, sediment, and fleet movements for each design, and continue environmental analysis. As the study progresses, alternatives will be refined and additional measures could be identified. The process will result in screening out alternatives and arriving at a Tentatively Selected Plan (TSP).

Community Engagement

Your input is vital to this study's success. On September 23, the City is hosting an event for the community to get updated on the study's progress and to review, offer suggestions to improve the developing designs, and provide feedback. Meanwhile, stay engaged at www.homerharborexpansion.com and follow the City of Homer on Facebook and Instagram (@cityofhom

PUBLIC WORKS

WATER SYSTEM EXCELLENCE AWARD

The City has achieved Ursa Major status in Water System Excellence for 2022. Recognized by the Department of Environmental Conservation (DEC), this award acknowledges compliance with the Drinking Water and Operator Certification Programs. The City is committed to the continuing professional development and training of its water system operators. Congratulations to our dedicated Public Works staff for setting a high standard of excellence. We remain dedicated to providing safe drinking water to our community.

TOURS OF WATER AND WASTEWATER TREATMENT FACILITIES

Some newer staff in City Hall were given tours of the Wastewater and Water Treatment facilities on July 19. Guided by Todd Cook and Jim Tingley, the tour showcased the impressive operation levels of both facilities and the unwavering dedication and passion displayed by their operators. Notably, these operations have garnered numerous awards over the years, including a recent recognition from the Alaska Department of Conservation (DEC) as highlighted above.

The City of Homer Public Works Department is committed to delivering top-notch water and sewer services. They are proactive in anticipating future demand and efficiently catering to the city's growth by extending water and sewer services into areas identified in the land use plan.

Membrane Filters at Water Treatment Facility

LOCAL MITIGATION GOALS

Mitigation goals play a crucial role in shaping disaster management strategies by outlining an agency's objectives in hazard and loss prevention. These long-range policy-oriented statements reflect the community-wide vision and guide the development of effective mitigation plans. The City of Homer utilized the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program for the recently adopted Local Hazard Mitigation Plan (LHMP). These priorities serve as the foundation for defining three key goals in Homer's LHMP. This series will delve into the significance of mitigation goals and explore the specific objectives outlined by FEMA for building resilient communities.

1. Enhance climate protection and adaptation efforts.
2. Create a healthy and safe community.
3. Protect critical facilities and infrastructure against hazards.

3 Protect critical facilities and infrastructure against hazards

This goal recognizes the importance of safeguarding vital assets such as hospitals, water and wastewater treatment facilities, transportation networks, and communication systems from potential risks. By focusing on this objective, the city aims to ensure the continued functioning of essential services during and after disasters, minimizing disruptions and enabling swift recovery. Through the utilization of the Federal Emergency Management Agency (FEMA) priorities for the 2022 Building Resilient Infrastructure and Communities (BRIC) program, Homer's LHMP will address specific strategies and measures to fortify critical facilities and infrastructure, reinforcing the resilience of the community as a whole.

Find the Local Hazard Mitigation Plan on the City's website: **https://bit.ly/3pdCjKh**

FIRE DEPARTMENT

HVFD'S MUTUAL AID RESPONSE IN FRITZ CREEK GENERAL STORE FIRE

In the early hours of July 6, the Homer Volunteer Fire Department (HVFD) rushed to provide mutual aid to Kachemak Emergency Services Area (KESA) during a structure fire at Fritz Creek General Store. HVFD's Tanker-2, manned by Firefighters Arndt and Harvey, quickly arrived at the scene, supported by Deputy Chief Kahles and Chief Kirko.

Working in collaboration, HVFD and KESA crews swiftly initiated an aggressive attack on the fire. Despite intense interior conditions with temperatures exceeding 900 degrees, they successfully brought the blaze under control, preventing further damage and potential rekindling.

The incident showcased the effectiveness of their partnership and the importance of mutual aid in emergency response situations. HVFD's seamless coordination with KESA demonstrated the power of sharing resources and expertise during critical moments.

However, the response also highlighted some challenges. Tanker-2 faced repairable maintenance issues, underscoring the need for ongoing investment in equipment to enhance operational efficiency and safety. Additionally, the complex building construction posed difficulties during the extensive overhaul process.

Despite the challenges, Chief Kirko praises HVFD's flawless performance, emphasizing their crucial role in the quick extinguishment of the fire. The dedication of both HVFD and KESA personnel exemplifies the spirit of community and support, making our neighborhoods safer and more resilient.

The demonstration of mutual aid from HVFD with KESA during the Fritz Creek General Store fire serves as an inspiring example of effective collaboration between emergency services. By joining forces, these departments exemplify the spirit of community, dedication, and support, ensuring a swift and efficient response to emergencies.

PUBLIC SAFETY CORNER

In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

UPGRADED TSUNAMI SIRENS BEING INSTALLED IN AND AROUND HOMER

The Kenai Peninsula Borough Office of Emergency Management began the tsunami siren upgrade and testing project in late July with expected completion by mid-August. This project will enhance safety and emergency communication by addressing deficiencies identified in the Borough's All-Hazards Alert and Broadcast System assessment. The project will improve existing sirens to boost current coverage and provide clearer warning messages. It will also expand coverage by adding two new sirens at strategic locations on the Peninsula (one at Northern Enterprises Boat Yard on Kachemak Drive and another at the solid waste transfer site in Anchor Point).

The anticipated timeline for work on the siren sites in and around Homer, subject to weather conditions and logistical considerations, is as follows :

- July 24-25: Homer Harbormaster
- July 26-27: Homer Ice Rink
- July 28-29: Homer Mariner Park
- July 31-August 1: Nanwalek
- August 2-3: Port Graham
- August 4-5: Seldovia
- August 7-8: Homer Fish & Game
- August 8-9: Homer Bishops Beach
- August 9-10: Homer Northern Enterprises Boat Yard *(New)*
- August 10-11: Anchor Point *(New)*

Each site is projected to require one day for completion. The Borough anticipates only minimal traffic disruptions, such as reduced lanes at the Anchor Point transfer site. The Kenai Peninsula Borough will coordinate with the Alaska Department of Transportation to ensure efficient traffic management during the installation process. For more information about emergency preparedness, updates on the outdoor warning sirens, and other important information, visit and follow the **@KPBAlerts Facebook page**, and go to **https://info.kpb.us** and sign up for KPB Alerts.

The KPB's tsunami tower rebuild team installed the new tsunami warning system on the pole next to the Harbormaster's office.

Welcome TO THE TEAM!

The City is delighted to extend a warm and enthusiastic welcome to Keith and Tom. We are thrilled to have them join the team!

- **Keith Bohlken**, Custodian
- **Tom Gilbert**, Ice Plant Operator I

JULY ANNIVERSARIES

We would like to recognize City staff members with anniversaries last month. Thank you for the dedication, commitment, and service you've provided the City and taxpayers of Homer over the years. You all are an integral part of what makes the City of Homer a great place to work and the community.

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

MEET CITY STAFF

Meet **Amber Baldus**, the dedicated Administrative Assistant to the Fire Chief at the City of Homer's Emergency Services Division. She coordinates daily administrative tasks, supporting the Fire Chief and staff with care and precision. Amber's true joy comes from serving the community, while outside of work, she enjoys roller skating, gardening, hiking, and camping. Her commitment to the City of Homer and its community members makes her a valued hometown hero.

"What I enjoy most about working for the City is literally being of service to this community. I very much enjoy working for a department who gives so much of their care, time, and hard work to the citizens of Homer, and I want to help support our staff and community in any way I can."

PLANNING & ZONING

NATIONAL FLOOD INSURANCE PROGRAM COMPLIANCE

We are actively improving our floodplain program to comply with the National Flood Insurance Program (NFIP) and protect our community. In a recent meeting with the State of Alaska NFIP Coordinator, Harmony Curtis, we received valuable technical advice on NFIP regulations, focusing on the development permit process in flood-prone areas.

The meeting's positive outcomes include:

- NFIP training for our Planning Department
- Our floodplain ordinance complies with NFIP standards
- NFIP presentation for the Planning Commission
- Comprehensive review of our floodplain program
- Efficient permit review and issuance practices

Staying NFIP-compliant allows us to access federal grants and loans for flood hazard area development. We remain committed to your safety, protecting against erosion, and minimizing flood damages. If you have any questions or concerns about the City's floodplain program, please contact the Planning Department at **planning@ci.homer.ak.us** or 907-235-3106.

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

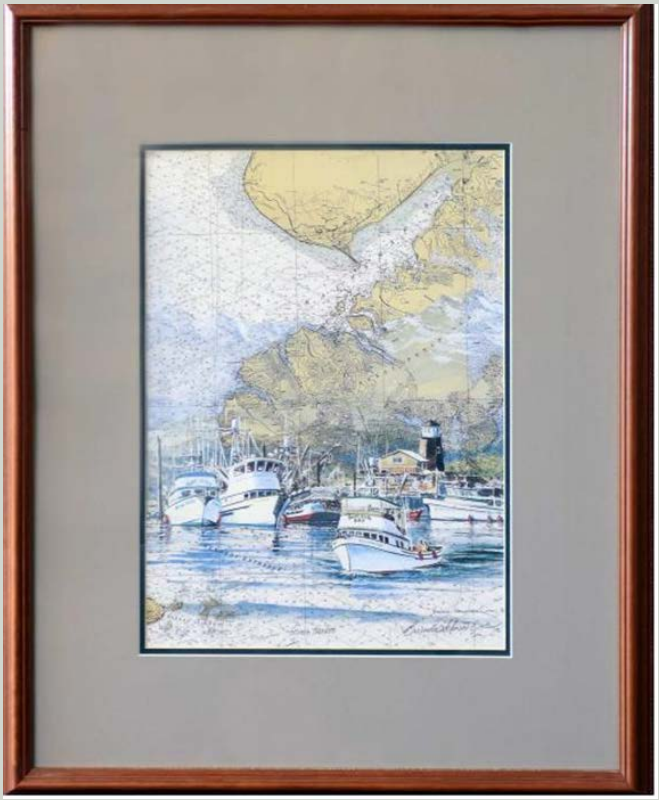
City Council
Donna Aderhold (2024)
Jason Davis (2025)
Shelley Erickson (2024)
Storm P. Hansen-Cavasos (2025)
Rachel Lord (2023)
Caroline Venuti (2023)

City Staff Leadership
Rob Dumouchel, City Manager
Melissa Jacobsen, MMC, City Clerk/Deputy Director of Administration
Mark Robl, Chief of Police
Bill Jirsa, Chief Technology Officer
Julie Engebretsen, Economic Development Manager
Elizabeth Walton, Finance Director
Mark Kirko, Fire Chief
Dave Berry, Library Director
Andrea Browning, Personnel Director
Bryan Hawkins, Port Director
Jan Keiser, Public Works Director/City Engineer
Ryan Foster, City Planner
Mike Illg, Community Recreation Manager

Commissions and Boards
ADA Advisory Board
Economic Development Advisory Commission
Library Advisory Board
Parks, Art, Recreation and Culture Advisory Commission
Planning Commission
Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION

Learn more about the municipal art collection at:
www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection



Harbor and Chart
Brenda Schwartz
City of Homer Harbormaster Office
Print, 18x22 inches

STAY CONNECTED TO CITY COUNCIL

Go to **cityofhomer-ak.gov/cityclerk/stay-connected-city-council** to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

August

2	**6:30 p.m.**	**Planning Commission Regular Meeting**
8	**6 p.m.**	**Economic Dev. Advisory Commission Regular Meeting**
10	**5 p.m.**	**ADA Advisory Board Regular Meeting**
14	**5 p.m.**	**City Council Committee of the Whole**
14	**6 p.m.**	**City Council Regular Meeting**
15	**5:30 p.m.**	**Library Advisory Board Regular Meeting**
16	**6:30 p.m.**	**Planning Commission Regular Meeting**
17	**5:30 p.m.**	**Parks, Art, Rec & Culture Commission Regular Meeting**
23	**5:30 p.m.**	**Port & Harbor Advisory Commission Regular Meeting**
28	**5 p.m.**	**City Council Committee of the Whole**
28	**6 p.m.**	**City Council Regular Meeting**

JOIN OUR TEAM

The City of Homer has current Job Openings.
Sign up for Job Alerts or Apply Online at:
cityofhomerak.applicantpro.com/jobs

CURRENT JOB LISTINGS:

- Assistant to the City Manager, Full-Time
- Building Custodian, Full-Time
- Mechanic I or II, Full-Time
- Port Property Manager, Full Time
- Public Works Director, Full-Time
- Temporary Building Custodian, Seasonal
- Utilities Laborer, Seasonal

ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published monthly. For questions or comments, please contact the Office of the City Manager at **citymanager@ci.homer.ak.us**.

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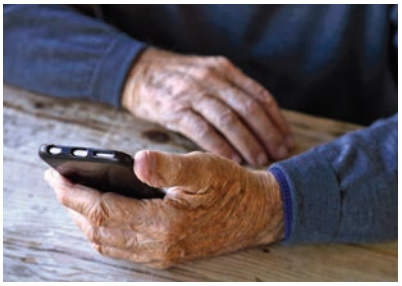
907-235-8121
www.cityofhomer-ak.gov

Disaster Resilience Tool Kit

A guide for how local leaders can reduce risks and better protect older adults



By **AARP** with the **Federal Emergency Management Agency**

AARP is the nation's largest nonprofit, nonpartisan organization dedicated to empowering people 50 or older to choose how they live as they age. With nearly 38 million members and offices in every state, the District of Columbia, Puerto Rico and the U.S. Virgin Islands, AARP strengthens communities and advocates for what matters most to families, with a focus on health security, financial stability and personal fulfillment.

AARP, 601 E Street NW, Washington, D.C. 20049
Web: *AARP.org*
Toll-Free English: 1-888-OUR-AARP (1-888-687-2277)
Toll-Free Spanish: 1-877-342-2277
International Calls: +1-202-434-3525
TTY User Dial 711: English: 1-877-434-7598 | Spanish: 1-866-238-9488

AARP Livable Communities

The AARP Livable Communities initiative supports the efforts of local leaders and residents throughout the nation to make their communities more livable and age-friendly. Among the initiative's programs are the AARP Community Challenge, an annual grant-funding program to support projects that build momentum for local change, and the AARP Network of Age-Friendly States and Communities, which is described on page 29 of this guide.

Web: *AARP.org/Livable*
Newsletter: *AARP.org/LivableSubscribe*
Email: *Livable@AARP.org* | **Twitter:** *@AARPLivable* | **Facebook:** *@AARPLivableCommunities*

About the Federal Emergency Management Agency

FEMA's mission is helping people before, during and after disasters. Headquartered in Washington, D.C., FEMA has 10 regional offices with more than 20,000 people located across the country. As a federal agency within the U.S. Department of Homeland Security, FEMA leverages a tremendous capacity to coordinate within the federal government to make sure America is equipped to prepare for and respond to disasters.

Web: *FEMA.gov*
Newsletter: FEMA Bulletin, *FEMA.gov/about/news/multimedia/newsletters*
Email: *AskIA@fema.dhs.gov* (or visit *FEMA.gov/about//contact*)
Twitter: *@FEMA* | **Facebook:** *@FEMA*

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Cover photographs (clockwise from top left) Alan Schein Photography/Getty Images | SDI Productions/Getty Images | Cavan Images/Getty Images

AARP Disaster Resilience Tool Kit

A guide for how local leaders can reduce risks and better protect older adults

By **AARP** in cooperation with the **Federal Emergency Management Agency**

2 **PART 1 Why This Tool Kit Is Needed**

10 **PART 2 The Impact of Disasters on Older Adults**

18 **PART 3 Strategies for Expanding Resilience**

36 **In Closing** | 38 **Learn More** | 39 **Endnotes**

Order or download this free publication at ***AARP.org/DisasterResilience***.

Older adults are disproportionately impacted by disasters, often representing the majority of fatalities resulting from extreme weather, natural hazards and public emergencies.

AARP and FEMA created this publication to help local leaders build the type of community-wide resilience that benefits the safety and well-being of older residents.

The ***AARP Disaster Resilience Tool Kit*** examines the realities faced by older residents when a disaster strikes, and it presents strategies that can be used during all stages of the "disaster life cycle" (see page 6) to ensure that an all-ages lens is effectively integrated into preparedness, response, recovery and mitigation efforts.

Chief among the steps and strategies is the need to maintain or establish strong community connections.

That means identifying where older adults are, knowing how to reach them and understanding what they need. It also means addressing the communications and coordination gaps that often exist between emergency management professionals and the agencies and local organizations that serve, work with and frequently represent a community's older residents. ■

◀ **Hurricane Ida struck the Gulf Coast, East Coast and New England in 2021. Among the FEMA Disaster Recovery Centers established in response was the pictured one in New Hyde Park, New York.**

▲ **The one-two punch of hurricanes Irma and Maria within two weeks in 2017 was a first for the U.S. Virgin Islands. Staff and volunteers from the local AARP office distributed relief supplies.**

FEMA REGION 2 (TOP) | AARP VIRGIN ISLANDS

PART 1:
Why This Tool Kit Is Needed

The U.S. Census Bureau projects that by 2034 people age 65 or older will outnumber those under 18 — a first in the nation's history.[1] That trend has profound implications for emergency management, especially as floods, droughts, wildfires, tornadoes, heat waves, hurricanes and other weather-related hazards and disruptive events become more common and severe.

A growing body of evidence confirms that older adults are disproportionately impacted during disasters. They suffer a disproportionate share of fatalities resulting from disasters — and even if they survive in the short term, there are lasting consequences for their physical and mental health, economic security, and overall well-being. In addition, as evidenced by the global COVID-19 pandemic, older adults are especially vulnerable during public health crises.

Improved emergency planning and community-wide resilience at the local level can go a long way toward addressing the impact of disasters on older adults.

Making Connections

A key to ensuring that older adults are properly served by disaster preparedness and emergency planning is to acknowledge — and address — the gaps that exist between local emergency management teams and the organizations and municipal offices that work with and on behalf of older community members.

Better integrated disaster planning will help local governments protect all older residents. Research by AARP and FEMA identifies three reasons for the gap.

1. **Lack of communication and coordination:** A crisis isn't the time to start building connections. Facilitating earlier and more robust engagement and partnerships between a community's emergency management and aging-services professionals is critical to ensuring that both are ready to collaborate if or when disaster strikes.

2. **Absence of a common technical language:** When emergency managers and the organizations that serve older adults do connect, they don't speak the same technical language. There's too little interaction between the systems-and-logistics-focused emergency managers and the advocates and service providers who understand the needs and abilities of older residents.

3. **An emphasis on institutionalized older adults:** While local leaders, emergency managers and care providers are rightly concerned about the needs of people living in nursing homes and similar institutional settings, such residents are not representative of *all* older adults. In fact, only 2.3 percent of older people live in nursing homes and another 1.5 percent reside in assisted living facilities.[2] Such a narrow focus leaves out the vast majority of older adults, who live independently but might lack the ability to evacuate an area, secure their property or safely shelter in place without some assistance.

Better integrated disaster planning will help local governments better protect more older residents.

The Signs Are Out There

Extreme weather, public health crises, shortages and other hazards are growing more common in both expected and unexpected places.

▶ Water from record rains in October 2015 breached two dams and closed roads in Givhans, South Carolina.

▼ A warning sign in Bolinas, California, in 2019, the state's second driest year.

▶ Like elsewhere in the state, Houston, Alaska, faced a 2019 fire season that included record-breaking warm temperatures and dry conditions.

▼ COVID-19 testing in Tucson, Arizona in July 2020.

▶ The Pacific Northwest was hit by an unprecedented heat wave in 2021. On June 26, the day this photo was taken in Portland, Oregon, the city hit a record 108 degrees. The average high: 76.7 degrees.

The ***AARP Disaster Resilience Tool Kit*** was created for local leaders, government staff, aging services professionals and community volunteers.

The publication is a companion title to the ***Guide to Expanding Mitigation: Making the Connection to Older Adults***, a publication created by FEMA in cooperation with AARP for emergency management professionals. Targeted, coordinated education and outreach can help bridge a community's emergency response and resilience gaps.

When emergency managers as well as state, local, tribal and territorial officials, and community leaders understand the diverse needs of older adults — by working with them and one another — the plans, projects and procedures they design and deploy will be more effective at protecting residents from harm and saving lives.

Community resilience (see page 6 for a definition of the term) is best achieved by bringing together partners who, collectively, can reduce the risks faced by older adults — and people of *all* ages. ■

Temperature data from Weather Underground, *Wunderground.com*

TOP: JOE RAEDLE/GETTY IMAGES | LANCE KING/GETTY IMAGES | BOTTOM: DAVID PAUL MORRIS/BLOOMBERG VIA GETTY IMAGES | CHENEY ORR/BLOOMBERG VIA GETTY IMAGES | MARANIE STAAB/BLOOMBERG VIA GETTY IMAGES

AARP, FEMA and Disaster Resilience

In August 2013, AARP and FEMA announced an agreement to provide resources and services for older Americans "with respect to disaster mitigation, preparedness, response and recovery operations in the event of natural, man-made or technological disasters."[3]

The ***AARP Disaster Resilience Tool Kit*** is a product of AARP's ongoing relationship with FEMA, which is centered in the shared goals of promoting disaster resilience through education and community engagement.

To create this tool kit, staff from AARP and FEMA, as well as leaders from the emergency management and aging advocacy disciplines, participated in interviews to form a shared understanding of how to better support older adults before, during and after a disaster.

"Climate change has led to more extreme-weather days, increased the number and intensity of natural disasters, and changes in infectious disease patterns. Older adults, people with disabilities, people of color, people with low incomes, and people with chronic illnesses bear the greatest burden of disease and death related to climate change. Extremely hot and cold days, which are increasing because of climate change, can be life-threatening for older adults. Older adults and people with disabilities also face greater challenges in evacuating safely during a natural disaster."

— AARP Policy Book 2021–2022,
Chapter 7 "Health: Public Health Issues"

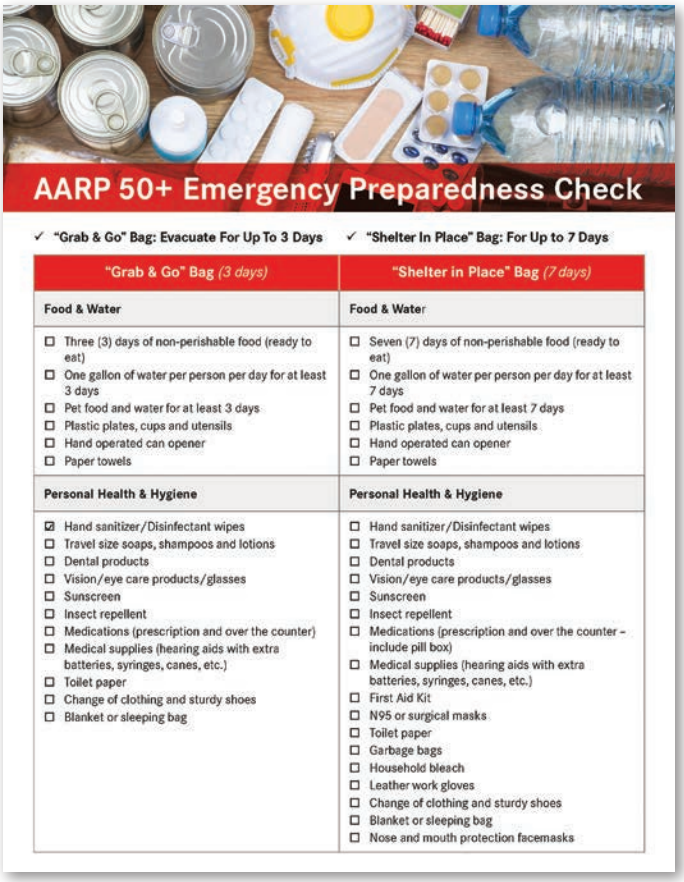
As part of that work, AARP advised FEMA in its creation of the ***Guide to Expanding Mitigation: Making the Connection to Older Adults***, one of several titles in a mitigation guides series targeted at state, local, tribal and territorial emergency managers. In turn, FEMA advised AARP on the creation of this publication.

While FEMA is a trusted voice for emergency managers, it is not often considered an information source for public officials and service providers who work with and on behalf of older adults. Because of that, this tool kit targets a different audience: community leaders, including elected and appointed officials, staff, community development professionals, and advocates for older adults.

This publication's approach is drawn from AARP's livability work, which supports the efforts of neighborhoods, cities, counties, rural areas and states to become more livable and age-friendly for people of all ages. A key to that mission is building awareness among state and local decision-makers, community development professionals, and advocates about the AARP Livable Communities Principles,[4] which set out the association's goals for land use, housing and transportation policies, and practices in support of the kind of livable and resilient communities that can endure over time.

(See page 9 to read the AARP Policy Book statement about livability efforts as they relate to public health, disasters and recovery.)

AARP does not play a direct disaster response role. Rather, it serves as a



AARP 50+ Emergency Preparedness Check

✓ "Grab & Go" Bag: Evacuate For Up To 3 Days ✓ "Shelter In Place" Bag: For Up to 7 Days

"Grab & Go" Bag *(3 days)*	"Shelter in Place" Bag *(7 days)*
Food & Water	**Food & Water**
☐ Three (3) days of non-perishable food (ready to eat) ☐ One gallon of water per person per day for at least 3 days ☐ Pet food and water for at least 3 days ☐ Plastic plates, cups and utensils ☐ Hand operated can opener ☐ Paper towels	☐ Seven (7) days of non-perishable food (ready to eat) ☐ One gallon of water per person per day for at least 7 days ☐ Pet food and water for at least 7 days ☐ Plastic plates, cups and utensils ☐ Hand operated can opener ☐ Paper towels
Personal Health & Hygiene	**Personal Health & Hygiene**
☑ Hand sanitizer/Disinfectant wipes ☐ Travel size soaps, shampoos and lotions ☐ Dental products ☐ Vision/eye care products/glasses ☐ Sunscreen ☐ Insect repellent ☐ Medications (prescription and over the counter) ☐ Medical supplies (hearing aids with extra batteries, syringes, canes, etc.) ☐ Toilet paper ☐ Change of clothing and sturdy shoes ☐ Blanket or sleeping bag	☐ Hand sanitizer/Disinfectant wipes ☐ Travel size soaps, shampoos and lotions ☐ Dental products ☐ Vision/eye care products/glasses ☐ Sunscreen ☐ Insect repellent ☐ Medications (prescription and over the counter – include pill box) ☐ Medical supplies (hearing aids with extra batteries, syringes, canes, etc.) ☐ First Aid Kit ☐ N95 or surgical masks ☐ Toilet paper ☐ Garbage bags ☐ Household bleach ☐ Leather work gloves ☐ Change of clothing and sturdy shoes ☐ Blanket or sleeping bag ☐ Nose and mouth protection facemasks

Lista de preparación en caso de emergencias para personas de 50 años o más y sus familias

✓ Bolso listo para llevar: Para hasta 3 días ✓ Bolso para llevar al refugio designado: Para hasta 7 días

Bolso listo para llevar *(para 3 días)*	Bolso para llevar al refugio designado *(para 7 días)*
Alimentos y agua	**Alimentos y agua**
☐ Alimentos no perecederos (listos para consumir) para 3 días ☐ Un galón de agua diario por persona, hasta por lo menos 3 días ☐ Comida y agua para mascotas, hasta por lo menos 3 días ☐ Platos, vasos y utensilios de plástico ☐ Abrelatas manual ☐ Toallas de papel	☐ Alimentos no perecederos (listos para consumir) para 7 días ☐ Un galón de agua diario por persona, hasta por lo menos 7 días ☐ Comida y agua para mascotas, hasta por lo menos 7 días ☐ Platos, vasos y utensilios de plástico ☐ Abrelatas manual ☐ Toallas de papel
Higiene y salud personal	**Higiene y salud personal**
☐ Desinfectante para manos/toallitas desinfectantes ☐ Champú, jabón y lociones tamaño pequeño ☐ Productos dentales ☐ Anteojos/productos para el cuidado de la vista ☐ Protector solar ☐ Repelente de insectos ☐ Medicamentos (recetados y de venta libre) ☐ Suministros médicos (audífonos con baterías adicionales, jeringas, bastones, etc.) ☐ Papel higiénico ☐ Muda de ropa y calzado resistente ☐ Manta o bolsa para dormir	☐ Desinfectante para manos/toallitas desinfectantes ☐ Champú, jabón y lociones tamaño pequeño ☐ Productos dentales ☐ Anteojos/productos para el cuidado de la vista ☐ Protector solar ☐ Repelente de insectos ☐ Medicamentos (recetados o de venta libre, y pastillero) ☐ Suministros médicos (audífonos con baterías adicionales, jeringas, bastones, etc.) ☐ Botiquín de primeros auxilios ☐ Respirador N95 o máscaras quirúrgicas ☐ Papel higiénico ☐ Bolsas para basura ☐ Lejía de uso doméstico ☐ Guantes de trabajo, de cuero ☐ Muda de ropa y calzado resistente ☐ Manta o bolsa para dormir ☐ Máscaras de protección para la nariz y boca

"second responder" by facilitating communication, cooperation and advocacy. Specifically, AARP:

- Amplifies disaster-related information about preparedness and recovery.
- Helps emergency managers and stakeholders identify the unique risks disasters pose to older adults — and then helps reduce those risks.
- Presents the concerns of older adults to decision-makers.
- Advocates for policies and laws that serve and help protect older adults.

Examples of AARP's disaster-related activities and responses include:

- AARP Florida uses its website and Facebook page, among other communications channels, to distribute hurricane season information, including how to create a "Grab & Go" bag and a "Shelter in Place" bag (pictured), find evacuation lodging, sign up for the Florida Special Needs Registry (see page 22), and use a backup generator and safely store the fuel for one.
- AARP Oregon hosted Resilient Futures 2021, a free, online disaster preparedness and resilience conference to help communities prepare for future emergencies. (Visit *States.AARP.org/Oregon* to watch videos from the event.)
- In response to the days-long power outage and extreme freeze that hit Texas in February 2021, AARP was among those advocating for a more reliable energy grid. ■

▲ "It's long been standard practice for Floridians to prepare two kits as hurricane season begins — a 'Stay Kit' so they are prepared if they choose to ride out a storm at home and a 'Go Kit' if they need to evacuate in the face of a major storm," says AARP Florida about the checklists it offers in English and Spanish. (Above are the front pages of each two-page handout.)

A Formula for Resilience

For most people, the story line of a disaster begins right before or immediately after the disaster strikes. Emergency management experts, however, take a longer view and have a broader perspective, one embodied in the notion of the "disaster life cycle." This concept divides disaster planning into four phases:

1. **Mitigation:** This involves making a community less vulnerable. Such efforts might include improving public infrastructure, building fire-resistant structures, flood-proofing homes, changing zoning laws, or adopting and enforcing hazard-resistant building codes. Planning and design work can leverage nature-based solutions that weave natural features or processes into environmental management and engineering practices. Formal mitigation planning provides an opportunity for communities to identify risks and vulnerabilities and then develop mitigation options and actions that will reduce risks.[5] (Learn more on page 25.)

2. **Preparedness:** This phase covers education, training, outreach and other measures that improve the ability of individuals and the community to respond during and immediately after a disaster. Steps might include instructing residents to stock up on food, water and medical supplies; training community members in emergency protocols; developing communication plans.

3. **Response:** This occurs in the immediate aftermath of a disaster and involves saving lives, searching for missing people, ensuring access to water and food, and limiting property damage.

4. **Recovery:** This final phase begins once the immediate danger has passed. It includes cleanup and damage assessment, the restoration of utilities, and the start of structural repairs. Recovery requires careful planning to address long-term needs, including housing, employment, economic development and rebuilding. Recovery can last months, years or decades. Smart recovery work seeks to rebuild in a way that's better than what existed before the disaster and involves doing so in ways that will reduce risks during future events.

All four phases of disaster planning can be enhanced — and the risk to older adults reduced — by a community commitment to becoming more resilient.

Our emphasis is on resilience

Building community resilience among older residents requires local leaders to be aware of the needs and concerns of older adults. It requires understanding the impacts on older people of typical disasters (blizzards, hurricanes, earthquakes), unexpected crises (power outages) and weather trends (droughts, floods, temperature extremes).

A highly resilient community can emerge from a disaster even stronger than it was before. ■

"Community resilience is the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions." — FEMA

RESILIENCE NEEDED

Definitions

Emergencies are usually small-scale, localized incidents that are resolved quickly using local resources. (However, small-scale emergencies can escalate into disasters when there has been inadequate planning and a wasteful use of resources.)

Disasters are typically large-scale and cross geographic, political and academic boundaries. Disasters require a level of response and recovery greater than local communities can provide.

Natural hazards are a source of harm or difficulty created by a meteorological, environmental or geological event. Natural hazards, such as flooding and earthquakes, affect the built environment, including dams and levees.

Adapted from the FEMA training manual *Emergency Management in the United States and the DHS [Department of Homeland Security] Risk Lexicon 2010*[6]

1. Dawson Springs, Kentucky, in December 2021, after tornadoes touched down in several Midwest states. **2.** Post-storm flooding in North Carolina. **3.** Northern California wildfires blanket San Francisco in smoke and an orange haze. **4.** "Sunny day flooding" in Miami Beach, Florida. (See page 11 to learn what that means.) **5.** Millions of Texans spent days without water, heat and electricity during a statewide freeze and power outage. (See page 10 for more about the February 2021 emergency.)

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Why Equity Is Essential to Emergency Planning

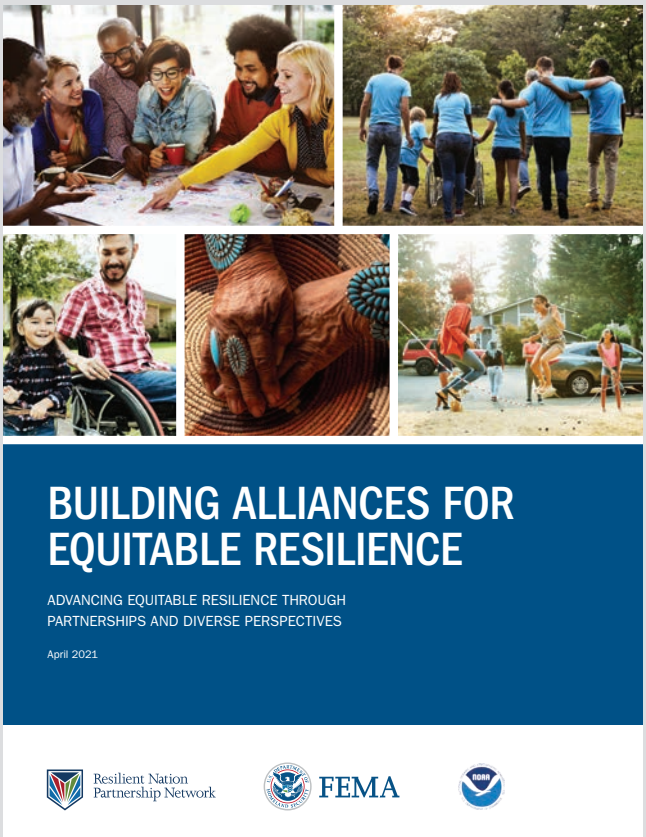
The inclusion of older adults, among other historically underrepresented populations, in disaster resiliency planning increases the probability of more equitable disaster responses.

The publication *Building Alliances for Equitable Resilience: Advancing Equitable Resilience Through Partnerships and Diverse Perspectives*[7] was released in 2021 by the Resilient Nation Partnership Network, FEMA, and the National Oceanic and Atmospheric Administration.

In an opening essay, Chauncia Willis, the co-founder and CEO of the Institute for Diversity and Inclusion in Emergency Management, explains why equity and inclusion are essential components of successful emergency management.

"Equity is a continuous process that requires understanding the needs of those you serve and then applying their perspective in solution-building. In times of disaster, diversity and equity become critical and must be operationalized.

"People who lack diversity in perspective will not develop equitable policies, perform equitable planning, or create equitable programs that will benefit, rather than harm, the most vulnerable groups and communities.



"For example, say there is a major tornado that occurs in a city somewhere in America. During the disaster response, a homogeneous group of decision makers might assume those affected by the disaster will have access to personal transportation.

"They assume that because everybody they know has a car, then everyone has a car. As a result, they establish a disaster resource or recovery site that is well outside public transit access routes.

"Unfortunately, those who are most affected by the disaster do not have personal vehicles and thus cannot benefit from the available disaster resources. Their recovery is impeded until the inequitable response can be corrected."

SOURCE: FEMA.GOV

From the *AARP Policy Book*

Every two years, AARP publishes its *Policy Book* to inform the public about where the association stands on issues that impact people age 50-plus and their families. The following text is from the "Disaster Planning and Recovery" and "Public Health Issues" sections.

Extreme weather conditions, natural disasters and health emergencies can be devastating to communities. They can destroy housing, transportation networks, businesses and institutions. They can also damage critical infrastructure, such as telecommunications and utility lines. In addition, they can drastically disrupt residents' livelihoods, social connections and access to vital services. Rebuilding efforts can take years. The long-term effects of disasters, such as home repair needs or health setbacks, can harm the financial and emotional well-being of older adults and others in the community.

Community planning plays a vital role in reducing the long-term risks to life and property from natural hazards such as hurricanes, earthquakes, wildfires and floods. These can cause property damage in the tens of millions of dollars. They can also lead to hundreds of deaths and the displacement of thousands of residents. Experts predict that future natural hazard events in the U.S. could be even more damaging and costly.

People who have chronic illnesses, functional limitations or disabilities are especially vulnerable during natural disasters. Planning can help communities identify the natural hazards to which they are susceptible. Then, communities can develop strategies to reduce vulnerability.

Well-planned post-disaster recovery efforts are also needed when disasters occur. Federal and state disaster aid is often available. Still, under-resourced communities may not receive sufficient funding compared with better-off communities. Such funding disparities can exacerbate existing social and economic inequality. Equitably distributing disaster relief funds helps ensure that all communities affected by disasters receive fair assistance.

AARP POLICIES

Disaster Planning: Federal, state and local policymakers should plan for and mitigate potential natural hazards. This includes identifying and mitigating vulnerabilities and risks in order to expedite recovery efforts. Policymakers should regularly plan, execute, and evaluate outreach and education activities to equip all residents to shelter in place or evacuate safely. Policymakers should develop pragmatic evacuation plans with sufficient shelter space. Policymakers at all levels of government should regularly conduct specific, comprehensive and evidence-based planning. This planning should address specifically the needs of older adults, people with disabilities and their caregivers in different settings.

Disaster Recovery: Federal, state and local governments should engage in post-disaster recovery efforts that reach all populations, including older adults, people with disabilities and their caregivers. Disaster relief assistance and funding should be distributed equitably, fairly and expeditiously. Rebuilding and recovery efforts should promote livability and resilience by encouraging a diverse housing supply; a wide range of mobility options; access to safe, accessible and sustainable public spaces; and proximity to necessary services.

Housing for Displaced Residents: Policymakers should ensure access to safe housing for people who are displaced after a natural disaster. They should move people from temporary shelters to permanent housing as soon as possible.

Rebuilding: Policymakers should provide support to areas that have suffered, or are at high risk for, damage from extreme weather events. They should prioritize funding for repairing homes that have been damaged by extreme events (repairs should ensure that damaged homes do not pose health risks to older adults); provide incentives for existing buildings to be fortified; and strengthen public infrastructure to mitigate the risk to the community as a whole. ■

SOURCE: *AARP POLICY BOOK 2021–2022, POLICYBOOK.AARP.ORG*

PART 2:
The Impact of Disasters on Older Adults

When hazards — whether natural or human-made — strike, the consequences tend to be harder on older adults than on younger age groups.

The Numbers Are Revealing

- Although people age 75 or older made up about 6 percent of the population in the city of New Orleans in 2005,[8] they accounted for 50 percent of those who died that year as a result of Hurricane Katrina.[9]
- In Northern California's 2018 Camp Fire, 71 of the 84 identified fatalities were of people age 60 or older.[10]
- When Hurricane Sandy struck the New York tristate area in 2012, nearly half of the fatalities were among people age 65 or older.[11]
- According to the Texas Department of State Health Services, people age 60 or older accounted for 60 percent of the 246 deaths that resulted from subzero temperatures and an extended statewide power outage during a February 2021 winter storm. (On February 17, the temperature dropped to minus 5.98 degrees in Jacksonville, Texas, where the normal February low is about 40 degrees.) All but a handful of the storm related fatalities were due to hypothermia.[12]

Rising Waters

From 1970 to 2010, U.S. coastal regions saw an 89 percent increase in the number of residents age 65 or older.[17] (See the graph on the opposite page.)

As a result, the nation's oldest adults routinely find themselves in the path of rising seas, and a growing number of nursing homes and assisted living facilities are now in flood-prone coastal areas.[18]

Florida is projected to be the hardest-hit state in coming decades, with 2 out of every 3 of its care-facility beds located in areas that will likely experience occasional or frequent flooding from now to 2050. That's 67 percent higher than those at risk today.[19]

Coastal homes are at risk for flooding due to hurricanes and major storms. But even "sunny day" flooding — which has become common in Miami Beach due to seawater rising up through sewer grates during high tides — can impede the ability of residents to go about their daily business and errands. (The city has been installing pump stations and raising many of its streets.)[20]

The confluence of demographic shifts, population growth along the coasts and rising sea levels means such dangers are likely to become commonplace.

From the U.S. Department of Health and Human Services: "Addressing these threats calls for an approach that combines what we know about preparing for disasters with what we know about actions that strengthen communities every day.

"Community resilience focuses on enhancing the day-to-day health and well-being of communities to reduce the negative impacts of disasters."[21]

Contributing Factors

Some of the reasons older residents are at a disproportionately high risk during emergencies and disaster:

- Older adults often have mobility difficulties that make it harder to get out of harm's way. They often lack access to transportation.[13] They might be socially isolated, with no friends or family nearby to help. They may be reluctant to leave a pet behind.

- Older adults without a cell phone or internet access lack an essential information and communications resource in this online era. According to AARP's 2021 *Tech Trends* report, 15 percent of people age 50 or older do not have access to any type of internet service, and 60 percent say the cost of high-speed internet is a problem.[14] As a result, many older people are unable to get real-time information about changing weather or emergency conditions, available resources or how to find help.

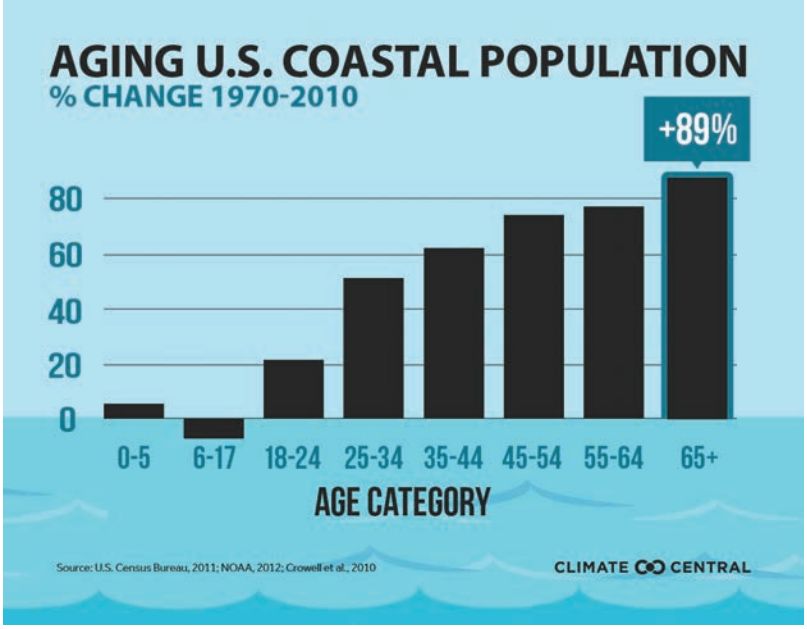
- Many older adults lack the financial means to prepare for disasters or relocate. The 2019 median income of older adults was $27,398. Among all people age 65 or older who reported income that year, 12 percent reported less than $10,000.[15]

- More than half of Americans age 50 or older have no emergency savings.[16] Many are on fixed incomes and lack the available cash to stock up on food and prescriptions (which can be costly), let alone to make their home more disaster resistant.

Continued on page 12 ▶

"Disasters disproportionately affect older people. Yet, this population is often 'invisible' in terms of data about risks and needs, guidelines, planning and overall understanding of their unique needs during a disaster. This is gradually changing as the overall population ages and greater awareness about the needs for older adults is determined. However, seniors continue to be the group most vulnerable to loss of life in disasters."

— Center for Disaster Philanthropy[22]



▲ **In addition to places on or near the Atlantic or Pacific oceans and the Gulf of Mexico, coastal America includes areas adjacent to rivers, major estuaries and the Great Lakes.**

SOURCE: CLIMATE CENTRAL, *CLIMATECENTRAL.ORG*

"Here in Oregon, we've had several massive wildfires, as well as massive floods, in the last two years. We've had a record-breaking heat wave. While we were holding a disaster-resilience conference in Portland, hundreds of people in the Pacific Northwest died of heat-related causes. Roughly 8 out of 10 were age 60 or older."

— Bandana Shrestha, AARP Oregon state director, speaking in 2021.
(On June 28 in Salem, Oregon, the temperature rose to 115 degrees.
The normal high for June is around 74 degrees.)[23]

- The wealth of many older homeowners amounts largely to the equity in their homes. In such cases, an individual's or couple's financial security is even more entwined with the impact of a disaster. The property owners may want to make a permanent move to a safer neighborhood or dwelling but simply can't afford to.

- In some coastal areas, current and anticipated rates of sea level rise have depressed property values and increased property taxes and the cost of homeowners' insurance. For older adults with limited disposable income, the cost of increased or new insurance — or new assessments in a multifamily condominium building for needed maintenance or structural improvements — can be prohibitive, further exposing them to financial challenges when disaster hits.

- Because many older adults own their homes outright, they are less likely to have flood insurance, which is required by many lenders in flood-prone areas but optional for people without a mortgage.

- Older homes in many parts of the United States don't have air-conditioning because, until recently, it was rarely or never needed. Retrofitting a home for a whole-house cooling system — and running one — is expensive. Many people, including older adults, just don't have the money, strength or skills needed to purchase, lift and install even one window-unit air-conditioner.

- Heating a home can be similarly challenging. In 2015, approximately 1.6 million people age 50 or older who were the heads of their households could not afford the heating fuel, electricity or natural gas necessary to heat their homes. As a result their fuel deliveries were discontinued or their natural gas or electricity disconnected.[24]

Continued on page 14 ▶

Enable Help From Local Organizations

After a disaster strikes, money often pours into aid groups in large communities, while those serving smaller or remote places struggle to secure funding. It can be difficult to identify which organizations do the "boots on the ground" work.

Having a vetted list of where and how people can make donations is an invaluable way to help those who need it.

The charitable AARP Foundation actively supports disaster recovery efforts. Learn more at *AARP.org/Foundation.*

The Extreme Consequences of Extreme Heat

Although hurricanes, wildfires and floods may be the most spectacular disasters to make headlines on a regular basis, they're not the deadliest.

According to the National Oceanic and Atmospheric Administration (*NOAA.gov*), that distinction goes to heat or, more specifically, extreme heat, which causes the most weather-related deaths in the United States each year.[25]

According to the U.S. Environmental Protection Agency (*EPA.gov*): "Unusually hot summer temperatures have become more common across the contiguous 48 states in recent decades, extreme heat events (heat waves) have become more frequent and intense, and these trends are expected to continue. As a result, the risk of heat-related deaths and illness is also expected to increase…. The population of adults aged 65 and older, which is expected to continue to grow, has a higher-than-average risk of heat-related death."[26]

An estimated 12,000 Americans die of heat-related causes annually, according to research by scientists at Duke University.[27] In Arizona alone, a record 520 people died due to extreme heat during the summer of 2020, nearly twice the highest toll in the previous decade.[28]

Older adults as well as people who work outdoors or live in low-income communities are especially vulnerable to the consequences of extreme heat.

- **Heat Illness:** Older people are more susceptible to heat-related illnesses for reasons that include weakened cardiovascular systems and a lower ability to reduce their body temperature through sweat. Preexisting health conditions can add to the risk since many prescription medications used by older people impact temperature regulation and hydration.

- **Access to Water:** Staying hydrated during hot weather is essential for survival, but many communities in the United States struggle with access to safe drinking water. In rural areas, where residential water typically comes from aquifer-supplied wells, drought conditions and power outages (since wells need electricity to pump) can leave a home without running water. Bottled water can be a stopgap measure for those able to afford water, transport the water and lift the water. (One gallon of water weighs roughly 8 pounds.) Carrying bottled water can be hard even for young and able-bodied people. Doing so can be even harder for older people and people with certain disabilities.

- **Manufactured Homes:** Nearly 50 percent of people living in manufactured homes (sometimes referred to as mobile homes) are age 55 or older.[29] Residents of such homes can face unique dangers. Units built before 1976, when manufactured housing standards were improved, often have aluminum wiring that's incapable of powering a modern air-conditioner.[30] Homes built before the 1990s, when energy-efficiency standards were updated, may lack the insulation necessary to keep occupants safe and comfortable.[31] One in 5 heat-related deaths that occurred during the unprecedented June 2021 heat wave in Oregon happened to people who lived in manufactured homes.[32]

- **Urban Heat Island Effect:** Cities tend to be hotter than the surrounding countryside because developed areas have more pavement (which retains heat) and fewer trees (which cool the air and provide shade). While heat impacts all urban residents of all ages, older adults, people of color and the residents of lower-income neighborhoods often bear the brunt of this effect due to historical land use policies, some of which were racially motivated. A 2020 study by the U.S. Forest Service with several nonprofit and academic research teams found that formerly redlined neighborhoods (see page 14 for what that means) have half as many trees today, on average, as the highest-rated white neighborhoods.[33] For example, in Los Angeles, Beverly Hills enjoys a tree canopy of 25 percent; the mostly nonwhite community of Watts, 20 miles away, has just 5 percent tree coverage.[34] That tree-density difference can translate to a temperature difference of as much as 45 degrees Fahrenheit — and truly make the difference between life or death conditions.[35]

For a related discussion, see "Cool(ing) Ideas" on page 35.

Increasing Risks

According to an online fact sheet from the U.S. Department of Health and Human Services Office of the Assistant Secretary for Preparedness and Response, "Factors like climate change, globalization, and increased urbanization can bring disaster-related risks to greater numbers of people." [37]

Increasingly intense weather events affect older adults differently than other groups and impact segments of the older adult population unevenly, influenced by factors such as race, health, income and geography as well as the lack of public and private investment (or post-disaster aid) in a community.

- Low-income individuals and people of color are often highly vulnerable to the impacts of weather-related disasters due to inadequate housing and risk-exposed locations — as residents of all ages in New Orleans' Lower Ninth Ward discovered during Hurricane Katrina.[38]
- Lower-income residents are more likely to live near industrial facilities, increasing the danger of toxic leaks resulting from storms or similar disasters. Low-income people, including many retirees, are more likely to live in manufactured homes (formerly referred to as mobile homes), which offer less protection from the elements than conventional housing.
- The legacies of race-based zoning, covenants, redlining (the practice of systematically denying home loans based on race, faith or ethnicity), and highway projects that displaced residents and destroyed neighborhoods mean that certain communities — often those of color — are less likely to have parks, green spaces or tree canopies that cool temperatures and absorb water runoff. (See page 13 for more about redlining and the Urban Heat Island Effect.)

Continued on page 16 ▶

Disasters come in many forms and emerge from a variety of causes. While older adults may not be the most severely impacted population group in every disaster, they have proved to be the most at-risk — and most in need of emergency services, care and assistance — during the global COVID-19 pandemic. Nearly 95 percent of all people who died due to COVID-19 in the United States during 2020 and 2021 were age 50 or older.[36] Residents of assisted living or nursing homes had a far higher rate of death than those not living in institutional settings.

Calculating a Community's Vulnerabilities

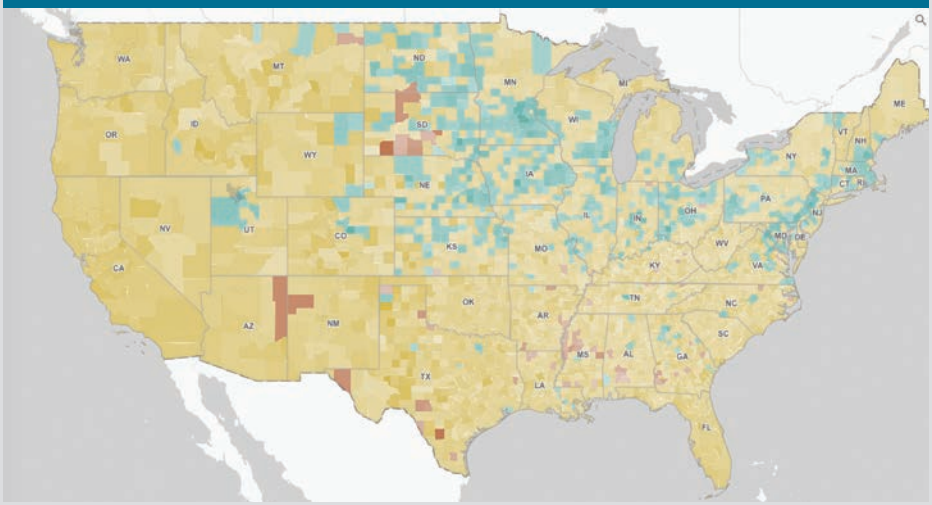
To be proactive and plan for what *might* happen, local leaders need to understand what they're dealing with. The U.S. Census Bureau's online, interactive **Community Resilience Estimates** tool provides information about communities' strengths and weaknesses.

The calculations are done using factors such as age, income, employment, household composition, disability status, internet access and the availability of vehicles.

This data is analyzed through state-of-the-art statistical methods, enabling the tool to provide an estimate of the number and percentage of people in a community — even for specific census tracts — who can be considered high-, medium- or low-risk.

(Visit *Census.gov* and search for "Community Resilience Estimates" to learn more.)

PREDOMINANT RISK FACTOR BASED ON ALL RISK FACTOR CATEGORIES



The Added Hazards of Homelessness

As with other life challenges, the risks associated with disasters are even greater for unhoused people — a group in which older adults predominate.

Census data shows that housing insecurity among single adults affects a preponderance of people born between 1955 and 1965.

By 2026, the U.S. homeless population over age 55 could grow to 225,000, up from 170,000 in 2017; the number of those age 65 or older could more than double, from 40,000 to 106,000 by 2030.[39]

Exposure to the elements is not the only hazard facing unhoused individuals. Many also struggle with mental health or substance use disorders and from the wear and tear of an unsheltered existence. Homelessness ages people physiologically. Research shows that they experience geriatric medical conditions, such as cognitive decline and reduced mobility, at rates comparable to those of housed individuals who are 20 years older.[40]

Impaired health can make it harder to survive a disaster or to recover fully from injuries or trauma. Yet emergency managers rarely connect with organizations that serve people experiencing homelessness.

The publication ***Disaster Preparedness to Promote Community Resilience: Information and Tools for Homeless Service Providers and Disaster Professionals***[41] — developed jointly by the U.S. Department of Veterans Affairs, the U.S. Department of Health and Human Services, and the U.S. Department of Housing and Urban Development — offers comprehensive guidance about planning for the disaster needs of unhoused people.

The Days After a Disaster

Many residents — and especially older ones — are at risk even when they escape harm during a disaster.

After the storm or immediate dangers have passed, older residents and low-income households can quickly spin into a downward spiral caused by the environmental hazards and structural damage present in their new reality.

- Rescues can be hard to come by due to the demand for services and access challenges.
- When the power goes out and stays out in hot climates or during heat waves, mold and mildew take over homes, medicines cannot be refrigerated, and clean water becomes a scarce resource. When the power goes out and stays out in cold climates or during extreme cold snaps, pipes burst and frostbite (and death) are serious risks.
- Researchers found higher death rates among nursing home residents during the weeks after hurricanes Katrina in 2005[42] and Irma in 2017.[43] Among the causes were the post-storm heat exposure caused by power outages and the resulting lack of air-conditioning.
- In 2021, in the middle of the global COVID-19 pandemic, several nursing home residents died and more than 800 others suffered in hot, crowded, unsanitary conditions when they were relocated to an ill-equipped warehouse before Hurricane Ida struck Louisiana.[44]
- Disrupted routines and displacement can adversely impact a person's physical and mental health. A 2011 study showed that in four hurricanes, death rates were higher among nursing home residents who were evacuated than among those who sheltered in place.[45] A likely cause was the "transfer trauma" associated with being evacuated.
- Repair assistance can be impossible to secure due to the demand for contractors, a shortage of supplies and, for some, a lack of home ownership documents. (See page 27 for more about that.) The need to request emergency assistance online is a challenge for people without access to the internet.
- Older people are a frequent target of fraudulent contractors who capitalize on distressed residents' desperation.

These realities pose fraught choices for older residents (and for those who serve them) and underscore the need to reduce every community's overall risk. ■

Rebuilding in Jackson County, Oregon

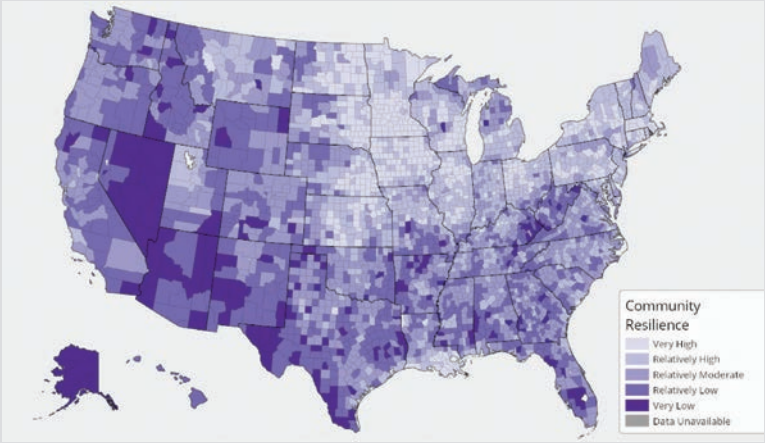
AARP surveyed residents age 45 or older about the impact of devastating wildfires in 2020.[46]

- 91% support prioritizing community preparedness (including wildfire-related training, signage, evacuation routes and alert systems)
- 83% support creating disaster relief housing programs for homeowners and renters affected by wildfires

National Risk Index

The National Risk Index is a data set and online tool that helps identify the communities most at risk for 18 natural hazards. The Risk Index uses data on community risk factors and natural hazards to develop a relative risk rating for each United States county and census tract.

Visit *Hazards.FEMA.gov/NRI/Map*



Older Adults Are Concerned About Community Resiliency

In 2021, AARP added a question about the environment to the AARP Home and Community Preferences Survey, a national poll of people age 18 or older.[47]

The results show that adults of all ages, and *especially* older adults, are concerned about the impact disasters can have on themselves and their communities.

THE QUESTION

"How important is it for you personally to have the following in your community right now?"

THE RESPONSES

Those who answered "extremely important" or "very important."

Adults age 18 or older	Adults age 50 or older	Community Features
62%	**66%**	Low risk of natural disasters and extreme weather
67%	**76%**	Community-wide actions to protect all residents in times of natural disasters and extreme weather, including clear evacuation plans and assurances that utilities will remain functional for critical services
82%	**89%**	Access to clean, safe water for all residents
53%	**54%**	Community-wide actions to improve air quality, such as planting more trees and promoting alternatives to driving, including biking and walking
56%	**61%**	Access to a range of reliable energy sources, including renewable energy

National survey of 2,826 adults age 18 or older

PART 3:
Strategies for Expanding Resilience

The following recommendations, developed in partnership between AARP and FEMA and the other experts involved in the creation of this tool kit, can serve as a starting point for local leaders and community advocates who seek to reduce the risks and impacts of disasters on older adults.

Strategy 1 Make the right connections and build relationships

◀ Representatives from AARP Mississippi and the City of Vicksburg celebrate the local government's enrollment in the AARP Network of Age-Friendly States and Communities. (See page 22 to learn more about the network.)

Strategy 2 Identify where older adults are — and how to reach them

◀ Once AARP Puerto Rico staff and volunteers were able to get out of their homes and back to work after 2017's Hurricane Maria, they distributed more than 7,000 bags of groceries to older people living alone in 26 towns.

FROM TOP: AARP MISSISSIPPI | AARP PUERTO RICO

Strategy 3 Seek and include diverse perspectives

◀ In Auburn Hills, Michigan, residents are invited to participate in community conversations about local issues and planning priorities.

Strategy 4 Be mindful of response and relocation risks

◀ Eastbound I-10 was snarled with evacuee traffic as Hurricane Katrina approached the Gulf Coast in August 2005. Among the road hazards: overheated cars, empty gas tanks and lack of hotel vacancies.

Strategy 5 Strengthen community-wide infrastructure

◀ This Napa, California, park becomes submerged when the Napa River floods. Levees and solid gates protect the adjacent business district. The bench is bolted to the ground so it won't float away.

Continued on page 20 ▶

FROM TOP: AGE-FRIENDLY AUBURN HILLS, MICHIGAN | GETTY IMAGES | MELISSA STANTON, AARP

Strategy 1: Make the right connections and build relationships

Long before a disaster happens, it's critical that those charged with emergency response and disaster recovery get to know the people who work with older residents and the organizations that already play a front-line role in responding to the everyday needs of older adults — whether they live independently or in a facility.

For example, organizations that provide transportation services to older adults can be critical partners in disasters — especially for the nearly 20 percent of people over 65 who do not drive at all.[48] But it's equally important to seek out age-friendly coalitions, area agencies on aging (dubbed "triple A's"), caregiver networks, senior centers, volunteer-led "village networks" and other entities that can effectively represent the needs and concerns of older residents.

Keep in mind the following guidelines for building new relationships:

"Older adults often have long-term perspectives and longstanding relationships that may help planning efforts. At the same time, older adults are disproportionately affected by disasters."

— *Guide to Expanding Mitigation: Making the Connection to Older Adults* by FEMA with AARP

1. Find trusted partners

- Local groups, clubs, organizations and agencies can be ideally situated to support disaster resilience efforts by serving as trusted sources of information for older community members and as sources of input on the development of disaster planning efforts. AARP State Offices can be both an ideal starting point for identifying these organizations and a key partner themselves.

2. Build a broad coalition

- Pre-emergency conversations and coordination can and should involve a variety of partners. For example, after floods struck Boulder, Colorado, in 2013, county officials worked with local senior centers, the Area Agency on Aging, the Silver Jackets (a team of locally and regionally based state, federal and tribal agencies devoted to enhancing disaster resilience) and the Army Corps of Engineers to develop mitigation strategies for older adults in future disasters.

3. Include older adults as contributors

- When communities make older adults part of the planning process for disaster resilience, there are usually better outcomes for everyone. Older residents should be invited to participate in planning efforts and to play a peer-to-peer role in promoting disaster mitigation and preparedness. It's important to engage older adults as conscious stakeholders in disaster settings, rather than dismissing them as passive victims. ■

The Volunteer Advantage

VOADs (Voluntary Organizations Active in Disaster) are convening hubs for faith-based, nonprofit and nongovernmental organizations that provide essential disaster response and recovery services. They often serve as an information hub for FEMA by gathering real-time information about a disaster's impact at the local level and ensuring that assisting organizations don't duplicate response efforts.

National VOAD (*NVOAD.org*), a nonprofit association of more than 60 voluntary disaster relief organizations, has an affiliate in every state and territory. The **State VOADs** consist of numerous **COADs** (Community Organizations Active in Disaster), through which local and regional nonprofits work together to coordinate services, provide financial assistance and supplies, and share knowledge and resources.

- The U.S. Virgin Islands reestablished its VOAD after Hurricane Maria struck in 2017. AARP Virgin Islands acts as a convener and communicator with the Virgin Islands VOAD, bringing organizations together to enhance disaster preparation for people age 50-plus. With AARP's help, the organization distributed 1,000 emergency kits to older adults in need throughout the four-island territory. Work is underway to build a registry of older adults in order to enable better outreach before, during and after major storms or emergencies.
- After Hurricane Ida struck Louisiana in 2021, AARP Foundation granted more than $1 million to local nongovernmental organizations to help increase programming designed for older adults. Southeast Legal Services in Louisiana is leveraging the funds it received to assist older adults who need title clearance for their homes (see page 27) or are having trouble accessing disaster relief aid.

It's critically important that organizations serving and advocating for older adults — including but not limited to AARP — forge relationships with emergency and disaster responders. One way to do so is for the groups or representatives to join a VOAD. In fact, organizations that are active in disaster response should have older individuals or aging-services representatives on their boards and committees.

AARP Louisiana representatives regularly attend meetings of the state's VOAD.

"We're their ears on the ground when it comes to older adults," says LaTonya Smith Scott, AARP Louisiana's communications director. "We tell them, 'This is what we're hearing from our folks.' In turn, we make sure that information from the VOAD gets out to our members in the most effective way possible."

"Often, local evacuation plans failed to adequately provide for the transportation needs of people with disabilities for two reasons: first, many local planners reported that they were unaware that people with disabilities have special evacuation needs; and, second, when local planners were aware of the need to plan for people with disabilities, the plans failed because they did not involve people with disabilities in the planning process."

— From the article "The Impact of Hurricanes Katrina and Rita on People With Disabilities: A Look Back and Remaining Challenges," National Council on Disability[49]

Strategy 2: Identify where older adults are — and how to reach them

There is generally a poor level of understanding within communities about where older adults reside and how to best reach them.

Emergency plans often limit responders' consideration to the needs of people in nursing homes. Many older adults not in care facilities rely on landline phones, radio and TV, and a local newspaper (if one still exists) for their news.

To enhance community-wide resilience and reduce the risks to older adults, it's crucial for emergency managers to know where to find older residents who might need help and establish effective ways to keep those residents informed.

There are many ways to address this gap and proactively consider how older adults will be informed when disaster is on the horizon.

1. Let people register in advance

- Following floods that inundated southern Oregon in 1997, the Rogue Valley Council of Governments (RVCOG) created a registry of vulnerable community members to ensure better communication and support during upcoming disasters. Older adults in need of assistance during disasters (or their caregivers) and people with disabilities are invited to add their names, and volunteers check the list every three months to ensure that the contact information is up to date. During a public emergency, such as the wildfires that struck in 2020, people in the impacted areas get a call. Whether they need help or not, "people are very grateful," says Connie Saldana, a planner with the RVCOG. "It makes them feel a little bit safer, a little bit less panicked."

- The Florida Department of Health, in coordination with its county health departments and local emergency management agencies, developed the Special Needs Registry (*FloridaDisaster.org/SNR*). The registry provides first responders with valuable information to prepare for disasters or other emergencies. People with certain special needs can register in order to receive assistance during a disaster.

- In Florida's Miami-Dade County, residents with limited mobility or medical issues who require evacuation assistance are asked to preregister with the Emergency and Evacuation Assistance Program (*MiamiDade.gov/Hurricane)* before each hurricane season to ensure that help will be provided to them following an evacuation order or during certain types of emergencies. The program is specifically for people who are *not* in nursing homes, group homes or assisted living facilities.

- Also in Florida, the Seminole County Medically Enhanced Sheltering/ Well-Being Check Program (*SeminoleCountyFL.gov*) provides disaster-related evacuation assistance and care for people of any age who have "a minor or chronic but stable" physical, cognitive, medical or sensory disability and have no other transportation or shelter options. Individuals can register themselves or a family member.

Lessons From a Live-In Liaison

Many apartment complexes employ live-in courtesy officers, people whose job typically involves making sure residents are safe and all emergency alert systems are working. The position often goes to a law enforcement officer who works during off-duty hours in exchange for a living space.

In Calloway County, Kentucky, a senior-living center added an extra dimension to the role — one that could be adapted by other such facilities to enhance their readiness for disasters.

The experiment was launched in 2018 by Stacey Orr, manager of two Wesley Living retirement communities, when she hired Chesley Thomas as the courtesy officer. In addition to performing the usual duties — nightly security checks, responding to after-hours medical emergencies and assisting the property manager as needed — Thomas was invited to present a series of educational programs and drills for residents and staff, drawing on his experience as an EMT, CPR instructor and assistant 911 director for the local sheriff's office.

Two years later, when he became Calloway County's director of emergency management, Thomas kept his after-hours job — and became a direct liaison between Wesley Living and local officials. He regularly shares his insights with emergency planners and the sheriff's department, with the goal of incorporating older adults' needs into disaster mitigation efforts throughout the county.

2. Do home checks — and, if needed, provide a way out

- In Cutler Bay, Florida — which is a member of the AARP Network of Age-Friendly States and Communities (see page 29) — officers in the police department's Neighborhood Resource Unit check on assisted living communities when a storm is approaching. The community also keeps a list of who lives in each assisted living facility in case, says Town Manager Rafael Casals, "we find someone wandering in the middle of the storm with no ID." The officers also do home checks in response to calls from out-of-town family members concerned about a relative. When evacuations to shelters are necessary, the city and county work together to assign evacuation buses that make pickups at bus stops along routes near senior citizen centers and communities.

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Poison Pipes

▲ In 2017, AARP Michigan committed itself to helping the residents of Flint navigate the process for replacing the lead-tainted city pipes that connect the main waterline to their homes. The plumbing work was free to homeowners, but to get on the list each needed to sign a consent form. Volunteers from AARP and other organizations went door to door to help get the forms signed.

AARP MICHIGAN

Suitable Spaces

◀ Evacuees from 2005's Hurricane Katrina sheltered inside the Houston Astrodome. People with hearing impairments could choose to stay in a defined area. (See page 31 for more about making emergency shelters safe and welcoming.)

3. Communicate in plain language and through appropriate media

- Text and email messages as well as website and social media platforms will of course reach a significant number of older people, but many still rely on such old-school standbys as TV or radio news, automated or person-to-person phone calls, postal mail, flyers and even notices tacked to community bulletin boards.
- Existing community resources (such as a 211 telephone help line that connects callers to local services) can provide real-time news updates. It's

Serve and Include the Disability Community

As noted by the National Council on Disability, adopting a broad, inclusive definition of the word "disability" leaves no one behind.

"The term disability does not apply just to people whose disabilities are noticeable, such as wheelchair users and people who are blind or deaf," states a council report. "The term also applies to people with heart disease, emotional or psychiatric conditions, arthritis, significant allergies, asthma, multiple chemical sensitivities, respiratory conditions, and some visual, hearing, and cognitive disabilities."[50]

When Hurricane Maria struck in 2017, Carol Salas, director of the Puerto Rico University Center for Excellence in Developmental Disabilities, went to the local emergency command center seeking aid for the special-needs community. "It took a long time to get an audience, and the response was totally inadequate," Salas recalls.

Two years later, Salas was appointed to FEMA's National Advisory Council,[51] on which she works to ensure that the concerns of people with disabilities are incorporated into every stage of disaster resilience planning. She also promoted the creation of a network of advisory groups in Puerto Rico, including VOADs, disability service providers and the people they serve.

Salas urges a similarly proactive approach to disaster resilience planning for older adults. "If you design your disaster plan with the needs of people with disabilities and seniors in mind, it will better address the needs of the larger community as well," she says. No matter the emergency:

- Those serving older adults need to be vocal.
- Joining VOADs, meeting with emergency managers, and advocating at the local and state levels can focus emergency planning organizations' attention on older adults.
- Local leaders (elected, appointed and/or hired) need to ensure that older residents and people with disabilities — or their representatives — are included in the community's disaster response and resiliency planning.

LEARN MORE: See FEMA's *Guide to Expanding Mitigation: Making the Connection to People With Disabilities.*[52]

ANDREA BOOHER FOR FEMA

important to keep messages simple and slow enough to be absorbed by individuals of differing hearing or cognitive abilities — and to translate the messages into languages other than English in communities that have significant immigrant populations.

- An example of an effective low-tech approach is the Bring Back Louisiana #SleevesUp campaign, in which AARP and other nonprofits worked with the governor's office to encourage vulnerable groups to get COVID-19 vaccines. In addition to web-based outreach, #SleevesUp relied on mailers, direct phone calls, TV commercials and live events. "This kind of outreach is also essential in a natural-disaster context," says AARP Louisiana State President Bobby Savoie. "The internet provides real-time, direct information — but not if you can't access the internet."

4. Help people to practice and plan

- In 2016, AARP California helped Los Angeles officials develop the Purposeful Aging Los Angeles initiative (*PurposefulAgingLA.com*), which calls for incorporating older residents into all county and city emergency response protocols, including practice drills and planning processes. The plan, which came out of the city's membership in the AARP age-friendly network (explained on page 29), also seeks to register older residents in local mass-notification systems, tailor neighborhood emergency readiness programs to their needs, help households develop age-appropriate family emergency plans, and partner with the private sector to purchase and distribute preparedness kits that target low-income older adults. ■

Hazard Mitigation Planning

FEMA's broad mandate also includes reducing risk for communities through hazard mitigation planning. It does this by incentivizing communities to articulate in a formal plan, before a disaster occurs, how they will reduce the vulnerabilities and impact of hazards. Such support for local efforts ultimately reduces disaster-related suffering, including the loss of life and property.

Hazard mitigation planning calls on state, local, tribal and territorial governments to identify vulnerabilities and risks that are common in their areas — and then develop strategies for protecting people and property from future events. Mitigation plans are key to breaking the cycle of disaster damage and reconstruction. To encourage the use of such plans, FEMA requires, as one condition of eligibility, that a hazard mitigation plan be completed in order for a community to receive certain types of nonemergency disaster assistance.[53]

These plans are important opportunities for articulating the needs of older adults before, during and after a disaster. The planning process is an excellent time for engaging and providing input.

- Organizations that serve older adults can contribute data, insights and expertise. They can illustrate the impacts of hazards and disasters on older people, identify the facilities on which they rely, develop effective risk reduction approaches, and assist in identifying local capacities that can be leveraged.

- State and local governments enrolled in the AARP Network of Age-Friendly States and Communities (see page 29) have age-friendly committees and action plans that can augment local plans. Partnerships with age-friendly teams can help bolster public support for large-scale infrastructure projects or communicate the benefit of smaller-scale risk reduction measures.

- Older residents can share their stories of past hazard events and contribute information based on their experiences. Incorporating these voices increases equity in the planning process and can lead to a reduced need for response and recovery.

Strategy 3: Seek and include diverse perspectives

One reason disaster resilience strategies for older adults are often ineffective is that they fail to account for the demographic's considerable diversity — of race, ethnicity, faith, income, wellness, physical and cognitive abilities, and even age. Collaboration with trusted, local, community-based groups that understand the needs of a diverse older population is critical. Ways to do that include the following.

1. Acknowledge the needs gap

- Adults in their 60s often have very different needs and abilities than adults in their 90s. Age is only one factor among many that can increase older adults' vulnerability to the effects of natural hazards.
- People who live in nursing homes because they require care might have different needs than people who live at home and require care. In a disaster situation, older people who live at home and need high levels of support might have a very hard time simply because their health aides can't reach them.
- In 2019, 19 percent of adults age 65 or older reported they could not function independently at all or had a lot of difficulty with at least 1 of 6 functioning domains (including understanding and communication, mobility, and self-care).[54]

2. Engage a diverse group of stakeholders

- In 2019, nearly 1 in 4 people age 65 or older were members of a racial or ethnic minority population.[55]
- In addition to age, race and ethnicity, the physical and cognitive capabilities of older adults can play a significant role in how effective disaster resilience planning and communication efforts will be.
- Outreach approaches should be done in a manner, language and format that respects these differences — and when possible, through trusted intermediary organizations. For example, older adults may be more receptive to information that comes from groups with language, cultural or faith traditions similar to their own. Identifying and engaging trusted intermediaries — locally based religious congregations, social groups and other organizations — is crucial for reaching a wider range of populations.

3. Identify and address specific needs

- The American Red Cross hosts Sound the Alarm events, during which volunteers, local fire departments and other partners canvass neighborhoods to install free smoke alarms, replace batteries in existing ones, and provide fire prevention and safety education. AARP Louisiana works closely with the program's organizers. "We promote their events to our members, and we partner with the group to offer our own fire-safety workshops," says LaTonya Smith Scott of AARP Louisiana. "Targeting older adults directly works better than assuming that they will participate in events aimed at the larger community." ■

Homeownership, Documents and Disaster Aid

Besides making individuals more vulnerable to the immediate impacts of disasters, the legacies of poverty and racism can make it harder for certain communities to access funding for disaster mitigation and recovery. One longstanding source of this disparity is the prevalence of informal property ownership norms among some marginalized populations.

For decades, FEMA has required applicants for disaster aid to provide a deed or other formal proof of homeownership. That policy, designed to prevent fraud, has disqualified countless Black people in the South, where more than a third of Black-owned land in the region is held as "heirs' property," passed down informally within families over multiple generations.[56] The region's history of discrimination often placed conventional property ownership out of reach, thereby increasing the number of people who are homeowners yet do not have bank documents or deeds.

A similar situation exists in Puerto Rico, where 45 percent of residents live below the poverty line — and an estimated 25 percent of homes (about 260,000) lack titles or deeds.[57] After Hurricane Maria struck in 2017, FEMA denied about 40 percent of aid applications, mostly due to an inability to prove ownership.[58] Thousands of these American citizens still live with blue tarps over their houses, unable to replace roofs torn away by the storm.

In September 2021, FEMA took a big step toward easing such inequities, announcing that it would accept a broader range of homeownership and occupancy documentation from survivors seeking disaster relief.[59] For those lacking a deed, a public official's letter or receipts for major repairs now suffice. Among survivors with heirship properties are owners of manufactured homes or travel trailers (which likewise often change hands without legal documents). Now, they too can self-certify ownership and qualify for assistance.

FEMA officials have indicated that this change is a critical part of reducing barriers to their Individual Assistance program and part of a larger shift to provide more equitable disaster support to all survivors, including underserved populations.

The new guidelines apply retroactively to August 2021 in order to cover damage from Hurricane Ida in Louisiana, the flooding in Tennessee and the California wildfires. Proposed legislation in Congress would codify these changes and require FEMA to reopen cases going back several years.

Disparities in recovery aid extend to the local level as well, sometimes leaving residents permanently dispossessed after a disaster. For example, after floods in 2013 destroyed two mobile-home parks in Lyons, Colorado, voters rejected an affordable housing plan that would have addressed the housing needs of displaced residents — most of whom were low-income seniors. In the end, they were uprooted from the community and their ecosystem of support.[60]

Deep-seated inequities need to be considered throughout the disaster planning and recovery process. Even with new FEMA requirements in place, it will take time for financial assistance applications to be filed, processed and reviewed. Meanwhile, an array of reforms — such as construction moratoriums in areas with repeated flooding — have been proposed to combat inequities through state and federal regulations.

Strategy 4: Be mindful of response and relocation risks

During a disaster or emergency event residents can respond in one of two main ways: They can shelter in place or evacuate. The risks of staying put may seem obvious — injury or death due to fire, flood, wind, heat or other hazards.

Nevertheless, in many cases, older adults hunker down, even when authorities urge or order them to flee. Many have experienced past disasters. Because of that, some believe they can withstand the coming storm, flood or freeze. For others, the costs and risks of relocation outweigh the risk of sheltering in place.

AARP's Vital Voices Survey of Florida residents age 45 or older provide some insights into why people choose *not* to evacuate.[61]

- Nearly 80 percent of respondents said they had personally experienced a natural disaster as an adult.
- Three-quarters had an emergency plan in place in the event of a natural disaster.
- Nearly two-thirds (63 percent) had an emergency kit prepared and ready for use in case of a natural disaster.
- Almost 9 out of 10 (87 percent) said they felt "very prepared" or "somewhat prepared" to safely get through a natural disaster.
- Seven out of 10 said they were "very confident" or "somewhat confident" they could rebound financially from a natural disaster.

Given those considerations, it may be less surprising that 55 percent said that, in the event of a hurricane, they would plan to ride it out at home. Of those who would evacuate, 30 percent planned to go to the home of a family member or friend, and 16 percent said they'd go to a hotel. Only 13 percent were willing to evacuate to a public shelter.

This reluctance to seek out an officially sanctioned place of refuge reflects an often-overlooked factor: Evacuation poses risks of its own.

Among the potential dangers, demonstrated tragically in several recent disasters, is becoming trapped in a vehicle while attempting to evacuate when a wildfire or flash flood sweeps across a roadway.

For some older people, the anxiety about abandoning one's home to the ravages of nature (or looters) overrides the fear of high winds or flames. For others, the prospect of sheltering among strangers in an unfamiliar, communal location is more concerning than the disaster itself.

Issues of health, disability and social connectedness can play a role as well. People with cognitive impairments may be disoriented by moving from their accustomed surroundings. Others risk losing access to their medications, special diets or medical equipment such as electric-powered respirators.

People whose main companion is a pet may refuse to relocate or evacuate if their pet isn't welcome.

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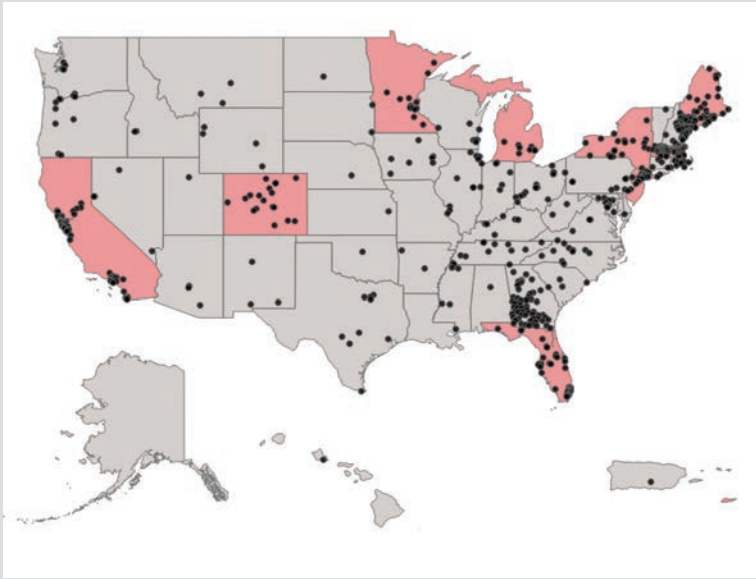
The Age-Friendly Network



Established in 2012, the **AARP Network of Age-Friendly States and Communities** serves as a catalyst to educate local leaders (elected officials as well as engaged residents) and encourage them to advocate for and implement the types of policies and improvements that make communities more livable for people of all ages — especially older adults.

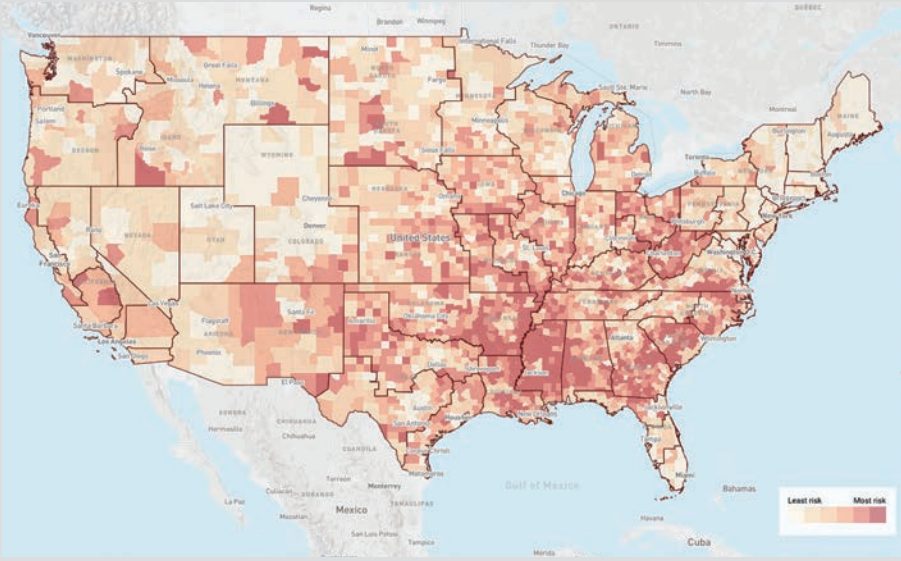
Membership in the age-friendly network means that a community's elected leadership has made a commitment to actively work with residents and local advocates to make their town, city, county or state an age-friendly place to live.

Membership map as of February 2022. See the current Member List at *AARP.org/AgeFriendly.*

Home Fire Risks

As part of its **Home Fire Campaign**, the American Red Cross uses targeted fire safety interventions to protect and save lives in communities with high concentrations of low-income families, residents with disabilities and older adults.

At the national level, the Red Cross leverages the Home Fire Risk Map (pictured), which was created in partnership with DataKind DC to pinpoint areas that need services. The map uses fire incidence data from FEMA's Fire Incident Reporting System alongside demographic data from the U.S. Census Bureau to help identify high-risk areas.



Learn more at *RedCross.org.*

For people who need assistance with routine activities such as bathing, dressing or toileting, staying in a shelter is not a practical option. For other older adults, the simple logistics of packing supplies and necessities may be overwhelming, even if they know their caregiver assistance will be disrupted due to the disaster if they stay.

Often the question of whether to stay home or evacuate is not a choice at all.

Many older adults lack access to transportation; they shelter in place during a disaster (sometimes with fatal consequences) because they simply cannot get to someplace safer. For residents of congregate settings, group transportation may be provided, but in a fast-moving disaster, many could find themselves stranded.

For older adults who are temporarily or permanently relocated, long-lasting physical, emotional and mental trauma often follows, compounding existing health concerns.

Strategies for mitigating response risks:

1. Keep the power running

- After 12 residents of a Florida nursing home died of heat-related causes when Hurricane Irma knocked out the facility's air-conditioning,[62] state authorities mandated that all such facilities acquire "a sufficient alternative power source such as a generator(s), maintained at the nursing home" to ensure an ambient temperature of no more than 81 degrees for a minimum of 96 hours after the loss of electrical power.[63] "Our organization fought hard for that," explains Victoria Funes, associate state director, AARP Florida, about the 2018 law.
- For older adults who live independently, AARP Florida has offered programs and workshops in partnership with the City of Orlando, the City of Kissimmee Emergency Management Office and the City of Tallahassee Fire and Rescue Department. That has included information about the safe use of generators.
- Backup generators are also needed in cold-weather climates, as is knowledge of how to safely use a fireplace or wood stove to heat one's home. It is important to remind residents how dangerous it can be to try to keep warm by using a gas kitchen stove, a charcoal grill, or a gas- or propane-powered heater. Part of the fallout of the weeklong power outage in Texas during the state's historic freeze in February 2021 were nearly 20 deaths and more than 1,400 emergency room and urgent care visits due to carbon monoxide poisoning.[64]

2. Keep the phones working

- A cell phone can be a lifesaver — but not when its battery is drained, as will happen in the hours or days after an emergency event that knocks out electrical power. Even households that have kept their landline telephones can't necessarily rely on them when the electricity goes out. While traditional copper lines continue to function without electricity, most telecom providers have switched to fiber-optic systems, which don't. Alternative cell phone power sources include backup batteries, car chargers, solar chargers and hand-crank chargers.

3. Ensure that emergency shelters are safe and welcoming

- Plan for people of different physical and cognitive abilities, as well as those who come with pets, medical equipment or prescriptions with special requirements, like refrigeration.

- Consider creating a separate space for older adults or people with specific needs, so those who would feel more comfortable among peers or require specialized help won't get lost in the crowd. (Since walking long distances or climbing stairs might be a challenge or impossible, set aside a location that's both wheelchair accessible and near restrooms.)

- Provide information in a variety of ways. What languages are spoken by the evacuees? Will translators — and sign language interpreters — be needed? If the materials are printed, is the text legible? (People may have lost their prescription eyewear or readers.) Recognize that printed materials won't be useful to people with no vision. Similarly, audio announcements or TV monitors without closed captioning aren't suitable for people with hearing loss or impairments.

- Equip shelters with shelf-stable meals that are low in salt and sugar for evacuees who have medical conditions such as diabetes or high blood pressure.

- Provide medical services — including access to doctors, gerontologists, prescription medications, even dialysis care — on-site. In Florida, the Special Needs Shelter Program is available for anyone who, "during periods of evacuation or emergency, requires sheltering assistance, due to physical impairment, mental impairment, cognitive impairment or sensory disabilities." (While people with special medical needs do qualify, complex medical equipment or care is not available.)[65]

4. Arrange evacuation aid in advance

- Targeted transportation alternatives may be needed for those who can't drive or safely walk to a transit stop. In Florida, residents with certain medical conditions who live at home can preregister to get transportation assistance and other help during an evacuation.[66]

- Also in Florida, licensed health care facilities, including nursing homes and long-term care facilities, are required to have an approved comprehensive emergency management plan (a CEMP) and evacuation protocols on file with their county.[67]

5. Consider short- and long-term relocation housing needs

- Ensure that housing options for people whose homes are uninhabitable after a disaster are suitable for older adults and people with disabilities. (For instance, a mobile or manufactured home isn't a suitable residence if the person who needs to live in it can't climb the entry steps.)

- Allow displaced people to be involved in deciding where they will reside after a disaster and how to eventually return home. (Ensure that the default solution isn't a congregate living facility if the displaced individuals wish to live independently and are able to do so.) ■

Strategy 5: Strengthen community-wide infrastructure

Hazard mitigation investments involving private land or public spaces — from fireproofing or elevating houses to building levees and enhancing stormwater systems — are an essential part of enhancing disaster resilience. So too are policies that seek to reduce risk, such as plans that direct development away from areas at high risk of flooding.

But it's also important to consider other aspects of community infrastructure that can enhance resilience. Housing density and design, walkability and transportation options, the accessibility of green spaces — all can have a major impact on the resiliency of older residents, including their ability to survive and recover from natural disasters. They can add to the financial and physical well-being of older adults, as well as enhance a community-wide sense of connectedness that can be a lifeline for people every day and especially in times of crisis.

FEMA itself recognizes the value of these livable and age-friendly approaches. In the *Guide to Expanding Mitigation: Making the Connection to Older Adults*, FEMA states:

> *"Communities that want to become more resilient and 'age-friendly' choose to build pedestrian-oriented, mixed-use downtowns and town centers; safe and accessible transportation options; a variety of housing options; and accessible public spaces and amenities — as well as systems that address the information and health needs of older adults."*

1. Expand high-speed internet access

- Internet access can be a critical information channel in times of disaster. In Portland, Oregon, a municipal program called Smart City PDX works to overcome the "digital divide" by providing devices, Wi-Fi service and training to local residents — including older people with disabilities, immigrants, low-income workers and people of color. (Learn more at *SmartCityPDX.com*.)

- AARP California is exploring how broadband infrastructure investments in communities and among older adults can improve their ability to react and act when there's an elevated risk of wildfires, which have had a disproportionately deadly impact on older adults.

2. Ensure mobility options

- Not everyone drives or has access to a car. Too many streets are unwalkable, and bus stops and transit stations are often too far for people to reach on their own, particularly if they have any physical constraints or are carrying a heavy load. And in many areas, public transit is nonexistent in any form. The ability of people to get where they need to go is fundamental to their ability to get out of harm's way, just as it's key to their ability to access food, work and health care.

- While exploring how to mitigate risk for residents of the U.S. Virgin Islands, project leaders who were implementing a FEMA hazard

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"Mitigation strategies that make communities more accessible to older adults benefit everyone and increase community resilience."

— *Guide to Expanding Mitigation: Making the Connection to Older Adults* by FEMA with AARP

The Condo Conundrum

The collapse of the 12-story Champlain Towers South condominium in Surfside, Florida, in June 2021, killed 98 people and raised troubling questions about similar high-rises.

The 40-year-old structure shared several features with thousands of condo developments on both Florida coasts: It was built on reclaimed wetlands, facing an ocean that has risen about a foot in the past century.[68]

The tower's parking garage often flooded. A 2018 engineering report warned of "major structural damage," and a few months before the disaster, the condo board and residents were warned about the urgency of starting the more than $12 million of needed repairs.[69]

In the Miami area, where Surfside is located, so-called nuisance, sunny day, high-tide or king tide flooding (fueled by surging tides rather than heavy rains) is now routine.

A 2016 study examining Miami Beach flooding between 1998 and 2013 found that "tide-induced events" increased by more than 400 percent after 2006.[70] Many local buildings require round-the-clock sump pumps to keep out salty groundwater, and the corrosion of building materials such as concrete and rebar is a constant threat.

Similar trends are emerging in low-lying coastal areas from Maine to California and around the Great Lakes — most notably in Chicago.

Fortifying condominium developments against sea-level rise and related dangers (as well as any other existing structural problems) can require massive financial outlays, with costs often exceeding the reserve funds set aside by the condominium or homeowners association for major building repairs and emergencies.

When that happens, homeowners are charged a "special assessment." At Champlain Towers South, the assessment fees ranged from $80,000 for a one-bedroom unit to $336,000 for a penthouse.[71]

Only 11 states require condominium associations to fund reserves for major costs — but Florida, Illinois, Massachusetts, Ohio and Oregon allow associations to waive that requirement on the basis of a vote at an owners meeting.[53] One step toward preventing future condo disasters, advocates say, would be for more states to impose fund reserve requirements or tighten loopholes that make them easy to elude.

The disaster in Surfside also points to the need for broader changes: in inspection and infraction enforcement protocols for aging condo buildings; in construction standards for new projects (particularly in areas that are prone to flooding or other natural disasters); in zoning regulations for environmentally risky areas; and more. All of these needs can and should be part of a community's efforts to enhance resilience for residents, including and especially for those in multifamily buildings.

mitigation grant realized that — in addition to reducing the risks to a hilltop hospital — the work needed to tackle how people get to and from the hospital. The location of the facility meant that planners needed to ensure that there were ways for older adults to get there, especially during a disaster, even if they were unable to drive or walk up and down the steep steps outside the hospital.

3. Protect needed natural resources

- Access to clean water is essential every day, but that becomes more difficult during a disaster. Preventing pollution of critical water sources, replacing lead-tainted water pipes and conserving water in areas struggling with drought all can help people live healthier lives and, when needed, adapt to and power through an emergency or disaster.

- Plant trees on public lands — and encourage residents to do so on their property — and preserve existing trees. Identify a wide range of locations (not just already-wooded areas) to enhance the tree canopy, including infill sites and sidewalk buffer strips.

4. Help residents weather the weather

- Local leaders can help residents of all ages survive heat waves and cold snaps by, for instance, establishing utility discount programs or contributing to the cost of air-conditioners or safe space heaters. (Note: Many window-unit air-conditioners now have settings for both cooling and heating.)

- One simple but invaluable service that has the potential to help many people, and especially older people, is when a local government agency or nonprofit organization seasonally installs and removes window units for community members who can't lift heavy objects.

- Additionally, the 2021 Infrastructure Investment and Jobs Act includes funding for the Weatherization Assistance Program, established to reduce energy costs for more than 700,000 low-income households by increasing the energy efficiency of their homes.[72]

5 Capitalize on every opportunity to invest in a more resilient future

- Before approving construction projects that are likely to serve older adults, public officials should ask whether design or operational changes would make the building or development function better in times of disasters.

- Zoning codes can be changed so homes cannot be built or rebuilt in locations that are at risk for repeated flooding or other hazards. (In such cases, property owners need to be adequately compensated for any related losses and offered relocation assistance.) After Hurricane Katrina nearly leveled the Bayou View West neighborhood in Gulfport, Mississippi, FEMA bought out the residents and gave the property to the local government. Funded by an AARP Community Challenge grant, the city's first dog park, the Bark Park, opened in 2017.[73] If the area floods again, homes won't be at risk. And once the park dries out, people and pups can immediately return.

Cool(ing) Ideas

Nature's Cooling Systems, a project of the Arizona chapter of the Nature Conservancy, has worked with residents of Phoenix's hardest-hit communities to develop customized heat-resiliency plans.

In 2018, a team of city planners, University of Arizona researchers and community-based organizations led workshops in three neighborhoods experiencing high surface temperatures, average-to-low vegetation, and a history of heat-related mortality and illness.

Attendees identified their communities' hot spots, discussed traditional methods for coping with heat (such as the water-filled clay jars known as ollas, used as evaporative coolers by indigenous peoples) and brainstormed solutions.

Among the proposals being implemented: planting vegetation in vacant lots to reduce dust, developing strategically placed tree canopies, and building shaded rest shelters and transit stops.

Another way to bolster heat resiliency, experts suggest, is to adapt approaches used in other disasters. At the federal level, for example, an agency could be assigned to oversee mitigation and responses to heat emergencies, as FEMA does for storms and the U.S. Forest Service does for wildfires.

At the local level, communities can prepare for extreme heat events much as they do for hurricanes or other predictable disasters. When a heat wave is imminent, service providers can go to the places where the most vulnerable people (older adults, people living alone on a fixed income) reside. Emergency managers can provide generators for cooling. Local leaders can establish cooling centers. Advanced planning and action can be key.

▲ **A healthy tree canopy provides shade and cooling along a residential street in downtown Phoenix, Arizona.**

MELISSA STANTON, AARP

- Repairs or expansions of schools and community centers should include renovations that will support services that can be deployed during a disaster. Two examples include cooling centers and emergency shelters. These locations should also be considered when communities are expanding or improving transit systems, thereby ensuring that the destinations are accessible during crises as well as in noncrisis times.
- Operators of regional electric grids can and should properly communicate about planned outages and ensure that their service is secure, reliable and safe.
- Park managers and transportation officials should ensure that the assets they manage don't increase risks for older adults and instead help to reduce heat, flooding and other factors that hinder resilience. ■

IN CLOSING

The Responsibility for a More Resilient Future Lies With All of Us

The ***AARP Disaster Resilience Tool Kit*** identifies a range of issues that local leaders should consider as they work to enhance disaster resilience for their communities and especially for older adults.

If we create communities that reduce risks for older adults, it means we have created safer places not only for them but for residents of all ages.

This publication highlights ways to achieve that goal, from the municipal to the national level. It suggests resources that can be useful for local leaders who want to develop age-friendly approaches to disaster mitigation, preparation, response and recovery.

As stated earlier, this guide is meant to spur community-specific activities — including discussions, debates and further investigation — from which solutions can emerge. As with any set of tools, the successful application will be determined by the skills, care and commitment of the users.

By evaluating and reevaluating disaster response and emergency management plans from the perspective of older residents, communities can better ensure that *all* residents are better protected.

If past is prologue, the nation is likely to face more intense, frequent and destructive disasters in the future. There are clear and actionable steps that communities can take now to lower the risks that older adults and people of *all* ages face.

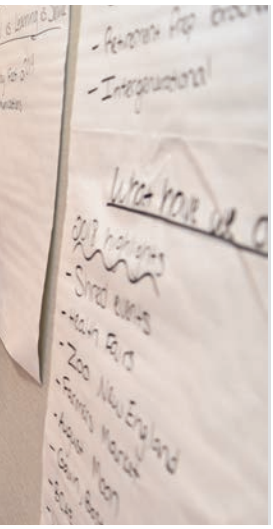
The work requires making connections to ensure that the people responsible for disaster management truly understand the needs of older adults.

Local leaders, residents and those who serve older adults need to understand how emergency and disaster planning is done — and to weigh in at critical points to ensure that the plans fully account

for the needs of all people in a community, of all ages and abilities.

A greater integration of emergency management professionals and advocates for older adults — and an increased focus on mitigation in addition to preparedness — will promote resilience and more-livable communities. ■

Enlisting older adults as volunteers and participants in planning efforts is an important way to build a link toward a more resilient future.



TOP: AARP DISTRICT OF COLUMBIA | AARP WISCONSIN | BOTTOM: AARP MASSACHUSETTS | AARP VIRGINIA

◀ **AARP staff and volunteers are active and engaged members of their communities. AARP has offices in every state as well as Puerto Rico, the U.S. Virgin Islands and Washington, D.C.**

Learn More

Organizations: By engaging with the organizations and offices listed here, local leaders and emergency managers can expand their collaborative efforts and effectiveness at serving, representing and advocating for older adults. Outreach and partnership efforts can also include disability advocacy and faith-based organizations, neighborhood and civic associations, and nonprofit community centers.

- **AARP State Offices** (*AARP.org/States*): Locations in 50 states, Puerto Rico, the U.S. Virgin Islands and the District of Columbia
- **Area Agencies on Aging** (*Eldercare.gov*): Regional and local public or private nonprofits that address the needs of older adults
- **Habitat for Humanity** (*Habitat.org*): Nonprofit organization dedicated to housing and health equity
- **National Indian Council on Aging** (*NICOA.org*): Nonprofit focused on the needs of American Indian and Alaska Native elders
- **National Resource Center on Native American Aging** (*NRCNAA.org*): Nonprofit serving Native American elders
- **Rebuilding Together** (*RebuildingTogether.org*): Nonprofit providing essential home repairs and reconstruction after disasters
- **Silver Jackets** (*SilverJackets.NFRMP.us*): State-based teams supported by the U.S. Army Corps of Engineers to enhance preparedness, mitigation, and response and recovery efforts

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Websites: Resources from the following organizations, agencies and offices provide useful ways to learn more.

- **Department of Homeland Security** (*DHS.gov*)
  - **Center for Faith-Based and Neighborhood Partnerships** (*DHS.gov/Faith*)
- **Enterprise Community Partners** (*EnterpriseCommunity.org/Impact-Areas/Resilience/Building-Resilient-Futures*)
- **Federal Emergency Management Agency** (*FEMA.org*)
  - **Hazard Mitigation Planning Program** (*FEMA.gov/Emergency-Managers/Risk-Management/Hazard-Mitigation-Planning*)
  - **Office of Disability Integration and Coordination** (*FEMA.gov/About/Offices/Disability*)
  - **Office of Equal Rights** (*FEMA.gov/About/Offices/Equal-Rights*)
  - **Resilient Nation Partnership Network** (*FEMA.gov/Business-Industry/Resilient-Nation-Partnership-Network*)
- **Institute for Diversity and Inclusion in Emergency Management** (*I-DIEM.org*)
- **Urban Institute** (*Urban.org/tags/Disaster-Recovery-and-Mitigation*)
- **U.S. Census Bureau** (*Census.gov*)
- **U.S. Housing and Urban Development Disaster Assistance** (*HUD.gov/Info/DisasterResources*)

Publications: Find the following resources by visiting the indicated website and placing the title in the search box.

- ***Building Alliances for Equitable Resilience*** (*FEMA.gov*)
- ***Community Resilience Toolkit*** (*HUDExchange.info*)
- ***Engaging Faith-Based and Community Organizations*** (*FEMA.gov*)
- ***Establishing and Maintaining Inclusive Emergency Management With Immigrant and Refugee Populations*** (*WelcomingAmerica.org*)
- ***Guide to Expanding Mitigation: Making the Connection to Equity*** (*FEMA.gov*)
- ***Guide to Expanding Mitigation: Making the Connection to Older Adults*** (*FEMA.gov*)
- ***Guide to Expanding Mitigation: Making the Connection to People With Disabilities*** (*FEMA.gov*)
- ***Mitigation Ideas: A Resource for Reducing Risk to Natural Hazards*** (*FEMA.gov*)
- ***Pre-Disaster Recovery Planning for Local Governments*** (*FEMA.gov*)

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AARP Disaster Resilience Tool Kit

A guide for how local leaders can reduce risks and better protect older adults

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Visit ***AARP.org/DisasterResilience*** to download or order copies of this publication.

Contact Us

Are you a state, local, tribal or territorial official interested in making the connection between older adults and hazard mitigation? Are you an advocate for older adults and interested in connecting with local officials to reduce risk from hazards?

Get in touch by emailing ***FEMA-ExpandingMitigation@FEMA.DHS.gov*** or ***Livable@AARP.org***.

▲ **DISASTER IMPACTS FROM COAST TO COAST: Flash flooding in Philadelphia, Pennsylvania; wind damage (and power outages) near Denver, Colorado; wildfire evacuations in Southern California.**

The U.S. Census Bureau projects that by 2034 people age 65 or older will outnumber those under 18 — a first in the nation's history. That trend has profound implications for emergency management, especially as floods, droughts, wildfires, tornadoes, heat waves, hurricanes and other weather-related hazards and disruptive events become more common and severe.

A growing body of evidence confirms that older adults are disproportionately impacted during disasters.

A key to ensuring that older adults are properly served by disaster preparedness and emergency planning is acknowledging — and addressing — the gaps that exist between local emergency management teams and the organizations and government agencies that work with and on behalf of older community members.

Better integrated disaster planning — and a better understanding of older adults' needs — can help local governments better protect all older residents.

The ***AARP Disaster Resilience Tool Kit*** has been created for local leaders, government staff, aging-services professionals and community volunteers. It is a companion resource to the ***Guide to Expanding Mitigation: Making the Connection to Older Adults***, a publication by the Federal Emergency Management Agency for emergency managers and planners, local officials and community members.

When emergency managers, state and local officials, and other community leaders understand the diverse needs of older adults — by working with them and one another — the plans, projects and procedures they design and deploy are more effective at protecting residents from harm and saving lives.

Order or download this free publication at ***AARP.org/DisasterResilience***.

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Memorandum
Agenda Changes/Supplemental Packet

TO: PARKS, ART, RECREATION & CULTURE ADVISORY COMMISSION
FROM: RENEE KRAUSE, DEPUTY CITY CLERK II
DATE: AUGUST 17, 2023
SUBJECT: SUPPLEMENTAL

REPORTS

B. August 2023 Staff Report & Update **page 3**

Email from Alaska Recreation & Parks Association: Notice Fall Elections New Officers and Board members

NEW BUSINESS

B. 2024-2029 Draft Capital Improvement Plan - Review & Recommendation

Revised Project Description for page 91 in the regular packet **page 5**

From: Alaska Recreation and Parks Association
To: Renee Krause
Subject: Calling all interested parties to submit letters of interest!
Date: Tuesday, August 15, 2023 3:31:54 PM

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

One Sealaska Plaza Suite 302, Juneau, AK. 99801 • • http://www.AlaskaRPA.com

Fall elections are on the horizon. New officers and members of the Board will be sworn in at the Annual Meeting to be held at the Conference Banquet Dinner on September 21st, in Wrangell, Alaska. We invite you to submit your letter of interest to serve in a greater capacity.

The Alaska Recreation and Parks Association (ARPA) Board Members are pleased to invite you to consider becoming a member of the Association's Board of Directors. Our mission and purpose is to provide a forum for interchange of ideas and information among parks, recreation and wildland professionals and supporters; promote the personal, environmental, social and economic benefits of parks, recreation and wildlands;coordinate, organize and promoting quality educational opportunities; and prepare and provide educational information relating to parks, recreation and wildlands.

Driven by a group of dedicated volunteers who are solely responsible for the execution of the mission, Alaska Recreation and Parks Association is balancing a range of impactful initiatives, projects, events and professional development opportunities for all our industry stakeholders. These efforts range from planning the annual conference, choreographing certification courses, enhancing member services, facilitating round table discussions and advancing the policies that affect funding at the state and federal level. With the current momentum and support for recreation both state wide and nationally, this is an exciting time to be involved in ARPA. As individuals we know the value of parks and recreation for ourselves, our families and our communities. Help us continue to advance our industry by getting involved with the Board.

The Board of Directors consists of up to nine members, who serve one to two year terms depending on their position. We are currently seeking letters of interest for the Treasurer, President Elect and (1) Board Member at Large. Board members help establish the long-term goals and initiatives of the Association. Meetings are held quarterly with special meetings as requested by members or officers of the Board. Board members may be required to service on a committee as dictated by their position. Board members are also involved in event planning, member services, advocacy and more.

The Association is accepting letters of interest for the Treasurer, President-Elect and Board Member at Large positions through August 24th, 2023. Letters may be submitted to arpa2023@wrangell.com . We look forward to

hearing from you.

Sent to: rkrause@ci.homer.ak.us
To Opt out of our email list please click here to unsubscribe

City of Homer Capital Improvement Plan 2024-2029

Multi-Use Community Recreation Center (DRAFT)

Project Description & Benefit: This projected construction of a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development and quality of life of Homer's residents, businesses and visitors. This project is the first phase in designing and constructing a multi-use community center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. The community has long prioritized the need for indoor municipal recreational and community space, especially considering the ongoing challenges of operating in the local schools and the city's aging and defunct HERC facility. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community's high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for instructional programs, safe walking/running, dedicated space for youth and possible emergency shelter as priority features.

Plans & Progress:
A recent 2023 hazmat report of the city owned HERC facilities/campus, which had been the preferred site, determined this location will not be possible in the near term due high cost of mitigation. While federal grants will be applied for assessment and mitigation, this process will likely take many years. The city is in the process of reviewing possible locations for a community center preferably centrally located.
In 2018, a City Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the HERC facility. The retrofits needed to bring the building into modern code compliance exceeds the cost of new construction. In September 2021, the City expended $49,964 to update the recreation needs analysis, engage the public and produce concept designs and construction cost estimates for different options for a new multi-use center. This was a big step towards refining the scope of the project and moving it forward. Additional steps will include finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance.

Total Project Cost: $16,050,000

FY24	
Land Purchase	**$700,000**
Phase 1: Final Design & Feasibility Study	**$350,000**
FY25	
Phase 2: Construction	**$15,000,000**

FY25 State Requested:	
Phase 1	**$350,000**
FY25 Federal Requested	
Phase 2	**$15,000,000**

DRAFT