

HOMER COMPREHENSIVE PLAN

PACIFIC RIM PLANNERS & ENGINEERS
A DIVISION OF OLYMPIC ASSOCIATES CO.

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CITY OF HOMER
COMPREHENSIVE PLAN
1983

Prepared for
CITY OF HOMER AND
KENAI PENINSULA BOROUGH

By
Pacific Rim Planners and Engineers
a Division of Olympic Associates Company

The preparation of this Comprehensive Plan was financed in part by funds from the Office of Coastal Management, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, administered by the Division of Community Planning, Department of Community and Regional Affairs. Matching funds and local administration were provided by Kenai Peninsula Borough and the City of Homer.

US Department of Commerce
NOAA Coastal Services Center Library
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Introduced by: Mayor
Date: Apr. 19, 1983
Hearing: May 17, 1983
Vote: Unanimous
Action: Enacted

KENAI PENINSULA BOROUGH

ORDINANCE 83-26

ADOPTING A COMPREHENSIVE PLAN FOR THE CITY OF HOMER AS A PORTION OF THE KENAI PENINSULA BOROUGH COMPREHENSIVE PLAN.

WHEREAS, the Borough Planning Commission is required to prepare and recommend to the Assembly a comprehensive plan for all areas encompassed by the Borough; and

WHEREAS, the Borough Planning Commission is required by statute to review and update the Borough comprehensive plan every two years; and

WHEREAS, the Homer Advisory Planning Commission passed a resolution recommending the adoption of the proposed Homer comprehensive plan; and

WHEREAS, the Homer City Council has passed a resolution adopting the Homer comprehensive plan, and recommended that the Kenai Peninsula Borough Assembly adopt the plan; and

WHEREAS, the Borough Planning Commission, after public hearing at its regular meeting of March 28, 1983, has recommended that the proposed Homer comprehensive plan, as amended, be adopted by the Assembly;

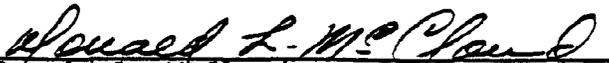
NOW THEREFORE, BE IT ORDAINED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

Section 1. That the Assembly adopts the "Homer Comprehensive Plan," prepared by Pacific Rim Planners & Engineers as the official Borough comprehensive plan for that portion of the Borough within the boundaries of the City of Homer, subject to the deletion of the words "plattling and" from Pages 7-2 and 7-3, the amended form approved by the Borough Planning Commission at its regular meeting of March 28, 1983.

Section 2. That the comprehensive plan adopted by this ordinance shall be known as "Homer Comprehensive Plan."

Section 3. That this ordinance takes effect immediately upon its enactment.

ENACTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH ON THIS 17th DAY OF May, 1983.


Donald L. McCloud, Assembly President

ATTEST:


Borough Clerk

CITY OF HOMER
HOMER, ALASKA

RESOLUTION 83-5

A RESOLUTION OF THE HOMER CITY COUNCIL APPROVING
AND ADOPTING THE COMPREHENSIVE PLAN FOR THE CITY
OF HOMER.

WHEREAS, the Kenai Peninsula Borough is required by statute to review and update the Borough Comprehensive Plan every two years; and,

WHEREAS, a Comprehensive Plan has been prepared for the City of Homer by Pacific Rim Planners, Inc.; and,

WHEREAS, the Comprehensive Plan Ad Hoc Committee and Pacific Rim Planners have held numerous workshop sessions, public meetings and have obtained suggestions and comments from the citizens of Homer; and,

WHEREAS, the Steering Committee has recommended approval of the Draft Comprehensive Plan with certain modifications; and,

WHEREAS, the Homer Advisory Planning Commission has recommended approval of the Final Draft of the Comprehensive Plan with certain modifications and revisions; and,

WHEREAS, the Homer City Council has reviewed the Final Draft of the Comprehensive Plan and has recommended approval of the Homer Comprehensive Plan with certain modifications and revisions;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Homer that:

Section 1: The Homer Final Draft Comprehensive Plan prepared by Pacific Rim Planners and modified by the attached list of Amendments and Corrections is hereby approved and adopted as the Comprehensive Plan of the City of Homer.

Section 2: This plan is hereby recommended to the Kenai Peninsula Borough for adoption as the official Borough Comprehensive Plan within the Homer planning area.

DATED at Homer, Alaska, this 14th day of February, 1983.

CITY OF HOMER



Erle Cooper, Mayor

ATTEST:

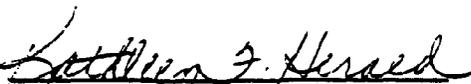

Kathleen Herold, City Clerk

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CHAPTER 1 INTRODUCTION

PURPOSE

The purpose of this comprehensive plan is to serve as a policy directive for future actions by the City. Comprehensive in nature, all of the policies and recommendations for the various elements are coordinated so that conflicts between policies are reduced. Designed to guide growth and development for the next decade and beyond, the plan can be used to standardize judgements and rulings as Homer Advisory Planning Commission, City Council and others implement the plan.

The plan will also be used by various borough, state and federal agencies as an assemblage of opinions and a forecast of the needs of Homer's present and future residents. Within the plan's capital improvement program, anticipated projects are listed in the order of construction priority, along with estimated costs and funding requirements. This not only provides a schedule of expenditures for City departments, but also informs residents, business owners and property owners of future City actions which may affect them. Therefore, property owners, for example, can be assured that, given funding, certain improvements (streets, utilities, facilities) will be completed in a certain time period.

The plan is not static. Instead, it should be a working document which will be modified each year and evolve with the issues which Homer will face in the future. The plan provides information, guidance and incentive to federal, state and local officials, and to the residents of the City of Homer.

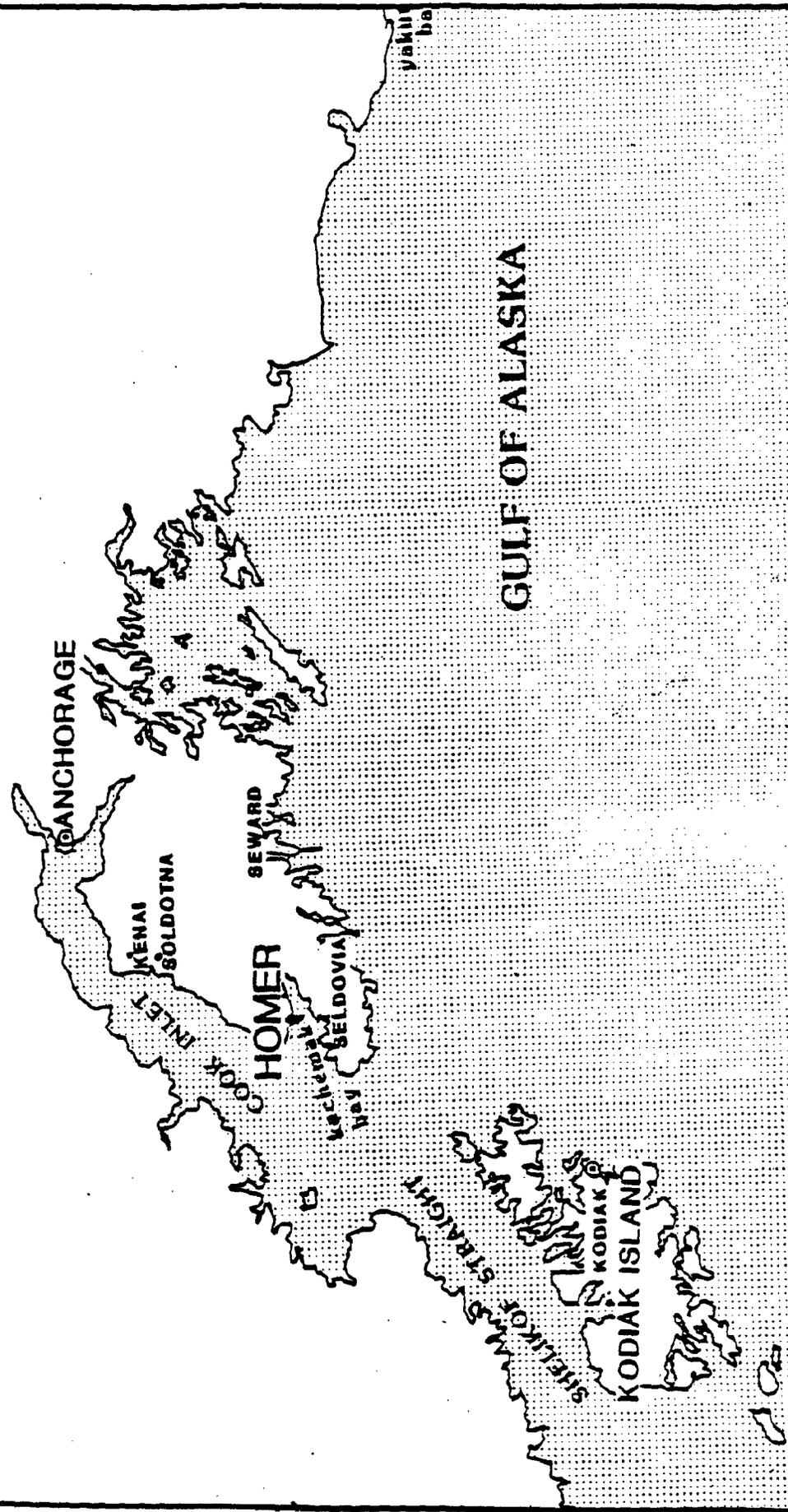
HISTORY

Homer lies in the benchlands between the eroding bluffs of the north shore of Kachemak Bay and the bluffs along Diamond Ridge on the Kenai Peninsula (Figure 1). The grassy meadows of the benchlands are defined by groves of spruce and birch trees, with alder and elderberry forming dense thickets. Wetlands and peat bogs form the lowlands. Dotting the landscape are scattered homes and small farms. Within the City limits, the land rises to an elevation of a little over 1,000 feet, providing a commanding view south across Kachemak Bay and on to the Kenai Mountains. From this vantage point several glaciers can be seen making their journey to the bay. Prominent in the middle ground of this scene is Homer Spit, snaking its way halfway across the bay.

It was on the Spit where Homer was first settled. The first post office opened in 1886. During the next few years the community's population fluctuated, with many of its residents being drawn away by news of gold strikes elsewhere in the territory.

VICINITY MAP

FIGURE 1-1



In 1899, the Cook Inlet Coal Fields Company (CICFC) was incorporated, and seven and a half miles of railroad and a major loading wharf were constructed on the spit. The railroad connected the shiploading facility at the end of the spit with the coal mines at Coal Creek. Homer prospered as a company town, selling coal to local canneries and passing ships. In 1902, due to financial difficulties, CICFC was ordered sold by the U.S. District Court. In 1905, Congress temporarily withdrew from entry all public domain lands, including the Coal Creek coal fields. However, with the closing of the CICFC, Homer's fate had been sealed, and from 1902 until 1915, the community of Homer all but ceased to exist.

During this time, the few remaining residents moved from the spit to the benchlands where present day Homer is now located. During the 1920's, most of the buildings on the spit were either moved or salvaged for building materials by homesteaders coming into the country. Unlike the first settlers of the area, the new homesteaders did not come to the area for furs, gold or coal, but to work the land, fish and raise crops. The settlement of the community occurred gradually over the years as individuals and families made their way to the Homer area. Following the opening of the Sterling Highway in 1951, linking the Kenai Peninsula with Anchorage, Homer began to grow from its sleepy beginnings as a company town and then a fishing and farming town (Klein, 1981). Successive improvements to the highway, oil development and Anchorage's phenomenal growth all served to boost Homer's population growth rate to a point where it now approaches 10 percent per year. At Homer's average growth rate of 7 percent over the last decade, it is doubling every seven years.

Homer is constantly changing. Approximately half of the people now living in Homer have arrived within the past five years. As new people move into the area, new ideas are introduced which modify and change the character of the community. Reviewing past planning efforts, some of these changes can be seen along with the City's response to outside influences. In 1954, a series of papers were prepared by committees composed of City residents. These papers outlined existing conditions in the community and identified the apparent trends in population growth, economic development and transportation. Other subjects which were addressed included tourism, beautification, recreation and the library. Many of the recommendations in the planning effort have been carried out and many more are still valid today. Homer still needs additional tourist facilities, economic diversification and improved transportation systems.

In 1969, the Alaska State Housing Authority prepared a comprehensive plan for the City. The document provides an overview of the conditions of Homer, with brief sections on utilities, transportation, housing, economy and social services. Several of the features in the proposed land use plan have been implemented, such as the bypass road. The issues important at that time reflect many of the concerns today.

They include:

- * Industrial development of the airport
- * Extension of sewer and water service
- * Encourage compact commercial center
- * Industrial development on the spit
- * Need for a civic center and a city administration building

The Homer Comprehensive Development Plan was completed in 1978. Responding to the oil and gas prospects of the region, the document set forth policy, goal and action recommendations for the future development of the city. The document presents a proposed land use plan designating the city into six use classifications. Also included is a zoning map which is the origin of the zoning ordinance adopted in September, 1982. Although growth rates and economic activity predicted in the plan were optimistic, the plan made some valid statements concerning the need for community services and public facilities.

Comprehensive plans have not been the only studies completed concerning the City of Homer. Over the past 15 years many studies, plans and reports have been written pertaining to various aspects of the City, its environment, services and conditions. Homer Spit has been the topic of many of these reports. The Homer Spit Land Use Study, whose intent was to review and compile data related to activities, ownerships and leases was completed in 1975. The issues identified in the study included the expansion of the boat harbor, seasonal traffic control and allocation of lands for port facilities. Other reports related to Homer Spit include biological investigations, littoral drift studies and a needs assessment. These studies provided information on the dynamics of the spit, the shore processes which build, erode and reshape the spit, and the plant and animal life found in the vicinity.

Other plans pertaining to Homer include the following:

- * Homer Park and Recreation Development Plan, 1981
- * Homer Spit Campground Development Feasibility Report, 1980
- * Homer Airport Land Use and Development Plan, 1978
- * Master Plan for Streets and Roads, 1979
- * Drainage Management Plan, 1978
- * Homer Master Water and Sewer Plans, 1982

These and other planning and design efforts all have contributed to this comprehensive plan. All of these documents have been reviewed and analyzed to determine their relevance to the existing situation in Homer. A complete annotated bibliography has been compiled which includes all documents pertaining to the City and its environs.

CHAPTER 2 HUMAN RESOURCES

Over a fairly short time -- spanning less than four decades -- Homer has grown from a small, agricultural and fishing village to a bustling center of fishing, tourism, services and government on the South Kenai Peninsula.

POPULATION

Homer's population consists primarily of newcomers, with over half of all residents having lived five years or less in Homer. Rapid population growth, large proportions of elderly and young residents, and high levels of education are all important facets of Homer's population.

Population Characteristics

Like other Alaskan communities, Homer's population is relatively young with a median age of 27.5 years in 1978. This is considerably higher than the 22.1 year median age for Alaska in 1970, but lower than the estimated 29.7 years for the U.S. as a whole. Males outnumber females comprising 53 percent of Homer's population. This is similar to, though not as pronounced, as the rest of the State, but is the opposite of the nationwide average of 49 percent males. Relatively few of Homer's residents -- less than 3 percent in 1978 -- are Native American or other types of minorities. (Kenai Peninsula Borough, 1979, and U.S. Bureau of the Census, 1979). Only a small number (7.2 percent) are 60 years or older (Bureau of the Census, 1980).

Homer's population is relatively well educated, with an average among adults of 13.1 years of schooling completed. This indicates that most adults have completed high school, and many have had some additional schooling (Hitchins, et al., 1977).

Another characteristic worthy of mention is length of residence. Surveys (including the one completed for this plan) have consistently found that the majority of the population are newly arrived, with half having moved to Homer within the past five years. Homer also has a fairly stable core population which has contributed long-term continuity to the community, as evidenced by the fact that about one-fifth have lived in Homer 15 years or more (Hitchins, et al., 1977).

With rapid population growth in both Homer and other parts of the greater Homer area, the intermediate growth projection anticipates a tripling of current population, reaching a total Homer area population of 15,600 by the year 2000. The low projection anticipates total Homer area population of 9,400 by 2000, while the high projection anticipates 25,900 population by 2000. As discussed in Chapter 3, the

high growth scenario would result in development of up to two thirds of Homer's residentially zoned land. Table 2-1 summarizes the population projections.

ECONOMY

Until recently, Homer's economy has depended primarily on its fishing industry to generate its income. Fishermen's earnings and processing worker's wages brought in dollars from outside of Homer, and a small number of trade and service establishments recirculated some of the money before it left Homer as spending to bring in goods and services from Anchorage and other outside areas.

Over the past decade, however, Homer's economy has expanded greatly, but in several new and different ways. Major fisheries of the area have remained at the same level or have fallen in annual catch, but increasing prices have generally made up much of the difference.

As fisheries remained stagnant or declined, many fishermen began to range further and entered some of the growing fisheries, such as salmon purse seining in Prince William Sound, salmon drift gill netting in Bristol Bay, and crab fishing in the Bering Sea. Homer's fish processors have also shared in this growth, instituting fish flying operations during the Bristol Bay salmon fishing season.

Table 2-2 summarizes the Homer economy's basic sources of income. Nearly 43 percent of Homer's income is derived from Homer's fishing industry. If earnings by commercial fishermen in other areas (row 6) is included, the fishing industry brings in about 45 percent of Homer's basic income.

The next largest source is government spending, which together accounts for over one quarter (about 27 percent) of Homer's basic revenues. In 1980, over half of this was attributed directly to Federal spending; however, Federal spending has been declining while State and local government spending has risen, so proportions are probably much more equal now.

The third largest source of revenues is sales to nonresidents, which accounts for nearly 13 percent of basic revenues. This category principally includes sales by Homer businesses to residents and businesses located in Anchor Point, Seldovia, English Bay, Port Graham and other nearby areas. It also includes sales to other areas, such as sales of manufactured products and services to Anchorage businesses, and receipts earned by Homer's contract construction industry in other areas.

Sales to tourists and other visitors were almost as large, accounting for another 10 percent of basic revenues. While no historical figures are available with which to compare, interviews with Homer businesspersons indicate that this is one of the fastest growing sources of basic revenues, and may be a somewhat low estimate. It is also perhaps the most seasonal, with the majority of revenues earned during June, July and August.

TABLE 2-1
CURRENT AND PROJECTED POPULATION
HOMER AREA
1978 to 2010

| | <u>City of Homer</u> | <u>Other Homer Areas*</u> | <u>Total Homer Area</u> |
|--------------------------------|----------------------|-------------------------------|-----------------------------|
| <u>Actual</u> | | | |
| 1978 | 2,054 | 1,577 | 3,631 |
| 1980 | 2,209 | NA | NA |
| 1981 | 2,588 | NA | NA |
| 1982 | 2,897 | 2,069 | 4,966 |
| <u>Low Projection</u> | | | |
| 1985 | 3,100 | 2,300 | 5,400 |
| 1990 | 3,900 | 3,000 | 6,900 |
| 1995 | 4,500 | 3,500 | 8,000 |
| 2000 | 5,200 | 4,200 | 9,400 |
| 2005 | 5,800 | 4,600 | 10,400 |
| 2010 | 6,400 | 5,100 | 11,500 |
| <u>Intermediate Projection</u> | | | |
| 1985 | 3,400 | 2,800 | 6,200 |
| 1990 | 4,700 | 4,000 | 8,700 |
| 1995 | 6,200 | 5,600 | 11,800 |
| 2000 | 8,100 | 7,500 | 15,600 |
| 2005 | 9,400 | 8,800 | 18,200 |
| 2010 | 10,900 | 10,400 | 21,300 |
| <u>High Projection</u> | | | |
| 1985 | 3,800 | 3,100 | 6,900 |
| 1990 | 6,500 | 5,600 | 12,100 |
| 1995 | 10,400 | 9,600 | 20,000 |
| 2000 | 13,300 | 12,600 | 25,900 |
| 2005 | 16,200 | 15,700 | 31,900 |
| 2010 | 19,700 | 19,600 | 39,300 |

* Generally the area bounded by the Anchor River to the west, Cook Inlet to the south and Kachemak Bay to the east.

NA - Data not available.

Source: Kenai Peninsula Borough 1979, 1982a and 1982b, and Pacific Rim Planners & Engineers, Olympic Associates Company

TABLE 2-2

Homer's Economic Base.
(Major Sources of Basic Income)
Millions of 1980 Dollars

| | <u>Dollars</u> | <u>Percent of Total</u> |
|---|----------------|-------------------------|
| Fishing & Fish Processing (1) | \$42.0 | 42.9% |
| Federal Government (2) | \$13.7 | 13.0% |
| Other Sales to Non-Residents (3) | \$10.7 | 10.9% |
| Tourists & Other Visitors | \$10.5 | 10.7% |
| State Government (4) | \$ 7.7 | 7.9% |
| Household Income Earned Outside of Homer (5) | \$ 6.5 | 6.6% |
| Local Government (6) | \$ 5.0 | 5.1% |
| Contract Construction | <u>\$ 1.9</u> | <u>1.9%</u> |
| TOTALS | \$98.0 | 100.0% |

NOTES:

1. Figures revised to avoid double counting of sales revenues.
2. Direct spending by Federal agencies, including Post Office and Coast Guard.
3. Principally sales to Anchor Point, Seldovia, English Bay, Port Graham, and Halibut Cove residents & businesses. Also includes sales to Anchorage businesses.
4. Direct spending by State agencies.
5. Primarily pensions, investments, and outside wage and salary earnings.
6. Includes spending by Borough and local spending financed by grants.

Source: Pacific Rim Planners & Engineers, Olympic Associates Co. estimates.

The last major category of basic revenues is household income earned in other areas. As noted above, this includes earnings by fishermen in other areas such as the Bristol Bay salmon and herring fisheries, and is probably a third of the 6.6 percent of basic revenues earned in this category. The remaining two-thirds is primarily Homer workers who commute to jobs in Anchorage or the North Slope, and investment and pension income earned by Homer residents. Like sales to visitors, this category appears to be growing rapidly, and the figures may be somewhat low.

Secondary Sales

Another important facet of Homer's economy is the extent to which basic revenues are recycled into the economy. In very small communities, where few service or trade establishments exist, little or no basic revenue is respent locally. By contrast, in large cities, basic revenues are usually respent several times before leaving the area. Homer's ability to expand the goods and services it offers had enabled it to create quite a bit of economic growth merely by recycling an ever increasing fraction of basic income. This is demonstrated by the rapid growth shown in Homer's trade and service activities during the 1970's.

Economic Forecasts

This section presents economic forecasts for the Homer area. The forecasts were developed based on the findings of the economic model, review of previous economic trends in Homer and studies of possible events affecting Homer's economy, and consultation with knowledgeable business and government officials. Major assumptions underlying the projections are discussed first, followed by the actual projections.

Assumptions Underlying the Economic Forecasts

Economic forecasts are essentially informed guesses developed from limited information. Historical data are collected and analyzed for trends. Historical trends are compared with possible events, identified from published plans, proposals and speculation. To the extent practical, mathematical formulae are developed to explain the interrelationships between the trends, and projections are calculated. If much uncertainty surrounds key events, several sets of projections are prepared, indicating differing possible combinations of events. A well documented projection will detail the preparer's assumptions, reasoning, mathematical methods and estimated probability of occurrence. Of course, probability estimates are highly subjective, but they at least give the user a better idea of the chances that the projection will be accurate for his or her purposes.

The time frame, detail and structure of the forecast depends on the purpose for which it was intended. For example, most recent economic and population forecasts prepared for Homer have focused on the impact of Outer Continental Shelf (OCS) oil and gas development in Lower Cook Inlet. The forecasts devoted much detail to examining short-term

impacts of a few specific activities, but did not examine longer range trends in any detail for non-OCS activities.

For this comprehensive plan, the forecast concentrates on long range, rather than short range, trends since the plan looks at Homer's long range development, and year to year changes are not as important.

Local government expenditures are partly a function of local population and economic activity as well as transfers from State and Federal agencies. Assumed real growth rates for the low, intermediate and high scenarios (3.0%, 5.0% and 8.0%) represent the influence of State spending coupled with high population growth rates and desires for successively higher quality services.

Household income earned outside of the Homer area includes salaries and crew shares, pensions and investment income. The low, intermediate and high scenarios (3.0%, 6.0% and 10.0%) reflect the assumption that Homer will continue to attract more than its proportionate share of Alaska's oil workers, fishermen, retirees and other "footloose" households.

Contract construction activity has been studied by Alaska Consultants, Inc. (1980) and Environmental Services Limited (1980). The low, intermediate and high scenarios (1.0%, 4.0% and 8.0%) closely parallel growth in State spending, which has fueled much construction activity recently.

Projections for other activities primarily reflect growth rates projected by other studies (Alaska Consultants, Inc., 1980, and Environmental Services Limited, 1980) for other parts of the South Kenai Peninsula, which supplies much of the sales in this collective category. Low, intermediate and high projected growth rates are 1.5%, 4.5% and 12.9%, respectively.

Table 2-3 on the following page presents the results of the economic projections of the model using the assumptions described above. In general, the intermediate or mid-range projections anticipate real (adjusted for inflation) economic growth of slightly less than 5.0 percent per year. This contrasts with projected population growth for the intermediate scenario of 6.7 percent per year. The difference reflects Homer's growing population of retired and commuting households, whose incomes are not reflected in this table. Another reason for the difference is Homer's historic tendency to accumulate population before, rather than after, economic growth. Over a longer time period, the economic growth would tend to catch up with the population.

The projections anticipate increased reliance on tourism and other visitor revenues. Other major sources of economic growth are Homer's expanding role as a transportation and service center for the South Kenai Peninsula, and an expanding retired and commuting population. The low projection anticipates these trends also, but with slightly

TABLE 2-3

Economic Projections of Total Sales by Industry
for 2000 by Scenario
(Thousands of 1980 Dollars)

| | 1980 | Year 2000 Projection | | | | | |
|--|---------|----------------------|--------------------|-----------------------|--------------------|---------------|--------------------|
| | | Low Scenario | | Intermediate Scenario | | High Scenario | |
| | | Amount | Annual % Change | Amount | Annual % Change | Amount | Annual % Change |
| Commercial Fishing | 21,760 | 38,753 | 2.93% | 55,279 | 4.77 | 89,260 | 7.31% |
| Contract Construction | 6,114 | 15,242 | 4.67 | 17,144 | 5.29 | 22,668 | 6.77 |
| Fish Processing | 43,500 | 65,013 | 2.03 | 66,671 | 2.16 | 72,463 | 2.58 |
| Agr., Mining, and Other Manufacturing | 424 | 2,174 | 8.52 | 2,922 | 10.13 | 5,199 | 13.35 |
| Transportation | 13,435 | 67,942 | 8.44 | 84,495 | 9.63 | 143,588 | 12.58 |
| Commun. & Utilities | 2,513 | 6,197 | 4.62 | 6,497 | 4.86 | 7,540 | 5.65 |
| Retail Trade -- | | | | | | | |
| -Food Stores | 7,216 | 10,990 | 2.13 | 11,307 | 2.27 | 12,370 | 2.73 |
| -Service Stations | 3,974 | 9,251 | 4.32 | 11,347 | 5.39 | 18,322 | 7.94 |
| -Eat & Drink Places | 2,524 | 5,417 | 3.89 | 5,648 | 4.11 | 6,449 | 4.80 |
| -Building Materials | 3,911 | 8,164 | 3.75 | 9,136 | 4.33 | 11,869 | 5.71 |
| -& Wholesale-Other | 16,990 | 33,250 | 3.41 | 35,195 | 3.71 | 41,653 | 4.59 |
| Services -- | | | | | | | |
| -Hotels & Motels | 1,064 | 2,883 | 5.11 | 3,060 | 5.42 | 3,537 | 6.19 |
| -Pers., Prof. & Bus. | 8,492 | 23,669 | 5.26 | 26,698 | 5.89 | 37,260 | 7.67 |
| -Amusement & Recrea. | 1,400 | 3,510 | 4.70 | 3,510 | 4.70 | 3,510 | 4.70 |
| TOTALS | 133,318 | 292,454 | 4.01% | 338,909 | 4.78% | 475,687 | 6.57% |

Source: Pacific Rim Planners & Engineers, Olympic Associates Company estimates.

less growth, at 4.0 percent per year, while the high range projection anticipates economic growth averaging 6.6 percent annually.

Table 2-4 details the assumptions which underlie the economic projections, and describes the estimated probability of each occurring. Since the economic model presented in Table 2-3 is stated in terms of 1980 dollars, the assumptions describe projected annual changes, in 1980 dollars.

The low scenario was chosen to represent a level of activity which is likely to be exceeded. Estimated chances of actual activity exceeding the low projection is 95 percent, while chances of activity being less are estimated at 5 percent. Conversely, chances of the high scenario projections being greater than actual results are about 95 percent, with about a 5 percent chance of being low. Finally, estimated chances of the intermediate scenario projections being too low or too high are the same -- about 50 percent.

TABLE 2-4

MAJOR ASSUMPTIONS UNDERLYING ECONOMIC PROJECTIONS
 (Annual Percentage Change in Inflation Adjusted Dollar Volume)

| | Scenarios | | |
|--|------------|---------------------|-------------|
| | <u>Low</u> | <u>Intermediate</u> | <u>High</u> |
| Fish & Fish Processing | -0.5% | 1.5% | 4.0% |
| Federal Government | -0.5% | 1.0% | 3.0% |
| Tourists & Vistors | 2.0% | 5.0% | 10.0% |
| State Government | 2.0% | 4.5% | 8.0% |
| Local Government | 3.0% | 5.0% | 8.0% |
| Household Income Earned Outside of Homer Area | 3.0% | 6.0% | 10.0% |
| Contract Construction | 1.0% | 4.0% | 8.0% |
| Other Activities | 1.5% | 4.5% | 12.0% |
| Estimated Probability of Actual Outcome Exceeding Projection | 95% | 50% | 5% |
| Estimated Probability of Actual Outcome Less than Projection | 5% | 50% | 95% |

Source: Pacific Rim Planners & Engineers, Olympic Associates Company estimates.

CHAPTER 3 LAND USE PLAN

The development of land in Homer has occurred ever since the town moved from the Homer Spit in the early 1900's. The development in the area is low density and scattered across the landscape.

This pattern has left a great deal of vacant land within the city, six acres along Pioneer Avenue alone. Commercial activity is typically found along Pioneer Avenue and, more recently, along Ocean Drive. Industrial development occurs in several areas of town, concentrated at the end of the spit, but also occurring along Ocean Drive and along Kachemak Bay Drive, near the airport. Residential development has occurred throughout the community, although somewhat concentrated on the gently sloping lands north of Pioneer Avenue, which in many areas provides views across Kachemak Bay.

This development has been restrained by poor soil conditions but is currently being infilled with homes with the extension of water and sewer into the area. Existing residential, commercial and industrial land uses are, for the most part, not segregated within the community. As the city grows, the impacts of these different uses on each other will become more extreme and conflicts will likely begin to occur.

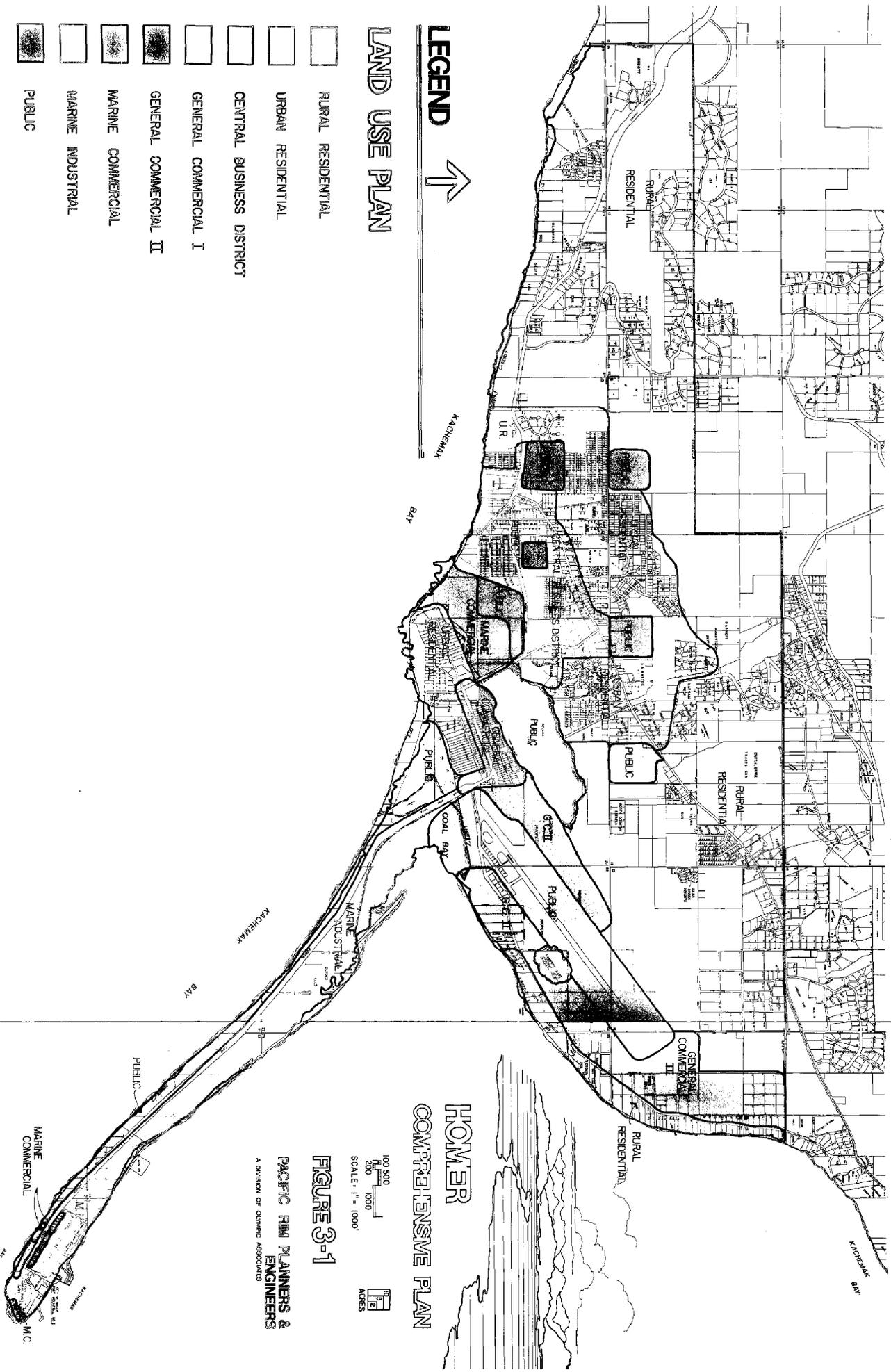
LAND USE PLAN

The land use plan shown in Figure 3-1 applies the defined criteria to the ground, creating a proposed land use pattern. The development suitability map (Figure 3-2) combines constraints and opportunities for development.

The central business district includes the area one block north of Pioneer Avenue, south across the by-pass road to Kachemak Bay and from the high school on the west to the Lakeside subdivision, east of Lake Street. Bounded by the major arterials, the area is served by water and sewer utilities and existing streets. The area has a developed commercial core with adequate vacant land for expansion. Development priority should be given to the area just south of Pioneer Avenue to maintain a clustered and defined central shopping area.

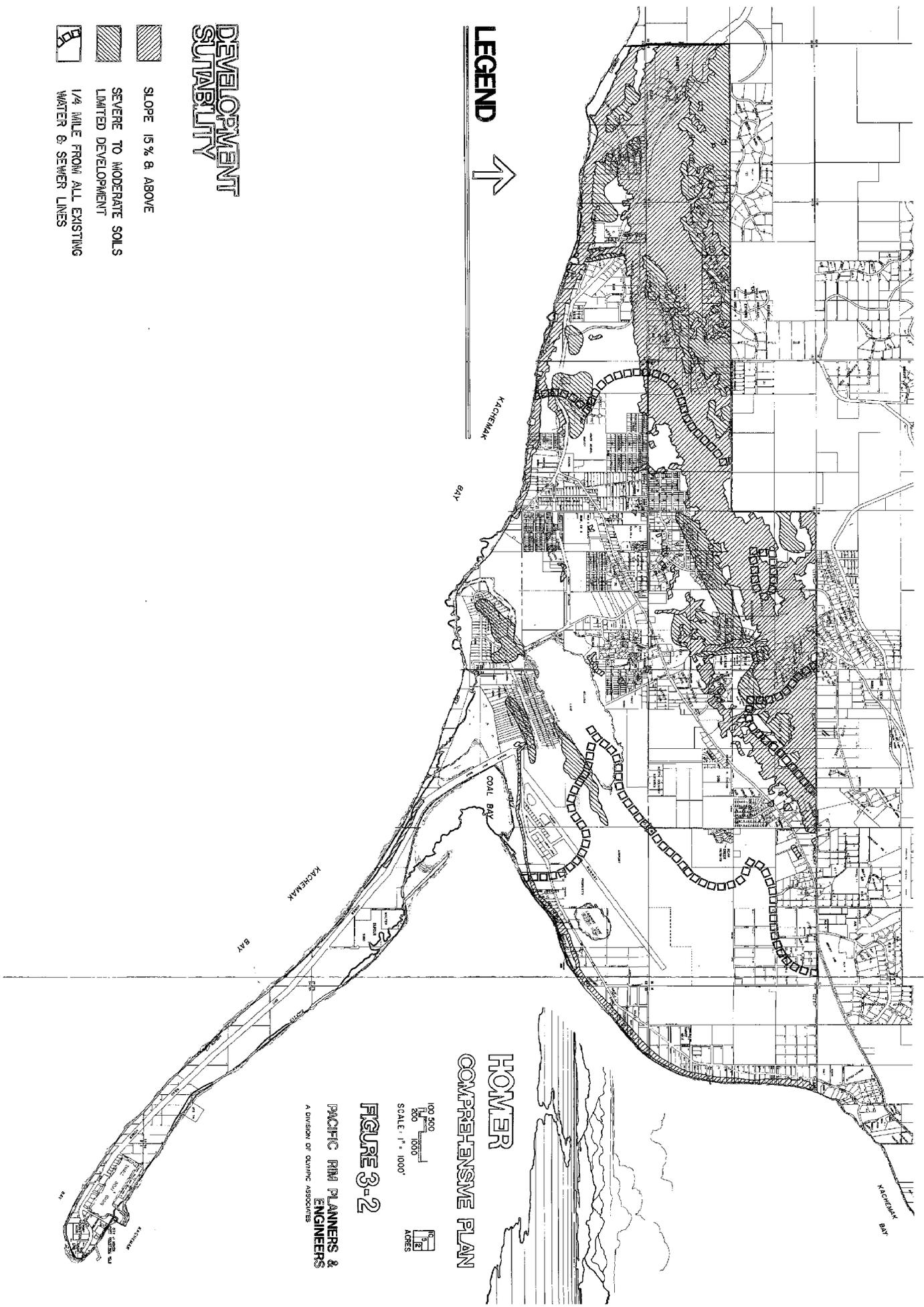
The land north of the bypass can be developed with a sensitivity to the aesthetics of the corridor. This can be assured through the use of design standards which would address architectural style, retention and planting of native plant material and by limiting the number of vehicle access points along the bypass. These standards need not be extremely restrictive but could act as a guide to future commercial development.

The Urban Residential category is found adjacent to the central business district, north of Pioneer Avenue and the Lakeside subdivision, area east. This area is designated for a higher residential density



- DEVELOPMENT
SUITABILITY**
-  SLOPE 15% & ABOVE
 -  SEVERE TO MODERATE SOILS
 -  LIMITED DEVELOPMENT
 -  1/4 MILE FROM ALL EXISTING WATER & SEWER LINES

LEGEND 



**HOMER
COMPREHENSIVE PLAN**

100 200 400 600 800 1000
SCALE: 1" = 1000'
ACRES

FIGURE 3-2

**PACIFIC RIM PLANNERS &
ENGINEERS**
A DIVISION OF QUINCY ASSOCIATES

because of its position in the landscape, the availability of utilities and the existing road and street system. The outer boundaries of this district are defined by the extent of the utility lines and the steep slopes found just outside the district. Other urban residential districts lie adjacent to Beluga Lake and Beluga Slough.

General Commercial 1, a lower density, auto-oriented business district, is located along Ocean Drive. This area has utility access, is located on an arterial street and has existing development which relates to this use type.

Construction of the Homer Bypass has created an area along Bishop's Beach which is relatively isolated from the rest of the community. The area consists of a mix of residential and commercial uses, and possesses good views of Kachemak Bay and Cook Inlet. The beach is subject to rapid erosion, but is considered by many to be a prime possible location for resort development.

Although it is relatively isolated from the rest of the commercial center, Bishop's Beach offers an opportunity to accommodate the tourist industry's needs in an area which would help to avoid additional congestion on the Spit and along Pioneer Avenue. It would also help keep some tourist business in the Central Business District. For this reason, Bishop's Beach is planned for Central Business District.

General Commercial 2 is located on both sides of the airport and along the north and west side of Kachemak Bay Drive. Because of the proximity of residential property to this area, the designation of industry-oriented uses can cause conflicts.

The bay side of the road is mostly residential, with long narrow lots stretching to the shoreline. Most of the houses are situated along the bluff to take advantage of the views across the bay. The airport side of the road is developed with industrial uses mostly associated with air commerce. This pattern is somewhat complicated by the airport property line and the 1,500 foot clear zone around the runway. The road is seemingly the only boundary between the residential and industrial uses. Many of the residents along the road would like to see the area developed in low density residential uses. Many of the owners of the land north of the road (airport side) visualize it as potential industrial land.

The review of natural conditions in the area provides clues to its suitability. The area is poorly drained, has poor soils for septic tanks, foundations and roads. Utilities have not been extended to the area as yet but the road (Kachemak Drive) is fairly well developed. It appears, in this instance, that residential uses are not desirable because of the quality of the natural resources, the lack of views and the potential hazard and noise associated with the airport activities.

Another consideration which points toward a use classification is the public investment which has been made in the airport. The amount of private land adjacent to the airport which is available for industrial

purposes is quite limited by Beluga and Lampert Lakes and their associated wetlands and by the 1,500 foot clear zone regulation around the airport runway. Only about 86 acres are available in this area, much of which is greatly restricted by natural conditions. Therefore, the proposed development plan designates the land north of Kachemak Drive as General Commercial 2 (industrial uses). To ease the conflict between the residential and industrial uses, a buffer strip should be established along the north side of Kachemak Drive.

Homer's airport, owned and operated by the Alaska Department of Transportation and Public Facilities, Division of Aviation, is a significant asset to the community. It represents a major investment of public funds, and is a key ingredient in much of Homer's existing and future economy.

As a transportation and commercial center, there are existing traffic, noise and public safety impacts which can be expected to continue in the future. Despite State plans to relocate the terminal building to the northwest side of the runway, buildable industrially zoned land is likely to be in short supply in the coming years.

Based on these considerations, the land use plan for the airport calls for public zoning of State ownership of the clear zone around the runway, and General Commercial II zoning on buildable lands adjacent to, but outside of, the clear zone.

The remainder of the uplands within the city limits are classified as Rural Residential. This classification represents a low density residential use, and reflects the development pattern found in the area. For the most part, utilities are limited and streets are not highly developed in these areas. Future subdivision activity in these areas should reflect this low density character.

Public lands are located throughout the city and represent areas which have either an existing or proposed public use. These lands include facilities such as parks, schools, utilities and the Homer Airport.

Land Use Demands

The proposed land use plan can be evaluated from the standpoint of how well it responds to projected land use demands for each of several major land use categories. This section compares the proposed land use plan with existing land use, zoning and projected land use demands for commercial, industrial and residential land uses.

Commercial Land Use

The category of Commercial land use includes retail trade, wholesale trade, service, finance, insurance and real estate, and government uses.

Currently proposed commercial zoning amounts to about 480 acres within the City of Homer. This is nearly eight times existing commercial land use (70 acres), and two and a half to three times land use projections for low, intermediate and high economic projections for the year 2000. The proposed land use plan scales the commercial category back to exclude areas which are primarily residential in character (reserving them for possible later higher intensity development) and by excluding marginal lands which are least developable. Overall, the proposed land use plan for commercial activities includes about 250 developable acres, or more than four times existing use, and one third to three quarters more land area than would be utilized by the year 2000 under the three economic scenarios.

Overall, the proposed land use plan appears to contain enough commercial acreage to accommodate virtually any foreseeable commercial development for the next two decades, with room to spare. Moreover, the projected land use demands are probably somewhat high, since they were prepared assuming that land use would expand in direct proportion to total commercial sales revenues. In practice, however, merchants would face rising land costs, and would probably expand their use of land at a somewhat lower rate.

Industrial Land Use

At present, about 46 acres are used for various industrial land uses, including fishing, fish processing, transportation, mining (gravel and fill storage), contract construction and light manufacturing. The zoning ordinance contains about 1,160 acres in manufacturing categories (Marine Industrial and General Commercial 2); however, only 371 of these acres are within city or private ownership and, hence, feasible to develop. The proposed land use plan further restricts the industrial land by removing lands which are marginal for development (steep slopes, slide or eroding areas, wetlands, etc.), reducing industrial land to a total of 174 acres. This is the total acreage which is readily developable, not counting developable lands under state ownership at the Homer airport.

Projected industrial land use demands indicate that space might begin to become tight by the end of the century, with projected demands ranging from 94 to 154 acres by the year 2000. Again, as with other land use activities, when space becomes more scarce, land prices will rise and businesses will begin to find ways to use less space to accomplish the same amount of sales, so the increasing scarcity might not lead to a complete lack of industrially zoned land for some time after 2000.

The other possible concern with the projections is that some types of industrial development (e.g., airport industrial and OCS staging areas) tend to use large tracts of land, and an absence of large developable tracts might tend to inhibit large industrial developments. On the other hand, if large industrial developments are to be

discouraged, then limiting industrially zoned land is one method to accomplish this.

Residential Land Use

Total residential land use at present is about 450 acres, compared with 3,900 acres in rural or urban residential zones in the zoning ordinance. The proposed land use plan designates some lands near the central business district with proposed commercial zoning as residential, thereby adding to total residential acreage in the core of the city. Marginally developable lands (steep slopes, slide areas, drainages, wetlands, etc.) are excluded, however, leaving a total residential acreage in the proposed land use plan of 3,200 acres.

These figures compare well with projected residential land use, which range from 940 to 2,640 acres for the year 2000. The intermediate, or most likely, projection anticipates 1,350 acres of residential land use, assuming the existing low residential density of about one-half acre per dwelling unit continues. Since density is likely to increase somewhat, the residential land use projections are, like the commercial and industrial land use projections, probably somewhat high. Thus, unless particularly rapid development occurred (as described in the high economic development scenario), residential development would still only consume about a third of developable residential land by the year 2000.

Special Conditions

Natural conditions play an important role when designating uses for the land within the city. Steep slopes, unstable soils, wetlands, tidelands, eroding bluffs and other special conditions make development of the land difficult and expensive. Also, once developed (using normal practices), these areas often react in a negative manner, reflected in increased erosion, ponding of runoff water and slumping or failure of slopes. This not only impacts the land which is being developed, but adjacent land as well. Often, forcing development on such lands creates a public expense because in many cases the city is left to repair roads, drainage corridors and damaged lands. The following sections discuss some of these special condition areas, along with the management approach.

Wetlands

Wetlands are often thought of as areas which have little function and, if filled, are prime locations for development. However, wetlands have a very important function and contribute to the environmental health of an area. Homer has a great deal of wetlands which contribute to the character of the city.

Policies to retain the wetland resources of Homer should address the effect of the destruction of wetlands. Topography, soils, and vegetation should be retained in the planning of activities proposed for

wetland areas. Developments should not substantially reduce the natural retention storage capacity of the wetlands.

Hillsides and Steep Slopes

The bluffs and hillsides in and around the city are part of the Homer landscape. They give identity and character to the city. They also can cause severe environmental and property damage if developed without consideration of the soil stability, siltation and drainage patterns.

Policies to manage this resource should conserve the most visually significant slope banks and ridgelines in their natural state by maintaining the prominent drainages in an open space designation, and by clustering developments into neighborhoods. Grading should be minimized to ensure that the natural character of the hillsides are retained. Roads and streets should be designed in the hillside area to reduce cut and fill areas while providing safe vehicular and pedestrian traffic, including emergency vehicles. Policies are also needed to provide safety against unstable slopes or slopes subject to erosion and deterioration in order to protect human lives and property.

Woodland Conservation

The woodlands in and around Homer are composed of spruce, birch and willow. They provide a visual amenity for the community as well as habitat for wildlife. The various layers of treetops, branches, trunks, shrubs and plants provide breeding, feeding, and refuge areas for insects, birds and mammals. The diversity of the woodlands is important for the general environmental health of the area.

The conservation of forests is important to the environmental health of Homer. Policies recommended for woodlands conservation suggest that important woodland areas be identified, studied and their susceptibility to development studied. Developers should be provided incentives to retain woodlands identified as important.

Streams and Creeks

Streams and creeks within the City of Homer are important resources, not only to the wildlife associated with them, but to the residents of the community. Streams affect the quality and quantity of the community's water resources.

Policies should be developed to preserve the streams and creeks in the Homer area from degradation. This can be accomplished through the establishment of buffer zones on either side of a stream course where only passive activities shall take place. This buffer should be scaled to consider the slope, soil and orientation conditions in the area. Recognizing that they traverse city boundaries, drainage management should be a cooperative venture of both the city and the borough.

Special Conditions

Recognizing the importance of certain natural features in the landscape, the possible damage which could occur if these lands are developed with normal practices and the right of property owners to use their land for specified purposes, an overlay system has been devised. The special conditions map represents lands which have extremely steep slopes, major creeks or drainages, important tidelands and wetlands or eroding bluffs (see Figure 3-2). The map represents areas where certain standards must be complied with before development can occur. These development standards will guide activities in these sensitive areas, and are applied in addition to those for the underlying land use classification. The following provides the purpose and policy of the special conditions areas.

Purpose: To protect the natural and scenic resources of the area and to prevent hazardous areas from being developed in a manner which would cause human safety or property damage.

Policy: Lands included in this classification should be those where natural conditions such as steep slopes, wetlands, etc., greatly restrict development due to increased costs or if developed would create a hazard or detriment to adjacent lands. Standards are placed on development based upon the specific condition which makes the land special (steep slopes, wetlands, etc). Development of the underlying classification (rural residential, etc.) would thereby be allowed if the standards were met.

PLANNED SOLUTIONS

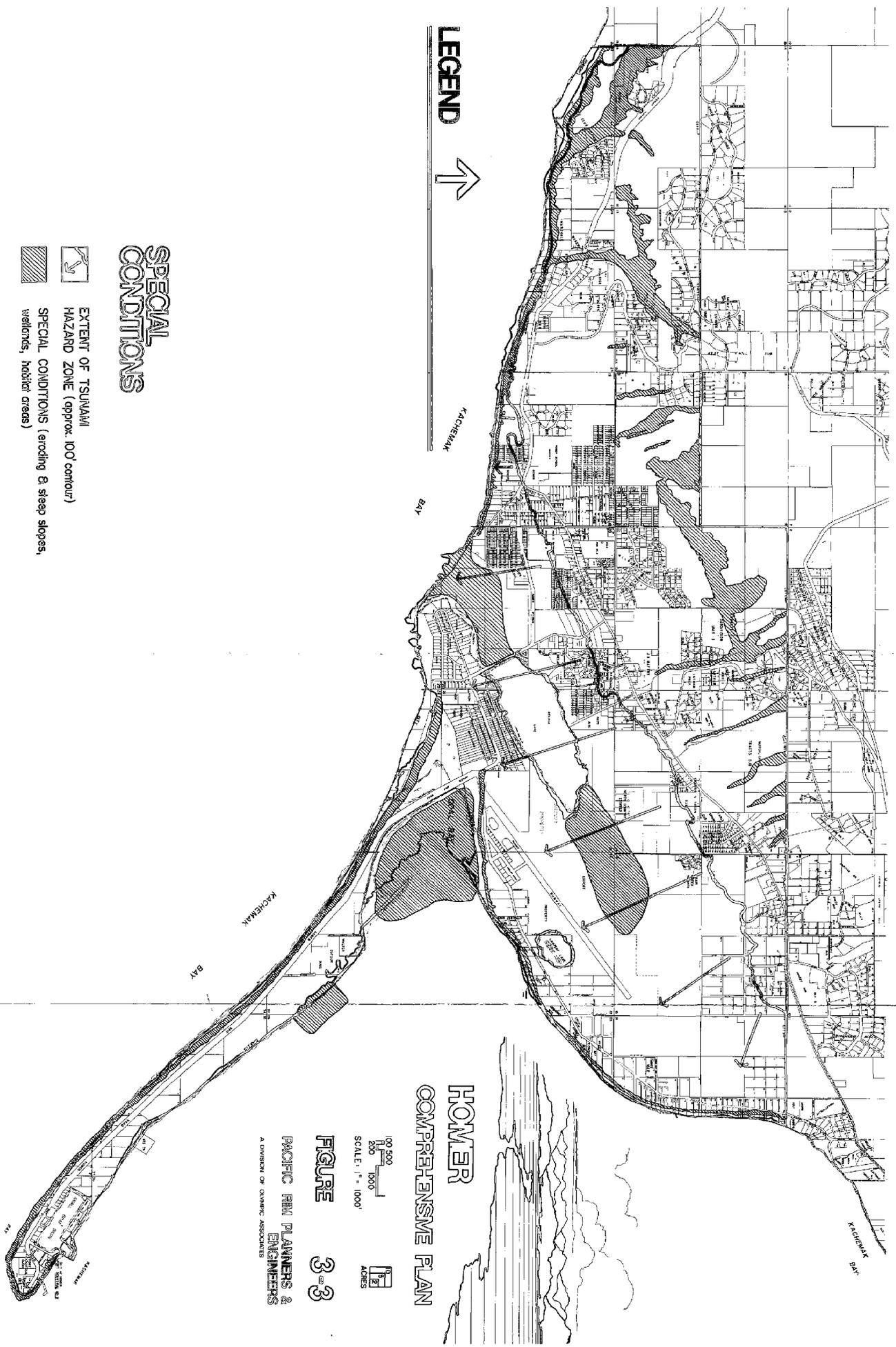
The following section outlines goals, objectives, policies and actions which define what the land use plan is designed to accomplish, as well as how it will be accomplished, who will be responsible, and what date it will be accomplished by.

GOAL - Provide a land use pattern in Homer which maintains the desirable natural features, while allowing room for orderly community growth.

OBJECTIVE - COMMUNITY LAND USE MANAGEMENT

Achieve a fabric of land use which clusters compatible land uses, avoids conflicts in land uses and provides adequate space for planned community growth under a low density population criteria.

Policy 1 (Rural Residential Areas) - Areas planned or zoned Rural Residential shall be managed to provide a low density residential and limited agricultural environment, while protecting groundwater and other natural resources.



LEGEND 

**SPECIAL
CONDITIONS**

-  EXTENT OF TSUNAMI HAZARD ZONE (approx. 100' contour)
-  SPECIAL CONDITIONS (eroding & steep slopes, wetlands, habitat areas)

**HOMER
COMPREHENSIVE PLAN**

100 500
1" = 200'
1" = 1000'
SCALE: 1" = 1000'

 0 25 50
FEET

FIGURE 3-3

PACIFIC RIM PLANNERS & ENGINEERS
A DIVISION OF OMBAC ASSOCIATES

Action 1.1 - City Council implement zoning ordinance, and Planning Commission grant rezones, variances and conditional use permits consistent with this policy.

Policy 2 (Urban Residential Areas) - Areas planned or zoned Urban Residential shall be managed to provide a sound environment for medium and high density residential areas. Urban Residential areas should be adjacent to water and sewer utilities, developed roads and commercial or industrial development. Increased density shall be allowed for design improvements.

Action 2.1 - City Council implement zoning ordinance, and Planning Commission grant rezones, variances and conditional use permits consistent with this policy.

Policy 3 (Central Business District Areas) - Areas planned or zoned Central Business District shall be managed to provide a centrally located commercial area which is a focal point for the community. A mix of commercial, public and residential activities shall be encouraged which is consistent with the Central Business District Plan.

Action 3.1 - City Council implement zoning ordinance, and Planning Commission grant rezones, variances and conditional use permits consistent with this policy.

Policy 4 (General Commercial 1 Areas) - Areas planned or zoned General Commercial 1 shall be managed to provide sites for businesses that require direct motor vehicle access and larger land areas than would be needed or available in the Central Business District. Lands included in this classification should be adjacent to arterial streets and existing or planned water and sewer utilities, and which are oriented towards automobile access.

Action 4.1 - City Council implement zoning ordinance, and Planning Commission grant rezones, variances and conditional use permits consistent with this policy.

Policy 5 (General Commercial 2 Areas) - Areas planned or zoned General Commercial 2 shall be managed to provide space for heavy commercial and industrial expansion adjacent to major arterial roads, water and sewer systems, airport facilities and other heavy commercial and industrial uses. General Commercial 2 areas shall be located away from or buffered from less intense uses.

Action 5.1 - City Council implement zoning ordinance, and Planning Commission grant rezones, variances and conditional use permits consistent with this policy.

Policy 6 (Public Lands) - Areas in public ownership shall be managed to provide for varied opportunities of public use, i.e., recreation, education, utilities, etc.

Action 6.1 - City owned lands shall be classified under a uniform system. The classification of lands to reflect their use, intended use, and/or development capability.

Policy 7 - Where incompatible zones meet (such as General Commercial 2 and Urban Residential), a buffer strip which retains native vegetation shall be established and maintained.

OBJECTIVE - SPECIAL CONDITIONS MANAGEMENT

Manage Homer's natural features in a manner which preserves important positive natural features while protecting human life and property from its natural hazards.

Policy 8 (Tidelands) - Any development proposed within a designated tideland or intertidal zone, identified on Special Conditions Map (Figure 3-3) shall be required to present information on the impact of the action on the sediment transport system, vegetation, fish and wildlife, water quality and quantity, safety and public interest.

Action 8.1 - Federal, State and local agencies will review proposals and issue permits based upon the evaluation of the proposed activity and its intended impact on the public interest.

Action 8.2 - Enforce by adopting a tidelands performance standard as part of the zoning ordinance.

Policy 9 (Wetlands) - Any development proposed within a designated wetland resource, identified on Special Conditions Map (Figure 3-3), shall be required to present information on the impact of the action upon soils, vegetation, wildlife, hydrology and other elements requested by the city. Mitigating measures to eliminate or reduce the impact of the action upon the wetland shall be mutually agreed upon by the proponent and the city prior to issuance of any permits.

Developments within a designated wetland shall not disrupt the natural condition of 65% of the proposed development site and shall take measures to ensure the overall function of the wetland is not detrimentally affected.

Action 9.1 - The City shall begin to study the conditions of the wetlands, their elements and functions to further understand the relationship to adjacent areas and development activities.

Policy 10 (Streams and Creeks) - A buffer zone shall be maintained at a minimum of 25 feet on either side of a stream, as identified on Special Conditions Map, commencing at the edge of embankment of the ravine. Where the stream traverses wetlands on slopes of 20% or greater, the buffer shall include the extent of the wetland and shall extend to the ridgeline of the slope. Within this buffer, development may take place only after the impacts on the soils, water quality, quantity, vegetation, wildlife, etc., of the action are mitigated to the extent that degradation to the environment is minimal.

Action 10.1 - Adopt, with or without revision, Revised Drainage Management Plan (Quadra Engineers, Inc., 1982).

Action 10.2 - Incorporate drainage management policies in zoning ordinance.

Policy 11 Hillside and Steep Slopes) - a. Proposals for subdivision or development of areas designated as steep slopes or bluffs, identified on Special Conditions Map, must include detailed, professionally designed and certified plans which demonstrate to the satisfaction of the City Engineer acceptable management of slope stability, drainage and runoff management, as well as providing acceptable access (consistent with City road standards) and any other conditions required by the City Engineer. Prior to issuance of permits, a contract will be drawn up between the proponent of the action and the city to ensure the plans accepted will be carried out. Consideration of adjacent properties and liability of the City shall take place during the review of proposed plans.

b. The development of slopes in excess of 15% shall comply with Section 21.44.050 of the Homer Zoning Ordinance.

c. Building sites shall be set back from an identified eroding bluff.

Action 11.1 - City, Borough and State continue research, and identify eroding bluffs, unstable slopes and suitable development and management practices.

Action 11.2 - City Council authorize, through zoning, drainage management or other ordinance, City Engineer negotiation and contractual agreement.

Policy 12 (Woodlands) - The City shall study the function of vegetation and the impact of its removal upon adjacent lands.

Action 12.1 - City shall begin to identify important woodland areas, and their functions, indicating them on the Special Conditions Map.

Action 12.2 - City shall study possible methods of managing important woodland areas, and cost and legal implications of implementing such management.

Action 12.3 - City shall institute a reforestation and beautification program for those areas meriting attention, notable erosion and woodland loss areas.

Zoning

The City of Homer petitioned the Kenai Peninsula Borough, in 1982, to delegate zoning powers to the city. The city adopted a zoning ordinance on September 18, 1982. The Homer Advisory Planning Commission exercises zoning authority (delegated by the borough) in the following manner:

- * Interprets the provisions of the ordinance
- * Acts upon requests for PUD's, variances and conditional use permits
- * Prepares and recommends to the Homer City Council modifications to the Homer City Zoning Ordinance

The Homer City Zoning Ordinance establishes eight districts which regulate the location and use of buildings, structures and land uses for residence, commerce, trade, industry and other purposes. The zoning districts include:

- * Rural Residential District
- * Urban Residential District
- * Central Business District
- * General Commercial-1 District
- * General Commercial-2 District
- * Marine Commercial District
- * Marine Industrial District
- * Open Space - Recreational District

CHAPTER 4 HOMER SPIT PLAN

Homer Spit is a low, narrow strip of land which extends southeast from the City of Homer, approximately 4.5 miles into Kachemak Bay. The spit is a natural dynamic system which is constantly being shaped by the deposition and erosion of sediments. The spit is sensitive to changes in the natural environment and to man's activities, both on the spit itself and in the uplands.

HOMER SPIT PLAN

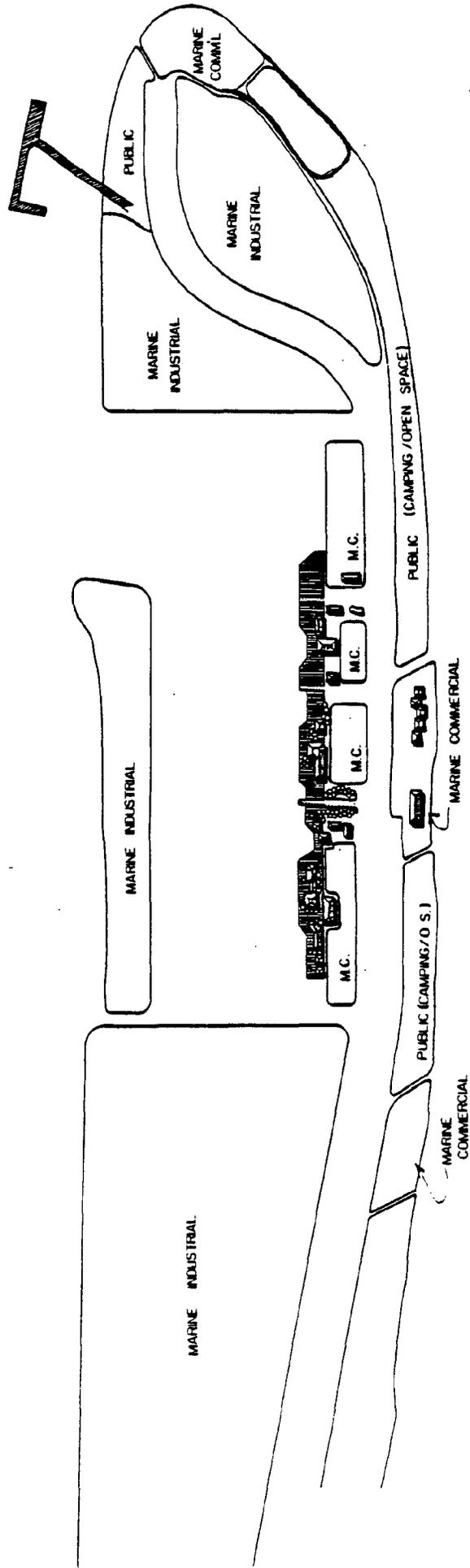
The land use plan for Homer Spit must accommodate marine industrial and marine commercial uses while providing for a clear traffic circulation system and parking for the boat harbor and for tourists. All this has to be done on a very limited land base which is subject to tidal action and erosion. Complicating this is the isolation of the spit. Located 4-1/2 miles from the uplands, services such as water, power, roads and potentially sewer must be delivered to the users. Building upon the previous section pertaining to the spit which described the existing land uses, the natural conditions and the problems, this section will describe the land use plan and policies for its implementation.

The land use plan (see Figure 4-1) includes elements of the Overall Master Port Plan (prepared by TAMS Engineers), reflects existing uses, responds to the consensus of the community survey and respects the City lands currently leased to individuals. The plan provides for marine industrial, marine commercial, and public lands designations.

The marine commercial lands, whose purpose is to provide space for the commercial needs which service and support water dependent industries, is located mostly between the State highway and the boat harbor. Also included are the existing commercial activities at the end of the spit (Land's End Resort) and those on the west side of the spit, (the boardwalk charter offices and Central Charter).

The amount of marine commercial area is limited and a proposal to construct a deck over the incline on the west side of the harbor to accommodate additional space is presented. Upon this deck, businesses would be situated which would service both industrial uses and tourist commercial uses. From discussions with area merchants, it was suggested that the tourist and commercial fishing activities in the harbor and about and around the boat basin be separated to avoid conflicts. Therefore, at approximately the centerline of the harbor (east/west), tourist oriented activities are proposed to be located on the northwest side while commercial fishing and industrial uses be located on the southwest side.

LAND USE CONCEPT



4-1

PLANNED SOLUTIONS

In addition to the overall plan concept, specific goals, objectives, policies and actions are needed to further describe how specific activities and areas will be managed and improved. The goals and objectives describe what is to be achieved, while the policies are general guidelines which describe how specific activities will be encouraged or controlled, and areas managed. Actions describe what steps will be taken to implement those policies.

GOAL - HOMER SPIT

Wise land management of the Spit and its resources, accommodating its natural processes, while allowing tourist, marine commercial and industrial development, and recreational uses.

OBJECTIVE - HOMER SPIT ACTIVITIES

Insure public safety while achieving a balanced mix of water-dependent and related activities on Homer Spit which recognizes and accommodates natural features and processes, while giving adequate space for marine commercial and industrial, tourist commercial, transportation, recreation and open space uses.

Guidelines address each major activity, either existing or potential, on the Homer Spit. The most important guidelines addressed are commercial fishing, fish processing, commercial transportation and parking, recreating, dredging and filling, marine habitat preserves, OCS service bases and staging areas, and other industrial activities. Policies addressing each of these activities follow.

Commercial Fishing and Fish Processing

Policy 1 - Commercial fishing and marine industrial activities (including fish processing and boat repair) shall be given high priority on the end of the Spit, south of the center of the boat basin, and on the east side of the boat basin as additional land areas are created by harbor development.

Action 1.1 - Leases of City-owned land will emphasize long-term marine industrial uses.

Policy 2 - Commercial fishing gear storage shall occur on the Spit only when there is no higher priority use for the area. Long-term gear storage shall be encouraged to locate in designated industrial (General Commercial II) areas off of the Spit. The City will endeavor to develop additional gear storage and gear hauling services involving less utilized areas on the east side of Homer Spit.

Action 2.1 - City, in cooperation with private businesses, develop additional gear storage and hauling services involving less utilized areas on the east side of Homer Spit and off of Spit in upland areas.

Policy 3 - Short and long-term parking for commercial fishing and fish processing activities shall be given high priority on City property between the highway and the boat basin, adjoining commercial fishing activities in the south end of the harbor. (Long-term parking given priority only in areas where intensive use is not occurring.)

Action 3.1 - City complete, by December 1983, parking plan for boat basin and port development areas.

Policy 4 - Vessel storage will be encouraged to locate away from the end of Homer Spit, preferably in the uplands.

Action 4.1 - City encourage private enterprise to develop east side of spit for boat storage yard.

Commercial Activities

Policy 5 - Similar commercial activities (for example, charter offices) shall be encouraged to cluster together to minimize adverse impacts on other activities. Clustering shall be encouraged through utility extensions, parking improvements, granting of leases on City-owned property, and granting of conditional use permits, variances and rezones.

Action 5.1 - Investigate feasibility of, and if feasible construct by September 1985, a deck over the western incline of the boat basin as a platform for the development of marine commercial, tourist commercial and marine industrial activities.

Policy 6 - Commercial fishing-related commercial activities (for example, boat equipment and gear sales and services) shall be encouraged to locate near commercial fishing activities in the south end of the harbor by means of leases of City-owned land, city ordinances, conditional use permits and zoning variances.

Action 6.1 - See Action 5.1, above.

Policy 7 - Tourist-related commercial activities shall be encouraged to locate near tourist activities in the north end of the boat harbor, on the east side of the highway by means of leases of City-owned land, City ordinances, conditional use permits and zoning ordinances.

Policy 8 - Offices shall not be allowed on the Spit unless they directly service marine-dependent commercial or industrial uses.

Action 8.1 - Amend zoning ordinance to implement.

Transportation

Policy 9 - Transportation (including Coast Guard) activities are a high priority use of the end of the Spit south of and including the boat basin. Long-term (greater than one month) storage of materials for trans-shipment shall not be allowed.

Action 9.1 - This policy will be implemented by means of conditional use permits, leases, City parking requirements and zoning variances.

Policy 10 - Traffic congestion shall be alleviated by improving the organization of existing parking areas, and encouragement of privately provided transportation services (for example, shuttle busses) to encourage parking off of the Spit. Increases in road capacity through roadway width expansion or addition of more traffic lanes shall be avoided.

Action 10.1 - Request State Department of Natural Resources, Division of Parks, to include off-spit parking area development and shuttle bus operation in development of Kachemak Bay State Park.

Policy 11 - The City shall predominantly develop its property between the highway and the boat basin as parking for the boat basin for users and tourists.

Action 11.1 - City complete, by December 1983, parking plan for boat basin and port development areas.

Policy 12 - Businesses shall be encouraged to cooperatively develop and maintain common parking areas. This policy will be implemented through City assistance in locating, planning and designing parking areas, granting by City of variances in parking requirements and in leases of City lands for parking.

Action 12.1 - City complete, by December 1983, parking plan for boat basin and port development areas.

Recreation

Policy 13 - Recognizing increasing non-resident demands for camping, tent and recreational vehicle, camping shall be encouraged to locate on the west side of the Spit and away from commercial and industrial activities at the end of the Spit.

Action 13.1 - Encourage State to construct a tent and recreational vehicle campground at the base of the spit. Boat launch facilities shall be located where safe to do so.

Action 13.2 - City and State Department of Natural Resources investigate, design and construct, by summer 1985, additional campground facilities off of Spit.

Policy 14 - Recreational uses shall be encouraged on the west side of the Spit, from the north end of the existing harbor to the uplands. Permanent structures shall not be allowed.

Action 14.1 - The City shall encourage the State to locate Kachemak Bay State Park headquarters either at the base of the spit or off of the spit to help alleviate congestion.

Action 14.2 - This policy shall be implemented by means of a cooperative management agreement between the City and the State Department of Natural Resources, Division of Parks, providing for State purchase of private lands on the west side of the Spit and State financing of operation and maintenance of recreational facilities.

Policy 15 - Maintain and increase public access to harbor and beaches on the Spit to improve opportunities for fishing and other recreational activities.

Action 15.1 - City investigate the engineering and economic feasibility of the construction of a public fishing pier.

Hotel, Motel and Residential

Policy 16 - Residences and overnight hotel and motel accommodations, other than those already existing or permitted, shall not be allowed on the Spit.

Action 16.1 - This shall be implemented by means of the zoning ordinance and covenants in leases of City-owned property.

Traditional Uses

Policy 17 - Traditional uses of the beaches along the spit such as gathering coal, shellfish and others shall be maintained and protected.

Dredging and Filling

Policy 18 - Sediment transport along the west side of the Spit shall not be interfered with. Proponents of bulkheads, groins, breakwaters or other devices shall demonstrate that their project will not adversely disrupt sediment transport.

Action 18.1 - This policy shall be implemented by means of City approval of building permits and review of State and Federal agency permit applications.

Policy 19 - Sand and gravel shall not be removed from the Spit. On-site use of dredged material shall be permitted except in designated open space and marine habitat preserve areas.

Action 19.1 - This policy will be enforced by means of City building permit approval, existing City ordinance, and stipulations placed on Federal dredge and fill permit applications by City and State and Federal agencies.

Marine Habitat Preserves

Policy 20 - The City shall designate, with concurrence of interested State and Federal agencies and other parties, tracts of City-owned tidelands to remain as marine habitat preserves in exchange for advance agency approval of long-range Spit development plans. Habitat preserve areas shall not be leased, nor shall the City allow material to be removed or other development actions affect them.

Action 20.1 - Implement by inclusion in a State and Federally approved coastal management program, or by a memorandum of agreement signed by authorized representatives of the City and interested State and Federal agencies.

OCS Service Bases and Staging Areas

Policy 21 - OCS service bases and staging areas will be a low priority use of the Spit. Such activities will be encouraged to locate off of the Spit in General Commercial II zoned areas.

Action 21.1 - Maintain enough General Commercial II zoned land to accommodate OCS staging off of Spit.

Policy 22 - OCS service base activities on the Spit shall not include long-term (i.e., greater than one month) equipment storage or assembly.

Action 22.1 - Implement by lease or conditional use (contract zoning) stipulations.

Other Activities

Policy 23 - All other activities not specifically mentioned above are low priority activities, and will be permitted only where sufficient evidence can be presented by the proponent that higher priority activities will not be adversely affected.

Action 23.1 - Implement through the conditional use provisions of the City zoning ordinance and through granting of leases of City property.

General Policies

Policy 24 - Prior to further development, new activities shall be allowed only where reasonable assurance can be given by the proponent that septic tanks and infiltration fields will adequately handle the wastes.

Action 24.1 - City study and develop plan for Spit sewage management and implement plan by developing recommended system or limit density.

Policy 25 - Leases of City lands shall be standardized in the areas of length of lease, remuneration and covenants, and shall be enforced. Future leasing proposals shall consider design standards, and shall generally not exceed 15 years, including renewal options. However, the standard shall consider the type of business proposed. (A major fish processing facility would usually require a longer lease than a less intensive use.) The 30 acre staging area shall use shorter term leases (maximum one year) for non-structural uses, which allow ready conversions to higher uses as they develop.

Action 25.1 - Implement leasing policy through Port & Harbor Commission and City Council.

OBJECTIVE - HOMER SPIT AREAS

Achieve a management of Homer Spit areas which recognizes varying capabilities and limitations of the Spit.

End of Homer Spit (Westward end of boat harbor to Land's End Resort)

Policy 26 - The City shall support and pursue, with assistance from State and Federal agencies, the long-term marine development plan outlined in the 1980 Homer Port Development Plan (TAMS Engineers) and in this plan. Facility development in the 20 acre staging area shall be non-structural until higher uses are developed.

Action 26.1 - City, together with State Legislature and Corps of Engineers, continue to pursue long-term development of TAMS plan, including development of parking areas and harbor slope areas.

Policy 27 - Priority for use of the end of Homer Spit shall be given to marine commercial, marine industrial (fishing), industrial transportation, tourism and day use recreation. Proponents of other uses shall demonstrate that priority uses will not be adversely affected.

Action 27.1 - City, Borough, State and Federal agencies implement through leasing, zoning, subdivision, permitting and direct development decisions.

West Side of Homer Spit (End of boat basin west to base of Spit)

Policy 28 - Priority for use of the west side of Homer Spit shall be for day use recreation and open space.

Action 28.1 - City and Alaska Department of Natural Resources, Division of Parks implement joint management agreement, including purchase of private properties and development of campground.

CHAPTER 5 CENTRAL BUSINESS DISTRICT

The retail district of Homer is located along Pioneer Avenue, Lake Street and the bypass road. This area is designated as the Central Business District (CBD).

This area is characterized by individual structures, some built near the street and others set back, which house single businesses. Approximately fifty businesses make up the CBD.

The CBD is not densely developed. Many vacant lots exist. Some are used for parking, others await development. Parking for most businesses is located between the street and the building. Identified as major problems to be dealt with in the CBD area are traffic congestion, the need for additional parking and the lack of sidewalks and pathways.

Due to the problems mentioned above, the Central Business District is not easy to use. When shopping, one must drive to each establishment, park and walk into the store. The lack of a safe pedestrian corridor discourages people from parking and then walking between stores. Because the CBD has been developed in a strip, even with sidewalks and pathways the distance between one end of the CBD and the other would discourage pedestrian movement.

The Homer CBD has the potential to become more than just a strip development. It can be a viable retail center with a shared commitment to the improvement of the shopping district.

The following goals, objectives, policies and actions provide a means of realizing the CBD design concepts.

CENTRAL BUSINESS DISTRICT

GOAL - Provide, through the Central Business District, a focal point for the community which provides a safe, convenient, hospitable environment for residents and businesses, builds upon its positive features, and fosters cooperation in its management between the city, the state and the private sector.

OBJECTIVE - Improve pedestrian safety, convenience, business viability and provide a focal point for the community in the Central Business District.

Policy 1 - Central Business District commercial development will be encouraged to concentrate in and near existing nodes along Pioneer and Lake Streets, as identified in the Central Business District plan, this chapter.

Action 1.1 - City establish, by April, 1983, a program to encourage more intensive development of the node areas through use of building permits, plat plan reviews and parking requirements, and by developing public improvements and design advice which provide an incentive for private investment.

Action 1.2 - City, in cooperation with other public and private agencies, develop by 1986 a civic center within the Central Business District incorporating cultural and performing arts, meetings and conventions and municipal administration functions.

Action 1.3 - Develop, by the end of 1983, a plan and program to improve parking and pedestrian safety by identifying and designing parking areas, sidewalks and drainage improvements in public rights-of-way and private property. The plan will also include preliminary designs for sidewalks, pathways, pedestrian rest areas and malls, and street lighting.

OBJECTIVE - Attract private investment into Central Business District development while retaining and enhancing the district's positive features.

Policy 2 - Development of the Central Business District shall be cooperatively financed by the city, the state, property owners and merchants. Priority for city funds will go to projects which best achieve the objectives of the Central Business District plan and attracts other state and private investment.

Action 2.1 - Use new or expanded public buildings, parks, parking lots, etc., to attract state and private investment in Central Business District. Examples include municipal administration building, library expansion, public safety building and civic center.

Action 2.2 - As a part of the State silver anniversary celebration, identify viable projects connected with the CBD development and support through planning and funding.

Action 2.3 - Develop advisory design information (for example, typical plans and specifications for boardwalks on private property) to supply to private investors and merchants to encourage uniformly high standards in Central Business District improvement.

Action 2.4 - Examine feasibility of, and if feasible implement, a program of tax breaks or other incentives to encourage merchants and property owners to accommodate public uses, such as parking and pathways, on their property.

Policy 3 - Existing positive features of the Central Business District shall be maintained and enhanced to the extent feasible.

Action 3.1 - In recognition of the climate moderation, noise diffusion, habitat and aesthetic benefits of natural vegetation, the city will encourage the retention of natural vegetation through variances in zoning and parking requirements, developer incentive systems. The city will also establish, by 1985, and actively pursue a city beautification program which identifies major stands of vegetation to be planted, managed and saved.

Action 3.2 - City will request, by February, 1983, Homer Electric Association to give priority in its capital improvements program to undergrounding its electrical lines in the Central Business District.

Action 3.3 - City will adopt, by February, 1983, a zoning classification which will retain the present residential character of the Glacier View and residential areas south of Pioneer Avenue, while allowing the areas to eventually develop as a townhouse and multifamily area as other areas of the Central Business District become developed. As a part of this action, the city shall upgrade roads into and out of this area.

Action 3.4 - City shall determine the need for providing central parking areas serving the Central Business District.

CHAPTER 6 TRANSPORTATION PLAN

LAND TRANSPORTATION

Background

Homer shares an advantage enjoyed by relatively few Alaskan communities in that it is accessible by either land, sea or air. It also shares in some of the problems experienced in other Alaskan communities related to streets, highways and roads as well, namely that construction and maintenance of an adequate road system is both costly and difficult. Because of the City's physical features, location and economy, however, growth and development of the area will require an effective layout and proper maintenance of surface transportation corridors to accommodate such growth. Also, it is necessary to review existing conditions and problem areas to define measures to improve and enhance the existing transportation network, as well as formulate standards to guide development.

Goals, objectives, policies and planned actions for land transportation are listed below.

GOAL: TRANSPORTATION

Provide opportunities for a wide range of reliable, low cost, convenient land, water and air transportation services.

OBJECTIVE: Land Transportation

Provide safe, durable and cost effective road access to all existing or planned developed areas of the city in a manner which allocates costs equitably.

Policy 1 - Road extensions and improvements shall be designed to promote the objectives and policies of the comprehensive plan while providing access for the greatest numbers of existing and future residents.

Action 1.1 - Update City Master Transportation Plan, in cooperation with Borough, establishing a rationale for prioritizing road improvements (through traffic counts, existing and planned land use, and recognizing pedestrian and bicycle traffic concerns).

Action 1.2 - To encourage a more compact form of the Central Business District, develop a new arterial south of and paralleling Pioneer Avenue connecting with Heath Street.

Action 1.3 - Develop an additional road link between the East, Central and West Hill neighborhoods by extending existing collec-

tor roads (West Hill Road to Fairview Avenue and South Slope Road to Elderberry Drive or Kachemak Drive).

Action 1.4 - Pursue and complete upgrading of existing substandard city streets consistent with this policy, the capital improvement program and Policy 3, this chapter.

Action 1.5 - Begin program to gather additional traffic count data sufficient to carry out road improvement planning.

Policy 2 - Traffic flow and safety shall be improved through consideration of intersection and parking area design for collector and arterial roads.

Action 2.1 - Identify intersections that are hazardous, incorporate design standards and plan improvements.

Action 2.2 - Realign intersection of Lake Street and Bypass Road to a 90 degree intersection by reorienting the Lake Street approach.

Policy 3 - Road standards and construction methods shall recognize the variability of local soil substrate and hydrologic conditions, while providing a cost effective solution to road transportation needs and functions.

Action 3.1 - City pursue and complete with Borough, State and Federal assistance, a detailed study of geology, soils and hydrology as related to the suitability of various road construction techniques.

Action 3.2 - Within six months of completion of road construction study and plan, City and Borough adopt and enforce road construction standards for city and adjacent areas.

Policy 4 - The bypass road shall be maintained as a limited access major arterial corridor from Pioneer Avenue to Lake Street, with Main Street the principal cross-access point.

Action 4.1 - Limit, through street improvements program and plating standards, the number of access points to the bypass corridor.

Action 4.2 - Explore feasibility of frontage roads and development covenants to preserve scenic integrity and function of bypass corridor.

Policy 5 - In recognition of traffic congestion and safety problems, business owners shall be responsible for providing adequate parking for employees, customers and other visitors.

Action 5.1 - Enforce city parking ordinance standards.

Action 5.2 - Develop, by March, 1983, a joint City and business program to cooperatively develop common parking areas in commercial districts, utilizing design concepts shown in the Central Business District and Homer Spit chapters. City shall identify future parking areas for future development and utilization.

Policy 6 - In recognition of the public support for pedestrian facilities, the City shall support the development of a master plan for the inventory and development of trails, pathways and sidewalks.

Action 6.1 - City to undertake a detailed sidewalk plan so that pedestrian needs can be met at the same time roads are improved.

Policy 7 - Responsibility for financing initial construction, upgrading and maintenance of roads shall reflect their use and function.

- a. Primary responsibility for highways and major arterials shall reside with the state.
- b. Responsibility for upgrading local service roads shall rest with benefitting property owners.
- c. Primary responsibility for developing collectors or other roads with mixed usage shall be shared by the city, the state, the borough, and benefitting property owners.
- d. The city will not accept responsibility for any street or road from either the state or private party until it meets city road standards for that classification.

Action 7.1 - City assume responsibility for maintenance of Pioneer Avenue, Bartlett and Lake Streets following upgrade to city standards by state.

Action 7.2 - State responsibility will continue for By-Pass Road, Ocean Drive, Homer Spit Road and Kachemak Bay Drive from Homer Spit Road to Airport, East and West Hill Roads, Sterling Highway and East End Road.

WATER TRANSPORTATION

Nearly all of Homer's water transportation activities are concentrated at the end of Homer Spit. There, a variety of services and facilities are available, which makes Homer the marine transportation hub of the south Kenai Peninsula.

Objectives, policies and planned actions for water transportation are summarized below.

OBJECTIVE - Water Transportation

Improve access to public marine transportation, moorage and boat storage facilities.

Policy 8 - The City shall encourage the Alaska State Legislature and Department of Transportation and Public Facilities, Division of Harbors, in conjunction with the City, federal agencies and the private sector, to pursue and complete development of the end of Homer Spit for marine transportation uses as specified in the Homer Port Development Plan (TAMS Engineers, 1980) and in this plan.

Action 8.1 - City Council continue to request, by resolution, funding from Legislature to continue harbor development consistent with plan.

Action 8.2 - City plan and implement those portions of the port project which can be developed without further Legislative assistance (such as parking and harbor slope areas which can be leased to private operators).

Action 8.3 - City shall designate boat-trailer parking areas where convenient to boat launching facilities, but where it will not usurp more intensive uses.

Action 8.4 - City shall request Chevron U.S.A. to relocate fuel storage tanks north of the end of the Spit.

Policy 9 - The City shall encourage the development of boat storage areas off of the end of Homer Spit as a means of reducing boat harbor congestion.

Action 9.1 - Identify areas on east side of Homer Spit and on uplands which are suitable for development as boat storage areas.

Action 9.2 - Where City-owned lands are identified as potential boat storage areas with no higher use, negotiate ground leases with covenants to private developers.

Policy 10 - City shall encourage the State to provide frequent shuttle ferry service to Kachemak Bay State Park and south Kachemak Bay facilities, provided that parking needs are accommodated in a manner which is compatible with the plan.

Action 10.1 - City Council pass and submit to Department of Transportation and Public Facilities, Division of Marine Highways a resolution endorsing plan to provide daily car and passenger ferry service between Homer and Seldovia, Halibut Cove, Jakolof Bay, English Bay, Port Graham, etc., coupled with expanded parking facilities in Homer.

Action 10.2 - City Council pass and submit to Department of Natural Resources, Division of Parks, a resolution supporting daily passenger ferry service to Kachemak Bay State Park coupled with expanded off-spit parking and shuttle bus service during summer visitor season.

Policy 11 - City shall advertise and contact major industries to use the Port of Homer. Determine with major sea carriers what tonnage and other requirements are needed to make it feasible for vessels to stop at Homer from Seattle or Portland.

AIR TRANSPORTATION

Homer's air transportation activities have grown rapidly as the community and south Kenai Peninsula region has developed. Homer is endowed with good aviation facilities, owned and operated by the Alaska Department of Transportation and Public Facilities (ADOTPF).

The Homer Airport has two separate runways. The primary runway is a paved, 7,400 by 150 foot runway capable of accommodating all but the largest commercial jet aircraft. The runway has a number of electronic and visual navigational aids, but lacks the most sophisticated aids, such as glide slope navigational equipment, which would permit instrument-controlled landing approaches. The second runway is a 3,000 by 600 foot designated area of Beluga Lake, which accommodates float and ski plane operations, and has limited navigational equipment (ADOTPF, 1979).

Spurred by deregulation of the commercial air passenger industry and the community's rapid growth in aviation activities, Homer has ample scheduled commuter air service, currently 16 flights per day to Kodiak, Kenai, Seward and Anchorage, from three separate air carriers, Alaska Aeronautical Industries, Southcentral Airlines and Valdez Airlines. In addition, seven Homer-based air taxi operators offer wheeled, float or ski charter service to outlying communities (ADOTPF, 1979).

The airport's principal deficiencies are its layout and facilities. Air carrier, air taxi, air cargo and general aviation activities are crowded together at the southwest corner of the main runway. Parking, aircraft tiedown, apron, taxiway, and terminal space are all inadequate and/or too close to the runway (according to Federal Aviation Administration standards) (ADOTPF, 1979). Since Kachemak Drive limits southerly expansion of these uses, the state's five year plan for Homer airport calls for relocation of the passenger terminal to an area northwest of the paved runway. A new, larger road, apron and parking areas would be constructed, and air taxi and general aviation uses would be allowed to expand into the current passenger terminal area. These improvements are considered necessary to accommodate future growth in air traffic, estimated at about 7.4 percent per year from 1977 to 1998.

Objectives, policies and planned actions for air transportation are listed below.

OBJECTIVE - Maintain and improve air transportation facilities and services to provide convenient, reliable, low cost air transportation services.

Policy 12 - Lands needed for existing and future airport runways, clear zones, terminals and other airport facilities should be owned by the State, and leased to private operators wherever feasible and desirable.

Action 12.1 - City Council request Alaska Department of Transportation and Public Facilities, Division of Aviation (ADOTPF/DOA) to complete purchase of private land in existing airport building restriction and clear zone.

Action 12.2 - City Council request ADOTPF/DOA to continue leasing lands to private operators considering plans for future airport activities.

Action 12.3 - City Council request ADOTPF/DOA to examine and implement means of reserving lands for runway extension.

Action 12.4 - City Council request ADOTPF/DOA to improve the existing runway and plan to extend the runway in the future to handle larger type aircraft.

Policy 13 - The City shall encourage ADOTPF to implement its plans to improve airport facilities and services, as well as minimize congestion and conflicts in activities.

Action 13.1 - City Council request, by resolution, ADOTPF/DOA to carry out its plans for upgrading Homer Airport, including relocation of passenger and charter airline terminals to north of the runway, and navigational aids and equipment.

Action 13.2 - City designate Beluga Lake as a low activity area giving priority to float planes.

Action 13.3 - City shall request ADOTPF/DOA to improve float plane facilities, i.e., expansion of tie-down area, fuel servicing, fire protection, improved road connecting the lake and the main airport runway.

CHAPTER 7 PUBLIC UTILITIES PLAN

Public utilities are among the most frequently used of public services. Water, sewage, solid waste and drainage management services must function continuously, without fail, and are used daily by virtually every resident and visitor. Utilities are expensive to build and operate, however, and must be carefully planned in order to produce a quality service in a cost effective manner.

The overall goal for public utilities is shown below, followed by the plan elements for each of the four utilities.

GOAL: PUBLIC UTILITIES

Provide good quality, cost effective, environmentally acceptable water, sewer, solid waste and drainage management services in Homer.

WATER SUPPLY

Background

The City provides a treated water supply for most, but not all, of the area within the incorporated City limits. The source of Homer's water is a reservoir created by a dam on Bridge Creek, a mile north of Homer. Water is pumped from this 145 million gallon (mg) storage reservoir to a water treatment plant that chemically treats, filters and disinfects the water prior to distribution. Additional storage of treated water is provided by a 0.5 mg storage tank located at the end of the spit, and a 0.25 mg tank located near the hospital.

Issues, Possible Solutions and Planned Actions

Major issues facing Homer regarding water supplies are related to provision of adequate quantities of supplies as well as increased level of service to City residents.

Objectives, policies and planned actions for water supply are listed below.

OBJECTIVE - WATER SUPPLY

Maintain sufficient water supply to serve domestic, commercial and fire protection needs.

Policy 1 - Water supply improvement needs will be addressed prior to the time they are required.

Action 1.1 - Investigate and develop future water sources.

Policy 2 - Water service will be extended first to areas of higher existing or potential population density and industrial areas where it is feasible to operate and maintain the system, where water service can be extended concurrently with sewer service.

Action 2.1 - Adopt, with or without revision, 1982 Water Plan update.

Action 2.2 - Implement priority water distribution system improvements.

Policy 3 - City adopt and enforce uniform construction standards for roads and utility improvements.

Action 3.1 - Subdividers will be required to provide a minimum of a ten foot (10') section of waterline onto each lot, to reduce problems with other utilities when the water connection is made.

SEWAGE COLLECTION, TREATMENT AND DISPOSAL

Due to Homer's low population density and linear arrangement, many areas of the City are not presently served by sewers. Typically, septic tanks and drain fields have been employed to provide on-site treatment and disposal for residences and commercial establishments. Many of these individual septic tank and drain field systems have failed or caused problems throughout the City (excepting the northwestern portions within City limits). These problems have been attributed to the fact that soil conditions are not especially suitable for operation of such systems, although improper drainfield location, construction techniques, maintenance and review and inspection practices lead to failures as well. Presently, sewage generated out on Homer Spit is also disposed of by means of septic tanks. Guidelines for on-site sewage disposal are provided in Chapter 14.04 of the City code, which states:

All septic tanks now in use or hereafter constructed within the City shall meet the specifications of the Alaska Department of Health and Social Services, and no septic tank shall be hereinafter constructed without obtaining a written permit from the Department's Area Sanitarian for the Kenai Peninsula. Vaults, privies, and cesspools shall not be considered adequate sanitary facilities. (Section 14.14.020c)

Issues, Possible and Planned Solutions

The City's 1978 Comprehensive Plan noted that there was an increased desire for residential sewer service by municipal residents. It also noted that subdivision activities at that time were resulting in fewer and fewer parcels that could be developed with conventional on-site sewage disposal systems (i.e., septic tank - drain field systems). This continues to be the case. However, with residential development continuing to occur in a dispersed pattern, the cost of expanding services to provide sewer service will continue to be very high per customer. Therefore, it might be advantageous for the City to encourage

the adoption of other means by which to provide sewage disposal service in outlying areas, other than conventional septic tank or gravity sewer systems.

Objectives, policies and planned actions for sewage amangement are listed in the following:

OBJECTIVE - SEWAGE COLLECTION AND TREATMENT

Provide environmentally acceptable, cost effective treatment for all sewage in Homer.

Policy 4 - City adopt and enforce uniform construction standards for roads and utility improvements.

Action 4.1 - Sewer service will be extended where population density is high enough to make it feasible to construct, operate and maintain the system, where the extension can be concurrent with extension of water service, and in a manner consistent with the Comprehensive Plan.

Action 4.2 - Adopt, with or without revision, 1982 Sewer Plan update.

Policy 5 - On-site sewage treatment, or alternative systems, shall be encouraged in areas where sewage collection systems are infeasible.

Action 5.1 - City pursue, with Borough, State and Federal assistance, a detailed study of soil suitability for infiltration fields and other on-site sewage treatment processes, as possible permanent alternatives to city sewer for lower density developed areas of the city.

Action 5.2 - City, together with Borough, provide facilities in or near Homer to treat and dispose of holding tank wastes.

Action 5.3 - City study suitability of combined fish processing plant wastes outfall, in combination with other treatment alternatives, on Homer Spit, and implement recommendations.

Policy 6 - Subdividers will be required to provide a minimum of a 10 foot section of sewer line to each lot to reduce problems in future utility connections.

SOLID WASTE MANAGEMENT

Background

Solid waste disposal is one of several powers which the Kenai Peninsula Borough retains rather than the City of Homer. As such, the Borough provides for disposal of Homer's solid waste stream via a

series of designated landfill sites located throughout the Borough. Typical municipal solid wastes (all wastes except any hazardous or septage wastes) are landfilled at a Borough facility located approximately four miles west of Homer. Septage wastes are required to be handled separately and routed to another landfill located near Kenai for ultimate disposal.

Wastes that are generated within Homer are handled by contract haulers who work under contract with the Borough as well as City residents. Also, presently the City has allocated a small portion of its operating budget to contract hauling services.

The present Homer landfill, opened by the Borough in July, 1979, is comprised of two parcels of land. One is currently owned by the Borough, and the other is owned by the State and operated by the Borough by means of a Special Use permit. According to recent reports (Bamgard, 1981) the Borough has selected this second parcel as part of its authorized selections of State lands, and is attempting to have transfer of ownership of the land completed before the permit expires in 1984.

With the combination of these two parcels of land, the site of the Homer landfill comprises approximately 48 acres. Based upon projections made in a recent study (Bamgard, 1981), only 15 acres are usable as a landfill under the Borough's present method of landfill operations.

The anticipated remaining useful life of the Homer landfill using conventional disposal methods is six years, although the projections assumed a slower rate of population growth (and, thus, waste quantities produced) than are used in this plan. The Borough's recent installation of a baler operation will probably extend the life of the landfill another 10 years. Nonetheless, a new landfill site will need to be developed within the next decade or decade and a half.

Earlier studies also addressed alternative means by which septage (septic tank pumpage) could be handled by the Borough. This waste qualifies as a solid waste although it is currently not the responsibility of the Borough to handle such waste. The Borough has, however, investigated means by which septage wastes could be handled locally in the Homer area in place of direct haul to the Sterling special waste site in the Kenai area. The City has also conducted independent studies of septage disposal alternatives, although no clear solution to the problem of septage disposal has yet been formulated by either the City or the Borough.

Objectives, policies and actions for solid waste management are shown below.

OBJECTIVE - SOLID WASTE MANAGEMENT

Provide safe, effective and convenient disposal of all solid wastes and sewage sludge.

Policy 7 - The Borough shall continue to be responsible for solid waste management in the Homer area.

Action 7.1 - Borough secure future disposal sites.

Action 7.2 - City and Borough cooperate to develop and operate facilities to dispose of sewage sludge and septic tank septage.

Action 7.3 - Borough strategically locate transfer stations and collection sites, taking into consideration population and disposal site location.

DRAINAGE MANAGEMENT

Historically, the City of Homer has not experienced severe flooding or severe drainage management problems. Small areas along streams have flooded when ice forms on channel bottoms, thus filling natural drainage ways, but these events are relatively small and isolated nuisances as compared to hazardous flooding experience in other areas. Moreover, most of the peak storm events causing large volumes of surface runoff are conveyed through the city by means of natural drainage channels to Beluga Lake and Kachemak Bay, which have not as yet been disturbed.

Flood damage, however, can increase greatly if damagable facilities are constructed in areas subject to flooding, or if artificial stream crossings through these drainage ways restrict the movement of water. Future flood conditions in the City, therefore, will be affected significantly by population growth, future land use and the extent to which development encroaches upon or alters natural drainage ways.

Background

The need for an adequate system of drainage ways within Homer and surrounding areas has long been recognized by residents and local officials. Several studies of drainage management and flood potential have been prepared.

To briefly summarize, these studies have evaluated existing conditions which affect drainage within the City, and have prepared means by which to maintain and improve drainage as development of the area proceeds. Increasing reluctance on the part of lenders to approve housing loans in flood-prone areas of Homer provided much of the impetus for conducting these studies. The lenders (principally the Federal Housing Administration) wanted assurance that drainage needs would be addressed as additional housing and roads were built.

OBJECTIVE - DRAINAGE MANAGEMENT

Provide adequate drainage of Homer's watersheds, without increasing erosion or danger of slope failure, in a cost effective, environmentally sound manner.

Policy 8 - Subdivisions and construction activities shall acceptably accommodate drainage flows with no adverse downstream impacts.

Action 8.1 - Adopt, with or without revision, the 1982 Revised Drainage Management Plan.

Action 8.2 - City encourage the Borough to complete technical studies to identify major drainages and provide for drainage management consistent with City drainage management plans.

Action 8.3 - City adopt, and Borough approve, a drainage management ordinance to provide drainage and soil erosion guidelines for all watersheds draining through the City, covering both incorporated and unincorporated areas. This would involve a City Advisory Planning Commission review of all plats for compliance with the drainage guidelines.

Action 8.4 - City and Borough planning commissions recognize and accommodate downslope drainage and soil erosion concerns when reviewing and approving subdivision plats.

Action 8.5 - City construct key improvements in downtown drainage system identified in Capital Improvements Plan (Chapter 14).

Action 8.6 - City Engineer (or designated representative) review and approve all improvements to drainage system, and inspect construction activities.

Action 8.7 - City Engineer and planning director develop standard design criteria for drainage improvements to make available to developers.

Action 8.8 - City and Borough Planning Commissions acquire drainage easements from subdividers during platting process, and request or purchase easements for key drainages from private property owners.

CHAPTER 8
PARKS AND RECREATION

Park and recreation facilities and programs are often neglected in smaller communities due to their expense and the need for other more basic services. Homer has grown rapidly the past ten years. As the community grows, so does the demand for recreation opportunity. Homer has not neglected this need. The city recognizes the therapeutic value of recreation and has an active parks and recreation advisory commission and has been allocating funds for the development of several park facilities.

GOAL 1 - Park and recreation opportunities for the residents of the community are to be made available.

OBJECTIVE 1 - Improve existing park and recreation facilities and points of interest to the community to meet the recreation needs of the resident population.

Action 1.1 - City shall do a sidewalk, bike path and trail master plan.

Action 1.2 - Public access and circulation shall be encouraged in wetlands, drainages and other waterfront and scenic areas by acquisition of pedestrian easements and construction of pathways and sidewalks.

Action 1.3 - Public access to beaches shall be maintained by the City continuing its ownership of tidelands and acquiring or maintaining key upland access points.

Action 1.4 - Secure park and recreation lands in advance of need. Work with the Borough to reclassify and possibly acquire Borough lands for future public use.

Action 1.5 - Recognize the therapeutic value of recreation programs by continuing support of the recreation director position and community school program.

Action 1.6 - Obtain lands, plan and construct facilities per the Homer Park and Recreation Development Plan.

Action 1.7 - The scenic integrity of the bypass road shall be maintained by the purchase of property or easements along the south side of the bypass and development standards on the north side of the road.

Action 1.8 - Identify bird habitats, eagle nesting and roosting areas, wetlands and wildlife habitat for future preservation.

Action 1.9 - Review large tracts of land outside the city in state or borough control to determine their value for winter sports and extensive recreational uses. Seek classification to protect these values.

GOAL 2 - The needs of the tourists for park and recreation opportunity shall be recognized and endeavored to be met.

OBJECTIVE 2 - Improve the park and recreation facilities in Homer and the region to meet the needs of visitors and tourists.

Action 2.1 - Costs of recreation facilities which mainly benefit non-residents (such as the Homer Spit) shall be the responsibility of the State and/or Borough.

Action 2.2 - Encourage development of Kachemak Bay State Park by state, provided that the state also takes responsibility for mitigating impacts (such as parking, public transportation and overnight accommodations, solid waste and sewage disposal) on Homer.

Action 2.3 - The City shall work with the State of Alaska to finalize and implement the agreement to purchase, maintain and manage private properties on the west side of Homer Spit and to maintain and manage City properties on the west side of the Spit.

Action 2.4 - The City shall encourage the State and Borough to develop, operate and maintain recreation sites in the vicinity of Homer, especially out East End Road.

CHAPTER 9 HOUSING

INTRODUCTION

One of the most important assets of any community is its housing. Provision of affordable, adequate shelter is a high priority, and is the subject of much public and private effort throughout Alaska.

Homer's housing is generally good in comparison with other Alaskan communities. Contractors, lenders and residents have been quite active in recent years, building at least 500 units in the past six years alone (based on City building permit records). Census data show a total of 635 dwelling units were added between 1970 and 1980. Because of the generally young age, Homer's housing is not plagued with many of the serious deficiencies which usually accompany older housing, such as poor energy efficiency and a high rate of structural defects.

GOAL - HOUSING

Safe, comfortable, affordable housing for all residents which expresses individual tastes while respecting neighborhood standards.

OBJECTIVE - Safe, comfortable housing for all residents.

Policy 1 - The City shall encourage the State and private groups to provide low income and senior citizens with opportunities for affordable housing.

Action 1.1 - City work with State and private groups to locate and acquire sites for subsidized housing which have existing or planned roads and water and sewer service.

Action 1.2 - City identify sites for mobile home parks, amend zoning to permit in these locations.

Action 1.3 - City carry out capital improvements program to provide public services to planned housing areas.

Policy 2 - The City will enforce building standards, with enforcement of plumbing, fire and electrical standards the responsibility of the State.

Action 2.1 - City research and adopt a building ordinance, hire a building inspector to enforce the ordinance.

Action 2.2 - City Council, by resolution, request State to provide inspection and enforcement of State fire, plumbing and electrical codes.

Action 2.3 - Planning Commission review zoning and subdivision standards for unnecessary or excessive standards, and recommend appropriate modifications to City Council.

Policy 3 - Businesses hiring temporary or seasonal workers will continue to be encouraged to provide suitable housing for their workers.

Action 3.1 - City review possible housing sites, negotiate ground lease with employers.

Action 3.2 - City identify and post sites where tents or other seasonal housing will be allowed.

Policy 4 - Multi-family and other higher density housing will be encouraged to locate in urban residential areas.

Action 4.1 - Implement by completing utility extensions, road upgrades and other public improvements in urban residential areas (also, see Action 1.2, this chapter).

Policy 5 - The City will encourage the Alaska Housing Finance Corporation to begin a program to provide low cost construction financing for rural housing.

Action 5.1 - City Council resolution to Alaska Housing Finance Corporation or legislature.

OBJECTIVE - Affordable housing for all residents which reflects individual tastes and neighborhood integrity.

Policy 6 - The Capital Improvements Plan will be utilized to encourage new housing construction in areas planned for residential development.

Action 6.1 - City Council adopt Capital Improvements Plan and implement as part of annual capital improvements budget.

CHAPTER 10
PUBLIC SAFETY, SOCIAL AND HEALTH SERVICES PLAN

FIRE PROTECTION

Homer's fire protection is provided by an independent, non-profit corporation, the Homer Volunteer Fire Department, Inc. (HVFD). The HVFD has a long tradition, having been formed in 1954, ten years prior to the incorporation of the City of Homer. As an independent organization, the HVFD serves the greater Homer area, deriving its funding from service contracts with the cities of Homer and Kachemak; other revenues come from reimbursements and grants from state agencies, and from donations, interest, earnings and miscellaneous sources.

As an independent organization, the HVFD represents a means of providing essential services over the entire greater Homer area, and of attempting to keep costs at a minimum while spreading them among the groups who are served. This section examines some of the major advantages and disadvantages of the HVFD approach, examining alternatives and outlining a plan for the future.

Profile of Services

The HVFD has a total membership of 58 members, plus a single paid staff member who serves as a station manager. The Department currently operates nine pumper and tanker trucks ranging in age from 9 to 38 years old, an ambulance and two utility trucks (HVFD, 1982).

Most of the HVFD's revenues -- typically about 80 percent of total funds and in-kind services received -- originate from the City of Homer. The remainder comes from a service contract with Kachemak City (about six percent of revenues) and miscellaneous grants, donations and reimbursements from State agencies for ambulance and wildfire fighting services in unincorporated areas (the reimbursements are based on labor and equipment hours expended). Moreover, the City of Homer's contribution has been growing at the rate of nearly 16 percent per year, compared with total annual revenue growth of 14 percent, indicating that an increasing share of the cost is being paid by the City of Homer. Fire protection and emergency medical service expenditures are growing even more rapidly, averaging 21 percent per year for total expenditures, and 30 percent annually for operating expenditures alone.

LAW ENFORCEMENT

Like other public services, Homer's law enforcement efforts have faced rising demands as Homer has grown. For example, Alaska Consultants, Inc. (1979) reported an eight-fold increase in service calls handled each year between 1970 and 1978, or an average yearly growth rate exceeding 30 percent.

Law enforcement needs are related to much more than simply resident population, however. Tourists, seasonal workers and transients combine to swell summertime service calls to twice the level of wintertime calls, and transients probably had a great deal to do with the jump in law enforcement problems which occurred in 1976 through 1978, at the time of the first oil lease sales. Thus, for example, the City's total of 74 arrests in 1980 is far less than the 93 and 144 reported in 1977 and 1978, respectively (Alaska Consultants, Inc., 1979 and Alaska Department of Law, 1981).

Even though the severe law enforcement problems associated with the oil lease sales have not fully materialized as previous studies have predicted (Alaska Consultants, Inc., 1979), the underlying trend in Homer's crime rates has been to grow to a point where they now meet or exceed the State average for virtually every category (Table 10-1). While there are some difficulties with comparing overall rates (due to possible under-reporting of crimes in the lightly patrolled rural areas of the State), Table 10-1 shows substantially higher crime rates in all categories except criminal homicide and robbery.

Homer's police station was constructed in 1978. With total floor space of 3,000 square feet, it accommodates five offices and a jail with four cells. Two of the offices are leased to the Alaska State Patrol and the U.S. Fish and Wildlife Service. Staff of the City Public Safety Department includes six police officers, an animal control officer and five dispatchers. In addition, the harbormaster and harbor staff are commissioned with police powers.

Objectives, policies and planned actions for public safety are listed below.

OBJECTIVE - PUBLIC SAFETY

Provide a high, improving level of protection of life and property in a cost effective manner.

Policy 1 - The City, the Borough, the Homer Volunteer Fire Department and other agencies will work together, coordinating resources and activities to continue to improve public safety.

Action 1.1 - Establish a Homer area public safety coordinating committee, consisting of representatives of City and State law enforcement agencies, the Homer Volunteer Fire Department, the Coast Guard and the South Central Hospital District, among others.

Action 1.2 - Coordinating committee, with Borough and State assistance, develop a public safety and emergency management plan (including Homer Spit evacuation plan), including recommended means of coordinating financial and physical resources. (See also Local Government Plan).

Table 10-1

COMPARISON OF HOMER AND STATE OF ALASKA CRIME RATES
 ACTUAL OFFENSES REPORTED TO POLICE
 (Rates per 1,000 Residents)

| | HOMER | | ALASKA | |
|-----------------------|-----------------|----------------|-----------------|----------------|
| | <u>No./1000</u> | <u>Percent</u> | <u>No./1000</u> | <u>Percent</u> |
| VIOLENT CRIMES | | | | |
| Criminal Homicide | 0.0 | 0.0% | 0.1 | 0.1% |
| Forcible Rape | 1.4 | 1.3 | 0.7 | 1.1 |
| Aggravated Assault | 10.4 | 9.9 | 2.9 | 4.8 |
| Robbery | <u>0.0</u> | <u>0.0</u> | <u>0.9</u> | <u>1.5</u> |
| Total Violent Crimes | 11.8 | 11.2% | 4.6 | 7.5% |
| PROPERTY CRIMES | | | | |
| Burglary | 21.7 | 20.7% | 14.1 | 23.0% |
| Larceny | 62.9 | 59.9 | 36.7 | 59.7 |
| Motor Vehicle Theft | <u>8.6</u> | <u>8.2</u> | <u>6.0</u> | <u>9.8</u> |
| Total Property Crimes | 93.2 | 88.8% | 56.8 | 92.5% |
| TOTAL OFFENSES | 105.0 | 100.0% | 61.4 | 100.0% |

Source: Alaska Department of Law, Criminal Justice Planning Agency,
 1981

Action 1.3 - Complete capital improvements and continue personnel training programs to improve service capabilities.

Action 1.4 - Pursue a means of integrating physical and financial resources of Homer area public service providers.

Action 1.5 - Conduct a major effort to reduce all types of crime in Homer to less than the State average.

Action 1.6 - Continue attempts to lower fire rating in Homer.

EDUCATION

Along with other public services, Homer's education needs have grown rapidly. Over the 13 year period from fall, 1968 to fall, 1981, enrollment in Homer's public schools have grown by an average of 4.8 percent per year. The October, 1981 total enrollment of 917 students was nearly 84 percent higher than the October, 1968 total of 499. If the total enrollment associated with Homer's Christian school (which opened during this period) is included, Homer's student population probably doubled over the past decade.

Objectives, policies and planned actions for education are listed below.

OBJECTIVE - EDUCATION

High quality, diverse elementary, secondary and adult educational opportunities for all residents.

Policy 1 - The City and Borough shall work closely together to ensure that additional classroom and support facilities are provided to keep pace with growing space needs.

Action 1.1 - Homer Advisory School Board, City Planning Commission, City Council and Borough work closely together in selecting sites for new school facilities, working to ensure that the following criteria are met:

- a. Sites should be serviced by existing or planned water and sewer lines (as per the City's adopted water and sewer plans).
- b. Sites should be on a main existing or planned arterial road (as per the City's adopted Streets and Roads Plan).
- c. Pedestrian access by students and visitors shall be considered and accommodated.

Policy 2 - Improvement of continuing and adult education opportunities will be encouraged.

Action 2.1 - City and Borough work together to promote the extension of Kenai Community College to provide additional continuing education opportunities.

Action 2.2 - City and Borough work together to promote coordination of community schools, public schools and the Kenai Community College.

HEALTH AND SOCIAL SERVICES

Homer's health services are provided by a combination of public and private agencies. The South Peninsula Hospital is owned by the Kenai Peninsula Borough and operated by a private, non-profit group, South Peninsula Hospital, Inc. A portion of the hospital's revenues come from property tax levies for the South Peninsula Service District, which includes Homer, Anchor Point, Kachemak City, Ninilchik, and Diamond Ridge.

The hospital is a 17 bed facility, first completed in 1956 and expanded in 1977, with specialized rooms for surgery, delivery, nursery, emergency, x-ray, laboratory and outpatient services. Emergency medical transportation is provided by the Homer Volunteer Fire Department. Staff available to the hospital includes four resident physicians.

At the time the hospital was first opened, it had low occupancy rates, averaging between 30 and 40 percent, allowing considerable room for growth. And growth has occurred. The 1977 level of 1,981 patient days (including outpatients) has grown to 2,668 in 1981, a one third increase, and an average annual growth rate of 76.7 percent (Kenai Peninsula Borough, 1982 and Alaska Consultants, Inc., 1979).

Future improvements will need to focus on specialized services, such as trauma care and diagnostic facilities. A 3.5 million dollar bond issue was approved for expanded diagnostic facilities and additional, unfinished space; construction is to begin in spring, 1983. Further investments will be needed to finish this space.

The Alaska Department of Health and Social Services funds a public health center in a small building located in the Central Business District. Services provided there include public health nursing, social work and mental health counseling. Like the hospital, it faces rapid increases in service demands; the mental health caseload more than doubled from 56 to 113, in the two years from 1979 to 1981. (Kenai Peninsula Borough, 1982).

Two other private groups provide social services in Homer. The Cook Inlet Council on Alcohol and Drug Abuse offers education, information and intervention programs in alcohol and drug abuse primarily with state aid, supplemented by private contributions. The Kachemak Women's Resource Center offers emergency housing for battered women, as well as counseling, support groups and educational programs for

women. It is funded primarily by State aid and private contributions, supplemented by a limited amount of City funds.

Objectives, policies and planned actions for health and social services are listed below.

OBJECTIVE - SOCIAL AND HEALTH SERVICES

Provide high quality, improving social and health services to all Homer area residents and visitors.

Policy 1 - The City will work closely with the South Central Hospital District, private groups and the State to ensure that additional social and health services and facilities are provided to keep pace with growing demands and space needs.

Action 1.1 - Investigate and utilize Federal, State and private funding sources.

Action 1.2 - Organize a means of equitably distributing costs for services rendered.

LIBRARY

The Homer Public Library, by ordinance, is a department of the City. However, in many ways it is a community public service project. Although funded by the city government, many of the services, materials and assistance it provides could not be maintained if it were not for the community support and the volunteer hours which are given throughout the year.

The library's policy states, "The Homer Public Library is established to provide books and other library materials as a source of information, entertainment, intellectual development and enrichment of the community. It is the aim of the library to help the community grow and develop its potential through the benefits of effective library service."

Summary

The City of Homer has a library facility and staff which is a credit to the community. Areas which need to be addressed in the near future are the equitable sharing of the costs of providing services to non-resident users, and the funding of capital improvements to the existing facility.

Currently, the Kenai Peninsula Borough does not have library powers. Such powers can be granted on either an areawide or non-areawide basis by a vote of approval from those borough residents who would be affected by the levying of taxes for such a purpose. For Homer, a feasible option would be to encourage the Borough to create non-area-

wide library powers, which would then enable the Borough to support library service outside cities. This would also enable Homer to retain its autonomous library program, while seeking funds from the borough to support that percentage of service and resources that benefit library users living outside the City.

This option is explored further in Chapter 12 of this document. The availability of funds for expansion of the library should be investigated through the State.

The following policies and actions pertaining to the library are presented below.

OBJECTIVE - LIBRARY

Provide high quality, improving library services to all Homer area residents and visitors.

Policy 1 - City and support groups for library, museum, cultural center and other interested groups will work together to develop secure financing for library, museum and related arts services.

Action 1.1 - Investigate and utilize Federal, State and private funding sources.

Action 1.2 - Organize a method to equitably spread costs among all users of services.

Policy 2 - City and other groups will work together to support desirable improvements in library services.

Action 2.1 - Pursue, with State and Borough assistance, construction of library expansion.

CHAPTER 11 ECONOMY

Homer's economy has grown by diversifying into a range of activities. While fishing and government remain the cornerstone of Homer's economy, the community has grown by adding new economic roles. Retail trade and services have been added to recycle a greater share of earnings in Homer and surrounding areas. Homer's fishing fleet has expanded by entering new fisheries and product areas. Residents have created or obtained new jobs for themselves by selling services to customers outside of Homer.

Overall, Homer's greatest economic resource is its residents, who have combined their talents to create many new and innovative enterprises. New small businesses have been responsible for a large part of recent employment growth and diversification of Homer's economy.

PLANNED SOLUTIONS

Goals, objectives, policies and planned actions for Homer's economic development are listed below.

GOAL - ECONOMIC DEVELOPMENT

A diversified, growing economy, with year-round job opportunities for residents in businesses which are fulfilling and compatible with the community.

OBJECTIVE - EMPLOYMENT

Develop new year-round job opportunities.

Policy 1 - The City and Chamber of Commerce will participate in and encourage development of a year-round visitor industry.

Action 1.1 - City, in cooperation with other Homer public and private groups, develop a center for meetings, cultural events, conventions and other gatherings which is located near to lodging, restaurants and bars.

Action 1.2 - City, Chamber of Commerce and other groups conduct a market study of visitor industry, decide which types are desirable, and develop a unified marketing effort to attract them. The market study should collect market data, and develop indices to measure program effectiveness.

Policy 2 - The City will develop benefits, tax structure, amenities and the like to attract desirable businesses to Homer.

Action 2.1 - City Manager review and report to City Council Homer's attractiveness and competitiveness with other similar communities in terms of taxes, amenities, land availability, port facilities, etc., along with recommendations for improvement.

Action 2.2 - City study possibility of piping natural gas from nearby natural gas wells and seek implementation, if feasible.

Policy 3 - The City will continue to pursue strengthening and diversification of the commercial fishing industry.

Action 3.1 - City and State complete planned harbor expansion.

Action 3.2 - City plan, secure, make available, and market sites for processing, boat and equipment repair, gear storage and vehicle parking.

Policy 4 - The City will continue to pursue development of a deep water freight and passenger ship port.

Action 4.1 - City and State complete construction of dock, marshalling yard and related facilities.

Action 4.2 - City promote movement of freight through the Port of Homer.

Policy 5 - The City will support the continued development of Homer as a retail and service center for the south Kenai Peninsula.

Action 5.1 - City and private businesses implement Central Business District plan to improve attractiveness of shopping areas to out-of-town customers.

Policy 6 - The City will encourage the continued development of arts and crafts and light manufacturing businesses in Homer.

Action 6.1 - City continue to allow home occupations in residentially zoned areas, provided traffic, noise, smoke and other impacts are kept within acceptable bounds. City Manager, Planning Commission review zoning code and recommend improvements to City Council every two years.

OBJECTIVE - Expand Homer's economy in a manner which is compatible with the community and consistent with the Comprehensive Plan.

Policy 7 - The City shall encourage commuting workers to come to Homer, and to continue to live in Homer.

Action 7.1 - Implement Comprehensive Plan to continue to maintain and improve Homer's public services and attractiveness as a place to live.

Policy 8 - Mining and oil-related development (service bases, staging areas, service and supply businesses, processing plants, etc.) will be encouraged to locate in areas of Homer where their adverse effects on the community (noise, traffic, etc.) will be controlled and minimized.

Action 8.1 - City Planning Commission continue to monitor location and availability of industrially zoned sites in areas suitable for oil or mining-related development, and encourage potentially impacted activities (for example, residential and retail trade) to locate in other areas.

Action 8.2 - City Planning Commission and City Council research and implement incentives for oil and mining-related developments to control adverse impacts.

Policy 9 - Research and educational institutions will be encouraged to locate in Homer if their activities are compatible with the community and consistent with the comprehensive plan.

Action 9.1 - Implement comprehensive plan to continue to maintain and improve Homer's attractiveness as a research and educational center.

Policy 10 - City shall encourage the Federal and State governments to construct a railroad spur line to Homer to utilize Homer as a port of entry for trade goods.

Action 10.1 - City request Federal and State governments to study the feasibility of construction of a railroad spur line from Moose Pass to Homer.

CHAPTER 12 LOCAL GOVERNMENT

Organization and financing of Homer's public services have been steadily growing in importance, and will be even more vital in the future. Homer continues to attract residents whose primary motivation for moving to Homer is quality of life, rather than economic opportunity. The newly arriving residents, and many long time residents, want a wide variety of high quality services. As seen in earlier chapters, increasing amounts of money have been spent to upgrade nearly every service, with particularly dramatic effects in areas such as fire protection, library and parks and recreation services, which had previously received little funding.

While much of the funds have come from the state, equally large increases have come from local sources, such as taxes and service fees. From this, and from the findings of the May, 1982 public opinion survey conducted for this plan, it is apparent that the organization and financing of Homer's local government needs to be addressed in this plan.

ORGANIZATION

Homer's public services are provided by a variety of organizations. Each derives its operating authority from a specific grant of powers from the State of Alaska; how the authority is used has been established by State laws and decisions made by local residents and elected officials.

The purpose of this section is to discuss how the variety of public and private agencies serving Homer cooperate and interact. It examines the services each provides, as well as the costs of providing the services, and methods of financing them. Lastly, the paper looks at how well these organizations work together in providing the services that residents, visitors and businesses want, and what options will be available to implement the services called for in this comprehensive plan.

Goals, objectives, policies and planned actions for local government organizations are listed below.

GOAL - LOCAL GOVERNMENT

Establish strong, well organized, self-sufficient local government which is responsive to community wants and needs.

OBJECTIVE - LOCAL GOVERNMENT VIABILITY AND REGIONAL SERVICES

Maintain a strong local government which provides services desired by Homer area residents, and equitably allocates their costs among those who receive or benefit from the services.

Policy 1 - a. The City, Borough and other local agencies will seek and implement a means of extending public services (now provided by the City in incorporated areas) to unincorporated areas, on the condition that costs, resources and decision-making are equitably shared between incorporated and unincorporated areas.

b. Until a regional cost and decision-sharing approach is established, City utility (water, sewer, and drainage) and road services will be extended only to incorporated areas of the City of Homer.

Action 1.1 - City and Borough examine feasibility of alternative methods of providing services to unincorporated areas which are likely to request public services now provided or financed by the City. The study should examine annexation, areawide and non-areawide Borough service mandates, incorporation, service districts and contracting options, and be completed by September, 1983, or as soon thereafter as funding is available.

Action 1.2 - Implement findings of Homer areawide public service study.

PUBLIC FINANCE

Homer's public services are paid for by a variety of financing sources. Some are strictly local in origin, while others originate outside of Homer. This section examines the financing of Homer's public services, describing trends in revenues, expenditures and fund balances, and assessing the community's likely ability to pay for services and capital improvements in the future.

Most of Homer's public services are provided by the City of Homer. Services currently provided by the City include: police protection, water service (most areas of the City), sewage collection, treatment and disposal (some areas of the City), parks and recreation activities, port and harbor facilities, library, animal control, zoning, streets and roads, and other general governmental services (elections, etc.).

The City also provides partial funding for public services provided by other public agencies including: fire protection, museum, mental health and alcoholism treatment, and senior citizen's services.

Other services are provided by a variety of organizations; major examples include: highway, port and airport facilities and marine transportation by the State Department of Transportation and Public Facilities; electrical service by Homer Electric Association; telephone service by Glacier State Telephone Company; hospital care by Southcentral Hospital Service Area; and solid waste disposal, education, planning and platting by Kenai Peninsula Borough.

The City's finances are summarized annually in audited financial reports prepared by outside accounting firms. The most recent report, covering the fiscal years ending June 30, 1980, and June 30, 1981,

contains summaries of the City's financial operations which are in accordance with recently adopted national standards for governmental accounting, auditing and financial reporting. The report also contains a statistical appendix which summarizes trends in the City's finances from the fiscal years ending June 30, 1972, through the fiscal year ended June 30, 1981.

Expenditures

From 1972 through 1982, total general governmental expenditures increased more than eight times, or by an average of nearly 27 percent per year. The rate of increase is boosted somewhat by the large increase in debt service during the most recent year (caused by a large expenditure to effectively pay off debts early by placing future debt service payments in a trust, two previous bond issues). Overall expenditures increased by about 26 percent per year, or about three times the rate of inflation.

Table 12-1 provides additional detail on expenditures for the fiscal year ending June 30, 1981 (FY 1981). The table breaks expenditures into more detailed service categories, and also divides the expenditures into operating and capital expenditures for the City's enterprise, special revenue and debt service funds.

In FY 1981, the City spent about \$3.3 million on operating public services and payments to other public service providers, and an additional \$0.6 million on capital improvements. Much of the capital improvements were financed by grants from State and Federal agencies.

The largest single category of expenditures was the port and harbor enterprise, which alone accounted for about a quarter of total expenditures. With no expenditures listed for capital improvements, the port and harbor enterprise accounted for nearly one third of operating expenditures. Police and fire protection amounted to about 21 percent of all expenditures, or one quarter of all public service expenditures, but only a sixth of operating expenditures. Other large categories of expenditures were general, public works and water service functions.

Debt service, including defeasance, amounted to about \$1.0 million during FY 1981. About \$150,000 of this was annual debt service, however. The remainder was defeasance, or advance payment to a trust fund, of future debt service. As a result, the City's burden of long term debt is relatively low, as will be seen later.

Revenues

Total revenues, excluding enterprise revenues, increased steadily by about 27 percent per year over the period of 1972 to 1981. The long range increase generally matched the increases in expenditures, but did not match the short range increase in expenditures of about 40 percent per year from 1976 to 1981. (See Table 12-2.)

TABLE 12-1

CITY OF HOMER, ALASKA
ALL EXPENDITURES BY TYPE
(Includes Enterprises)

| | <u>Operating</u> | <u>Capital</u> | <u>Total</u> | <u>Percent</u> |
|---------------------|------------------|----------------|--------------------|----------------|
| General & Admin. | \$ 393,903 | \$ 30,045 | \$ 423,948 | 8.4% |
| Police Protection | 478,834 | 37,719 | 516,553 | 10.3 |
| Animal Control | 35,329 | -- | 35,329 | 0.7 |
| Fire Protection | 104,842 | 463,010 | 567,852 | 11.3 |
| Public Works | 295,147 | 111,715 | 406,862 | 8.1 |
| Planning | 32,707 | -- | 32,707 | 0.7 |
| Parks & Rec. | 51,707 | 45,328 | 97,035 | 1.9 |
| Library | 70,344 | 4,705 | 75,049 | 1.5 |
| Commissions | 7,652 | -- | 7,652 | 0.2 |
| CETA Program | 15,467 | -- | 15,467 | 0.3 |
| Cemetery | 1,125 | -- | 1,125 | -- |
| Museum | 35,808 | -- | 35,808 | 0.7 |
| Health & Alcoholism | 10,804 | -- | 10,804 | 0.2 |
| Legal & Judicial | 16,957 | -- | 16,957 | 0.3 |
| Water Service | 375,584 | -- | 375,584 | 7.5 |
| Sewer Service | 176,470 | -- | 176,470 | 3.5 |
| Port & Harbor | <u>1,227,749</u> | <u>--</u> | <u>1,227,749</u> | <u>24.4</u> |
| Totals | \$3,330,429 | \$592,522 | \$4,022,951 | 80.1% |
| Debt Service | | | | |
| Annual | | | 146,987 | 2.9 |
| Bond Defeasance | | | <u>852,584</u> | <u>17.0</u> |
| Total | | | \$ 999,571 | 19.9% |
| GRAND TOTAL | | | <u>\$5,022,522</u> | <u>100.0%</u> |

Source: Price Waterhouse, 1982.

TABLE 12-2

CITY OF HOMER, ALASKA
ALL REVENUES BY TYPE AND SOURCE
Fiscal Years Ending June 30, 1980 and 1981

| Revenue Type and Source | Year Ended June 30 | | | |
|---------------------------|--------------------|--------|-------------|--------|
| | 1980 | | 1981 | |
| | Amount | % | Amount | % |
| Own Source Funds | | | | |
| Unrestricted Funds | | | | |
| Taxes | | | | |
| Property Taxes | \$ 894,557 | 24.8% | \$1,178,956 | 23.2% |
| Hotel-Motel Tax | -- | -- | 29,925 | 0.6 |
| Subtotal Taxes | \$ 894,557 | 24.8 | \$1,208,881 | 23.8 |
| Service Charges | 54,105 | 1.5 | 115,500 | 2.3 |
| Interest on Deposits | 167,967 | 4.7 | 291,025 | 5.7 |
| Fees, Permits & Misc. | 39,495 | 1.1 | 49,344 | 1.0 |
| Subtotal Unrestr. Funds | \$1,156,124 | 32.0 | \$1,664,750 | 32.8 |
| Restricted Funds | | | | |
| Sales Tax* | 341,507 | 9.5 | 305,580 | 6.0 |
| Water Enterprise | 249,722 | 6.9 | 348,342 | 6.9 |
| Sewer Enterprise | 135,328 | 3.7 | 147,844 | 2.9 |
| Port & Harbor Enter. | 987,077 | 27.3 | 1,577,469 | 31.1 |
| Subtotal Restr. Funds | \$1,713,634 | 47.5 | \$2,379,235 | 46.8 |
| SUBTOTAL OWN SOURCE FUNDS | \$2,869,758 | 79.5% | \$4,043,985 | 79.6% |
| Intergovernmental Funds | | | | |
| Federal | 211,954 | 5.9 | 109,047 | 2.1 |
| State | 527,471 | 14.6 | 925,290 | 18.2 |
| Subtotal Intergov. Funds | \$ 739,425 | 20.5 | \$1,034,337 | 20.4 |
| TOTAL ALL FUNDS | \$3,609,183 | 100.0% | \$5,078,322 | 100.0% |

*Sales tax proceeds are dedicated to pay for several general obligation bond issues.

Source: Price Waterhouse, 1982.

Major "own" sources of revenue for the City are the property tax (79 percent of tax revenue in FY 1981) and the sales tax (21 percent of tax revenue in FY 1981). Tax revenues generally matched the general rate of increase in total revenues throughout the period.

Goals, objectives, policies and planned actions for Homer's public finance are shown below.

OBJECTIVE - SELF SUFFICIENCY

Maintain the ability of local government agencies to continue providing essential services in the event of an interruption in financial assistance from other levels of government.

Policy 2 - Essential services, those being defined as services safeguarding the health and safety of local residents, will be given highest priority in policy making decisions affecting cuts in services.

Policy 3 (Debt) - a. Long term debt should not be used for current expenses.

b. Net general obligation debt should not exceed eight percent of total assessed property value.

c. Annual general obligation debt service should not exceed 25 percent of total locally generated, non-enterprise operating revenue.

Action 3.1 - City Financial Director and City Council review proposed capital improvements plan, bond issues and other borrowings to assure consistency with debt policy.

Policy 4 (Intergovernmental Operating Assistance) - The City shall reduce its reliance on intergovernmental assistance to finance its operations, such that no more than 35 percent of aggregate non-enterprise operating budgets are financed by intergovernmental grant revenues.

Action 4.1 - City Finance Director monitor and report to City Manager and City Council on status annually during budget preparation.

Policy 5 (Enterprise Funds) - Enterprises should be managed so that their operations are self-supporting; i.e., require no grants or General Fund contributions to balance revenues and operating expenditures.

Action 5.1 - City Finance Director monitor and report to City Manager and City Council on status annually during budget preparation.

Policy 6 (Fund Balances) - To maintain an ability to finance essential services in the event of an emergency, each City fund should maintain year-end fund balances equaling at least 10 percent of annual operating expenditures.

Action 6.1 - City Finance Director monitor and report to City Manager and City Council on status annually during budget preparation.

OBJECTIVE - RESOURCE MANAGEMENT

Provide responsible management of physical and financial resources.

Policy 7 - a. A short and long range capital improvements plan will be established and maintained which is consistent with City financial policies and comprehensive plan to act as a guide for all capital expenditures.

b. The plan should identify operating budget effects of each proposed improvement.

Action 7.1 - Finance Director and City Manager prepare update annually, in consultation with City Council Capital Improvements Committee, and adopt by City Council.

Action 7.2 - Finance Director and City Manager prepare, and City Council adopt, a Capital Budget as part of annual budget specifying planned financing of each item.

Policy 8 - Cooperation of local governments and other agencies having an interest in Homer will be sought by the City.

Action 8.1 - Adopt, with or without revision, all City plans by City Council and Borough Assembly.

Policy 9 - City-owned lands will be managed to be consistent with the comprehensive plan.

Action 9.1 - City Manager report annually to City Council on City land status and recommended actions -- acquisition, leasing, retention or disposal.

OBJECTIVE - ALLOCATING COSTS OF PUBLIC SERVICES

Establish equitable methods of allocating costs among those who benefit from local public services.

Policy 10 - a. The City, Borough and other local agencies shall seek a means of equitable sharing of costs, resources and decision making of regional services (such as fire protection, emergency medical, law enforcement, libraries, and road maintenance).

b. Utility services shall be extended only to incorporated areas.

Action 10.1 - City examine the feasibility (benefits versus costs) of annexing unincorporated areas bordering city limits which are likely to request city services. If feasible, initiate annexation, and extend services following annexation, or assess charges to provide services.

CHAPTER 13 CAPITAL IMPROVEMENTS PROGRAM

Continuation of Homer's rapid growth implies that the City will continue to face increased demands for services, even as it struggles to maintain and improve its existing facilities. At the same time, means must be found to build and operate several of the large new facilities (principally the port) which are needed to attract and retain key industries.

This chapter presents the City's plan for capital improvements over the next six years and beyond; proposed projects are identified and costs presented. Funding priorities are established by department, and capital improvements are scheduled in the years that funds are expected to be available.

The following sections describe first capital improvement needs by category, followed by an analysis of the City's financing capabilities, and finally a tentative schedule of planned projects. It should be emphasized that the schedule is heavily dependent upon State and Federal funding decisions which are beyond the direct control of the City. Hence, the projections are conservative, assuming that these sources grow at rates which are considerably less than in recent years. In addition, the schedules of projected construction or purchase of capital improvements could probably be accelerated if revenue sources keep up their rapid growth of recent years; however, the projections are intended to provide a baseline, so to speak, of a schedule which has a good chance of being met.

It should also be emphasized that these projections are tentative only, and could be altered as funding levels, needs and grant requirements became better defined. The plan does represent the best currently available indication of the City's capital improvement plans for the next six years.

FINANCIAL RESOURCES

Homer has benefited from rapid growth in operating revenues over the past decade. Much of the growth is due to the development of businesses and residences, increasing assessed valuation and retail sales tax collections. The other major component has come from State aid, in the form of grants, contracts and revenue sharing. State aid has become by far the most sizable component of Homer's revenues.

Much of the State revenues originated from oil revenues, which have leveled off and declined in the past year or so. As oil revenues have declined, further large increases in State aid to Homer seem unlikely; hence, Homer's likely financial resources must be projected conservatively.

Table 13-1 summarizes Homer's projected financial resources and capital spending potential through the fiscal year 1987-1988. Own source revenues (principally property taxes, sales taxes and service charges) are projected to continue to increase, but at a rate of 10 percent rather than the 20 percent increases of recent years. This lower rate is used to provide a conservative outlook on the City's finances, and in expectation of a lower rate of economic growth for the next few years.

Intergovernmental revenues are projected to grow at somewhat different rates. Federal revenues are projected to fall to a fraction of their previous levels, reflecting a cutback in the types of revenue sharing and grant assistance the City received in prior years. State grants and revenue sharing, aside from port and harbor grants, are projected to rise at the rate of 12 percent per year, about half the rate of recent years. Port and harbor grants are projected as presently programmed by the State Department of Transportation and Public Facilities. Borough grants are projected to continue, but at a low level only slightly higher than in 1981-1982.

Other financing sources are proceeds from General Obligation, Revenue and Special Assessment bonds issued by the city. Since Homer's current debt is low compared with generally accepted debt standards, the City has a great deal of latitude in issuing new debt. The projections assume that new bonds are issued in proportion to planned capital projects.

Operating expenditures are projected to grow no faster than own source revenues. In other words, costs of operating and maintaining public services are limited to growing at the rate that the City's revenues from property taxes, sales taxes and service charges grow, or about 10 percent per year for the forecast period. This is much lower than the recent rate of growth in operating expenditures, and would represent a policy of relating changes in operating expenditures to the City's ability to pay for them out of locally generated revenues rather than "soft" State or Federal grants. The projections anticipate that both "own source" revenues and operating expenditures increase at about half a million dollars per year for the period.

Debt service projections include scheduled payments on existing debts as well as anticipated additions to the City's debts. Even with substantial increases in bonded debt, the ratio of debt service to total own source revenue (a key measure of financial health) is projected to rise from the present 13 percent to 23 percent by FY 1987-1988, still well within generally accepted bounds.

Capital project expenditures are based upon several considerations. First, they are based upon projected needs for capital projects in different areas of Homer. These were balanced against, and adjusted for, funds projected to be available from grants, bond proceeds, existing fund balances and operating surpluses. Based upon these considerations, total expenditure levels for capital improvements were established. These were allotted among projected capital improvement needs, as described in the following section.

TABLE 13-1

CITY OF HOMER - HISTORICAL AND PROJECTED
REVENUES, EXPENDITURES AND CAPITAL IMPROVEMENT
FINANCING POTENTIAL

FISCAL YEARS ENDING JUNE 30, 1981 THROUGH JUNE 30, 1988

| | 80/81 | 81/82 | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | 87/88 |
|-------------------------------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| REVENUES | | | | | | | | |
| OWN SOURCE-GENERAL | | | | | | | | |
| TAXES | | | | | | | | |
| PROPERTY TAXES | 1173977 | 979988 | 1077987 | 1185785 | 1304364 | 1434800 | 1578280 | 1736109 |
| PENALTIES & INTEREST | 4979 | 10577 | 11635 | 12798 | 14078 | 15486 | 17034 | 18738 |
| HOTEL/MOTEL TAX | 29925 | -35925 | 0 | 0 | 0 | 0 | 0 | 0 |
| SALES TAX | 305580 | 335445 | 368990 | 405888 | 446477 | 491125 | 540238 | 594261 |
| SERVICE CHARGES | 115500 | 106794 | 117473 | 129221 | 142143 | 156337 | 171993 | 189192 |
| INTEREST ON DEPOSITS | 296334 | 269658 | 296624 | 326286 | 358915 | 394806 | 434287 | 477716 |
| FEES, PERMITS & MISC | 47377 | 35369 | 38906 | 42796 | 47076 | 51784 | 56962 | 62658 |
| SUBTOTAL | 1973672 | 1701906 | 1911614 | 2102776 | 2313053 | 2544358 | 2798794 | 3078674 |
| WATER ENTERPRISE | 239000 | 291000 | 320100 | 352110 | 387321 | 426053 | 468658 | 515524 |
| SEWER ENTERPRISE | 72000 | 74000 | 81400 | 89540 | 98494 | 108343 | 119178 | 131096 |
| PORT & HARBOR ENTERPRISE | 1391000 | 829000 | 911900 | 1003090 | 1103399 | 1213739 | 1335113 | 1468624 |
| SUBTOTAL | 1702000 | 1194000 | 1313400 | 1444740 | 1589214 | 1748135 | 1922949 | 2115244 |
| SUBTOTAL OWN SOURCE | 3675672 | 2895906 | 3225014 | 3547516 | 3902267 | 4292494 | 4721743 | 5193917 |
| INTERGOVERNMENTAL | | | | | | | | |
| FEDERAL | 109047 | 155537 | 50000 | 50000 | 50000 | 50000 | 50000 | 50000 |
| STATE-PORT & HARBOR | 0 | 500000 | 9000000 | 10000000 | 6000000 | 6000000 | 10000000 | 6000000 |
| STATE-OTHER | 925290 | 1818803 | 2037059 | 2281506 | 2555287 | 2861922 | 3205352 | 3589995 |
| BOROUGH | 0 | 2201 | 10000 | 12000 | 12000 | 12000 | 12000 | 12000 |
| SUBTOTAL | 1034337 | 2476541 | 11097059 | 12343506 | 8617287 | 8923922 | 13267352 | 9651995 |
| TOTAL ALL REVENUES | 4710009 | 5372447 | 14322073 | 15891022 | 12519554 | 13216415 | 17989095 | 14845912 |
| OTHER FINANCING SOURCES | | | | | | | | |
| BOND PROCEEDS | | | | | | | | |
| GENERAL OBLIGATION | 1650000 | 400000 | 0 | 3000000 | 3500000 | 4300000 | 7000000 | 6000000 |
| REVENUE & SPECIAL ASSESS | 0 | 0 | 0 | 1200000 | 5000000 | 1500000 | 1500000 | 1500000 |
| OTHER SOURCES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 1650000 | 400000 | 0 | 4200000 | 8500000 | 5800000 | 8500000 | 7500000 |
| TOTAL FINANCIAL RESOURCES | 6360009 | 5772447 | 14322073 | 20091022 | 21019554 | 19016415 | 26489095 | 22345912 |

TABLE 13-1 (CONTINUED)

| | 80/81 | 81/82 | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | 87/88 |
|--------------------------------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| EXPENDITURES | | | | | | | | |
| OPERATING | | | | | | | | |
| GENERAL GOVERNMENT | 387857 | 469945 | 516940 | 568633 | 625497 | 688046 | 756851 | 832536 |
| POLICE PROTECTION | 491640 | 573889 | 631278 | 694406 | 763846 | 840231 | 924254 | 1016679 |
| ANIMAL CONTROL | 35329 | 46883 | 51571 | 56728 | 62401 | 68641 | 75506 | 83056 |
| FIRE PROTECTION | 104842 | 117034 | 128737 | 141611 | 155772 | 171349 | 188484 | 207333 |
| PUBLIC WORKS | 306488 | 488807 | 537688 | 591456 | 650602 | 715662 | 787229 | 865951 |
| STREET LIGHTING | 0 | 7942 | 8736 | 9610 | 10571 | 11628 | 12791 | 14070 |
| PLANNING | 32707 | 30933 | 34026 | 37429 | 41172 | 45289 | 49818 | 54800 |
| PARKS & RECREATION | 81291 | 107508 | 118259 | 130085 | 143093 | 157402 | 173143 | 190457 |
| LIBRARY | 77037 | 353375 | 388713 | 427584 | 470342 | 517376 | 569114 | 626025 |
| COMMISSIONS | 7652 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CETA PROGRAM | 15467 | 7053 | 7758 | 8534 | 9388 | 10326 | 11359 | 12495 |
| CEMETERY | 1125 | 16521 | 18173 | 19990 | 21989 | 24188 | 26607 | 29268 |
| CONTRIB TO LOCAL AGENCIES | 44392 | 115552 | 127107 | 139818 | 153800 | 169180 | 186098 | 204707 |
| CONTRACTUAL SERVICES | 34103 | 214233 | 235656 | 259222 | 285144 | 313659 | 345024 | 379527 |
| OTHER GEN GOVT EXPEND | 16957 | 4278 | 4706 | 5176 | 5694 | 6263 | 6890 | 7579 |
| WATER UTILITY | 234092 | 285368 | 313905 | 345295 | 379825 | 417807 | 459588 | 505547 |
| SEWER UTILITY | 95801 | 122517 | 134769 | 148246 | 163070 | 179377 | 197315 | 217046 |
| PORT & HARBOR ENTERPRISE | 1143930 | 844419 | 928861 | 1021747 | 1123922 | 1236314 | 1359945 | 1495940 |
| TOTAL OPERATING EXPENDITRS | 3110710 | 3806257 | 4186883 | 4605571 | 5066128 | 5572741 | 6130015 | 6743016 |
| DEBT SERVICE | | | | | | | | |
| GENERAL OBLIGATION | | | | | | | | |
| ANNUAL-EXISTING DEBT | | | | | | | | |
| PRINCIPAL RETIREMENT | 61000 | 16000 | 77000 | 83000 | 94000 | 99000 | 110000 | 120000 |
| INTEREST & FISCAL CHGS | 84367 | 206257 | 192961 | 186410 | 178998 | 170541 | 161465 | 151323 |
| ANNUAL-NEW DEBT SERVICE | 0 | 0 | 0 | 0 | 345000 | 747500 | 1242000 | 2047000 |
| DEFEASANCE | 852584 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 997951 | 222257 | 269961 | 269410 | 617998 | 1017041 | 1513465 | 2318323 |
| REVENUE & SPEC ASSESSMENT | | | | | | | | |
| ANNUAL-EXISTING DEBT | | | | | | | | |
| PRINCIPAL RETIREMENT | 27000 | 52000 | 37000 | 37000 | 39000 | 39000 | 39000 | 39000 |
| INTEREST & FISCAL CHGS | 91929 | 90042 | 88194 | 86384 | 84526 | 82622 | 80716 | 78812 |
| ANNUAL-NEW DEBT SERVICE | 0 | 0 | 0 | 0 | 138000 | 713000 | 885500 | 1058000 |
| DEFEASANCE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 118929 | 142042 | 125194 | 123384 | 261526 | 834622 | 1005216 | 1175812 |
| TOTAL DEBT SERVICE | 1116880 | 364299 | 395155 | 392794 | 879524 | 1851663 | 2518681 | 3494135 |
| TOTAL ALL EXPENDITURES | 4227590 | 4170556 | 4582038 | 4998365 | 5945652 | 7424404 | 8648696 | 10237151 |
| CURRENT SURPLUS (DEFICIT) | | | | | | | | |
| BEFORE CAPITAL EXPENDITURES | 2132419 | 1601891 | 9740036 | 15092657 | 15073902 | 11592012 | 17840400 | 12108761 |

TABLE 13-1 (CONTINUED)

| | 80/81 | 81/82 | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | 87/88 |
|---|---------|---------|----------|----------|----------|----------|----------|----------|
| CAPITAL PROJECT FINANCING POTENTIAL: | | | | | | | | |
| INITIAL COMB FUND BALANCES | 4083672 | 5612050 | 6160265 | 5686021 | 5719180 | 5574710 | 4671878 | 5513991 |
| CURRENT SURPLUS (DEFICIT) | 2132419 | 1601891 | 9740036 | 15092657 | 15073902 | 11592012 | 17840400 | 12108761 |
| NET AVAILABLE | 6216091 | 7213941 | 15900301 | 20778678 | 20793082 | 17166722 | 22512277 | 17622752 |
| LESS CAPITAL PROJECTS | 604041 | 1053677 | 10214280 | 15059498 | 15218372 | 12494844 | 16998286 | 12998117 |
| ENDING COMB FUND BALANCES | 5612050 | 6160264 | 5686021 | 5719180 | 5574710 | 4671878 | 5513991 | 4624635 |

ASSUMPTIONS:

| | |
|---|---|
| OWN SOURCE REVENUE RATE OF GROWTH (PERCENT) | 10.00 |
| FEDERAL GRANTS REVENUE RATE OF GROWTH (PERCENT) | (FALLING TO \$50,000/YR, CONSTANT THEREAFTER) |
| STATE GRANTS RATE OF GROWTH (PERCENT) | 12.00 |
| BOROUGH GRANTS RATE OF GROWTH (PERCENT) | 20.00 |
| BOND PROCEEDS PER YEAR GENERAL OBLIGATION REVENUE & SPECIAL ASSESS | 500000 200000 |
| OPERATING EXPENDITURE RATE OF GROWTH (PERCENT) | 10.00 |
| NEW DEBT SERVICE TERMS TERM OF FINANCING (YRS) | 30.00 |
| NET INTEREST RATE (%) | 11.00 |
| CAPITAL PROJECTS EXPEND PERCENT OF AVAILABLE FUND BALANCES PLUS BOND PROCEEDS & GRANTS | 25.00 |

NOTE: ALL OPERATIONS AND ENTERPRISES COMBINED.

CAPITAL PROJECTS

During the later stages of preparing this comprehensive plan, capital improvement suggestions were collected from interested residents, business owners, City staff and elected officials. Each City department submitted lists of suggested projects, along with cost, project description and project need information where available. For all projects, cost estimates were prepared or updated from previous estimates where possible.

As the capital project lists were compiled, a list of evaluation criteria was prepared for use by each department in prioritizing from among the possible projects. The criteria recognized the immediacy of need, numbers of users to be served, cost effectiveness, and the degree to which the project was compatible with adopted plans and policies, including this comprehensive plan. Department heads used the criteria to assign high, medium or low priorities to the projects, and the priorities became the key consideration in preparing the tentative schedule of capital improvement projects shown in Table 13-2. Besides the priorities, the other factor used to develop the tentative schedule was the overall cost of the project in relation to the City's capacity to finance design and construction, considering other large projects. Thus, for example, some large projects were timed to avoid overly large bond financing requirements in a single year.

Overall, a total of about \$175 million of capital improvement projects (stated in December 1982 prices) are included in the list. Due to inflation in construction and purchase prices expected over the next half decade (assumed to be eight percent per year) and the limits in the City's financing ability, less than half of the projects can be expected to be completed within the next six fiscal years.

The first section of Table 13-2 includes parks and recreation projects. A total of \$10.4 million for projects is listed; however, the largest project, the proposed base of Homer Spit campground, is expected to be fully funded and constructed by the State Division of Parks, and is not scheduled in the table. Similarly, the second largest expenditure, purchase of land on the west side of Homer Spit for \$3.0 million, is also projected to be undertaken by the State. Most of the remaining \$1.4 million of projects are projected to be completed within the first five years of the program, and many are now close to being constructed. One medium priority project (construction of an equestrian park) and the five low priority projects were not scheduled for the six-year period.

The second category on Table 13-2 is the port and harbor department. This is the largest single category of construction projects, with December 1982 estimated costs amounting to \$92.3 million. The majority of this amount is involved with expansion of the small boat basin and construction of two deep water ocean berths. Nearly all of the amounts to construct port and harbor projects are expected to come from annual appropriations by the State Legislature, and the project schedule

TABLE 13-2

CITY OF HOMER - SIX YEAR CAPITAL IMPROVEMENTS SCHEDULE
FISCAL YEARS ENDING JUNE 30, 1983 THROUGH JUNE 30, 1988

| PROJECT DESCRIPTION | PRIORITY | ESTIMATED DEC '82 COSTS | PROJECTED CONSTRUCTION COST BY YEAR SCHEDULED | | | | | SIX YEAR TOTAL | COST BEYOND PROGRAM PERIOD (88/89 \$) | |
|---------------------------------|----------|-------------------------------|---|----------------|-----------------|----------------|-----------------|-------------------|---|-----------------|
| | | | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | | | 87/88 |
| PARKS AND RECREATION: | | | | | | | | | | |
| BAYVIEW AVENUE PARK | HIGH | 18000 | 18000 | | | | | | 18000 | |
| SENIOR LEAGUE FIELD | HIGH | 30000 | 30000 | | | | | | 30000 | |
| HIGH SCHOOL SOFTBALL FIELD | HIGH | 10000 | 10000 | | | | | | 10000 | |
| KACHEMAK DR REC AREA DESIGN | HIGH | 3000 | 3000 | | | | | | 3000 | |
| BEAUTIFICATION PROGRAM | HIGH | 10000 | 10000 | | | | | | 10000 | |
| SIDEWALK/BIKE PATH PLAN | HIGH | 15000 | 15000 | | | | | | 15000 | |
| BELUGA LAKE PARK | HIGH | 140000 | | 151200 | | | | | 151200 | |
| SIGNAGE PROGRAM | HIGH | 5000 | | 5400 | | | | | 5400 | |
| DAY USE PARK END OF SPIT | HIGH | 10000 | | 10800 | | | | | 10800 | |
| SITE DEV, HILLSIDE | HIGH | 540076 | | | 629945 | | | | 629945 | |
| SEWER & WTER HLLS. | MEDIUM | 105000 | | | 122472 | | | | 122472 | |
| SR LEAGUE BLFLD HILLSIDE PARK | MEDIUM | 115000 | | | | 144867 | | | 144867 | |
| CONST. CORE AREA HLLS. | MEDIUM | 78000 | | | | 98258 | | | 98258 | |
| CONST. CAMPSTE. HLLS. | MEDIUM | 47000 | | | | | 63943 | | 63943 | |
| CONST. EXTRA PRKING | MEDIUM | 15000 | | | | | | 20407 | 20407 | |
| WEST SIDE SPIT LAND PURCHASE | MEDIUM | 3000000 | | | | | | | 0 | |
| BASE SPIT CAMPGROUND | MEDIUM | 6000000 | | | | | | | 0 | |
| CONST. EQUEST. PARK | MEDIUM | 200000 | | | | | | | 0 | 317375 |
| BISHOP'S BEACH ACCESS | LOW | 32000 | | | | | | | 0 | 50780 |
| LIBRARY PARK | LOW | ? | | | | | | | ? | |
| BAYCREST CLIFF AREA | LOW | ? | | | | | | | ? | |
| EASTSIDE PARK | LOW | ? | | | | | | | ? | |
| WEST HILL PARK | LOW | ? | | | | | | | ? | |
| TOTALS PARKS & REC | | 10373076 | 86000 | 167400 | 752417 | 243124 | 84350 | 0 | 1333291 | 368155 |
| PORT AND HARBOR: | | | | | | | | | | |
| FISH DOCK | | 8000000 | 8000000 | | | | | | | |
| HARBOR SLOPE DEV. | HIGH | 3500000 | | | 4082400 | | | | 4082400 | |
| STEEL GRID MODIFICATION | HIGH | 500000 | | | 583200 | | | | 583200 | |
| PUBLIC FISH PIER | HIGH | 2000000 | | | | | 2332800 | | 2332800 | |
| SMALL BOAT HARBOR EXPANSION | HIGH | 23302000 | 932080 | 9814802 | 5979480 | 6017531 | 4279785 | | 27023678 | |
| DECKING SMALL BOAT HARBOR | HIGH | 2684000 | | | | | 3651552 | | 3651552 | |
| OCEAN BERTH NO. 1 | MEDIUM | 23790000 | | | | | | | 0 | 37751740 |
| OCEAN BERTH NO. 2 | LOW | 28304000 | | | | | | | 0 | 44914891 |
| PORT DEV. PORT OFFICE | LOW | 300000 | | | | | 408147 | | 408147 | |
| PROCESSOR WASTE LINE | LOW | ? | | | | | | | 0 | |
| TOTALS PORT & HARBOR | | 92380000 | 8932080 | 9814802 | 10645080 | 6017531 | 10672284 | 0 | 38081777 | 82666631 |

TABLE 13-2 (CONTINUED)

| PROJECT DESCRIPTION | PRIORITY | ESTIMATED DEC '82 COSTS | PROJECTED CONSTRUCTION COST BY YEAR SCHEDULED | | | | | SIX YEAR TOTAL | COST BEYOND PROGRAM PERIOD (88/89 \$) | |
|--------------------------------|----------|-------------------------------|---|----------------|----------------|----------------|----------------|-------------------|---|-----------------|
| | | | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | | | 87/88 |
| PUBLIC SAFETY: | | | | | | | | | | |
| POLICE DEPT- ANIMAL SHELTER | HIGH | 80000 | 80000 | | | | | | 80000 | |
| LAND ACQUISITION | HIGH | 423000 | | 456840 | | | | | 456840 | |
| POLICE STATION ADDITION | HIGH | 240000 | | | | 302331 | | | 302331 | |
| JAIL ADDITION | MEDIUM | 125000 | | | | | 170061 | | 170061 | |
| BLACK TOP PARKING LOT | LOW | 35000 | | | | | | | 0 | 55541 |
| SUBTOTALS | | 903000 | 80000 | 456840 | 0 | 302331 | 170061 | 0 | 1009232 | 55541 |
| FIRE DEPT- | | | | | | | | | | |
| HOMER SPIT FIRE STATION | MEDIUM | 1000000 | | | | | | | 0 | 1586874 |
| SUBTOTALS | | 1000000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1586874 |
| TOTALS PUBLIC SAFETY | | 1903000 | 80000 | 456840 | 0 | 302331 | 170061 | 0 | 1009232 | 1642415 |
| PUBLIC WORKS: | | | | | | | | | | |
| WATER & SEWER- | | | | | | | | | | |
| DANVIEW WATER LINE | HIGH | 42300 | 42300 | | | | | | 42300 | |
| MAJOR DITCHING PROGRAM | HIGH | 152100 | 152100 | | | | | | 152100 | |
| COOPER SUBDIV. SEWER LINE | HIGH | 275600 | 275600 | | | | | | 275600 | |
| KACHEMAK BAY DR WTR & SWR LINE | HIGH | 2889100 | | 3120228 | | | | | 3120228 | |
| W HILL ROAD WATER & SEWER LINE | HIGH | 2552050 | | | 2976711 | | | | 2976711 | |
| RANGEVIEW WATER LINE | MEDIUM | 45000 | | | | 56687 | | | 56687 | |
| PENNOCK WATER LINE | MEDIUM | 40000 | | | | | 54420 | | 54420 | |
| FRITZ CR WTR LN, DAM & TR PLNT | MEDIUM | 25400000 | | | | | | | 0 | 40306608 |
| STORM SEWER ON L. MAIN | MEDIUM | 198400 | | | | 249927 | | | 249927 | |
| SPIT SEWER LINE | MEDIUM | 1981400 | | | | 2495993 | | | 2495993 | |
| NEW SPIT WATER LINE | MEDIUM | 5400000 | | | | | 3673320 | 3967186 | 7640506 | |
| STERLING HWY WATER LINE | MEDIUM | 1188100 | | | | | 1616397 | | 1616397 | |
| HOMER SPIT SEWAGE FACILITIES | MEDIUM | 760000 | | | | | | 1116689 | 1116689 | |
| BINOCULAR BLUFF WTR & SWR LINE | MEDIUM | 1700000 | | | | | | 999143 | 999143 | 1618612 |
| SEWAGE TRTMT PLANT EXPANSION | LOW | 5000000 | | | | | | | 0 | 7934372 |
| MUNSON SUBDIV WTR & SEWER LINE | LOW | 587600 | | | | | | | 0 | 932447 |
| BENSON SUBDIV WTR & SEWER LINE | LOW | 861100 | | | | | | | 0 | 1366457 |
| MATTOX WATER AND SEWER LINE | LOW | 125000 | | | | | | | 0 | 198359 |
| CITY VIEW WATER LINE | LOW | 31200 | | | | | | | 0 | 49510 |
| FAIRVIEW WTR LINE EXTENSION | LOW | 409200 | | | | | | | 0 | 649349 |
| WATER TREATMENT PLNT EXPANSION | LOW | 3840000 | | | | | | | 0 | 6093597 |
| SUBTOTALS | | 53008150 | 0 | 3120228 | 2976711 | 2802607 | 5344137 | 6083018 | 20326701 | 59149312 |

TABLE 13-2 (CONTINUED)

| PROJECT DESCRIPTION | PRIORITY | ESTIMATED DEC '82 COSTS | PROJECTED CONSTRUCTION COST BY YEAR SCHEDULED | | | | | SIX YEAR TOTAL | COST BEYOND PROGRAM PERIOD (88/89 \$) | |
|---|----------|-------------------------------|---|----------------|----------------|----------------|----------------|-------------------|---|---------------|
| | | | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | | | 87/88 |
| ROADS & STREETS- | | | | | | | | | | |
| PAVE MAIN STREET | HIGH | 191500 | 191500 | | | | | | 191500 | |
| UPGRADE LOWER MAIN ST. | HIGH | 754600 | 377300 | 407484 | | | | | 784784 | |
| UPGRADE GLACIER VIEW SUB ROADS | MEDIUM | 646800 | | 698544 | | | | | 698544 | |
| UPGRADE DANVIEW AVE. | MEDIUM | 377200 | | | 439966 | | | | 439966 | |
| UPGRADE SOUNDVIEW AVE. | MEDIUM | 246400 | | | 287401 | | | | 287401 | |
| UPGRADE FAIRVIEW AVE. | MEDIUM | 2318600 | | | 2920768 | | | | 2920768 | |
| UPGRADE BAYVIEW AVE. | MEDIUM | 392700 | | | | 534264 | | | 534264 | |
| EXTEND FAIRVIEW TO HEATH ST. | LOW | 766000 | | | | | 528987 | 528987 | 644239 | |
| CBD PARKING LOTS AND SIDEWALKS | LOW | 498600 | | | | | 586086 | 586086 | 158243 | |
| UPGRADE CITYVIEW AVE. | LOW | 69300 | | | | | | | 0 | 109970 |
| UPGRADE ROADS IN COOPER SUB. | LOW | 577500 | | | | | | | 0 | 916420 |
| PUT IN STREET SIGNS | LOW | 15000 | | | | | | | 0 | 23803 |
| SUBTOTALS | | 6192400 | 568800 | 1106028 | 727367 | 2920768 | 534264 | 1115073 | 6972300 | 802482 |
| OTHER PUBLIC WORKS- | | | | | | | | | | |
| CONST. BARTLETT ST. SIDEWALKS | HIGH | 23900 | 23900 | | | | | | 23900 | |
| LAND FOR DISPOSAL OF SLUDGE | HIGH | 100000 | | 108000 | | | | | 108000 | |
| SAND STORAGE FACILITY | MEDIUM | 15000 | | | 17496 | | | | 17496 | |
| EXPANSION SHOP PHASE I | MEDIUM | 60000 | | | | 75583 | | | 75583 | |
| LAND ACQUIS (EQUIP & STORAGE) | LOW | 60000 | | | | | 81629 | | 81629 | |
| COLD AND HOT PATCH STORAGE | LOW | 2000 | | | | | 2721 | | 2721 | |
| RECORDS STORAGE CENTER | LOW | 3000 | | | | | | 4408 | 4408 | |
| EXPANSION SHOP PHASE II | LOW | 50000 | | | | | | | 0 | 79344 |
| FENCING PUBLIC WKS. FAC. | LOW | 5000 | | | | | | | 0 | 7934 |
| SUBTOTALS | | 263900 | 23900 | 108000 | 17496 | 75583 | 84350 | 4408 | 313737 | 0 |
| TOTALS PUBLIC WORKS | | 59464450 | 592700 | 4334256 | 3721574 | 5798958 | 5962751 | 7202499 | 27612739 | |
| SOCIAL AND HEALTH SERVICES: | | | | | | | | | | |
| CONSTRUCTION NEW HIGH SCHOOL | HIGH | 0 | | | | | | | 0 | |
| TOTALS SOCIAL & HEALTH SRVCS | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| GENERAL GOVERNMENT: | | | | | | | | | | |
| FINANCE- | | | | | | | | | | |
| FINANCIAL MGMT REPORTNG SYSTEM | HIGH | 30000 | | 32400 | | | | | 32400 | |
| TOTALS FINANCE | | 30000 | 0 | 32400 | 0 | 0 | 0 | 0 | 32400 | 0 |

TABLE 13-2 (CONTINUED)

| PROJECT DESCRIPTION | PRIORITY | ESTIMATED DEC '82 COSTS | PROJECTED CONSTRUCTION COST BY YEAR SCHEDULED | | | | | | SIX YEAR TOTAL | COST BEYOND PROGRAM PERIOD (88/89 \$) |
|----------------------------------|----------|-------------------------------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|---|
| | | | 82/83 | 83/84 | 84/85 | 85/86 | 86/87 | 87/88 | | |
| ARTS & CULTURE- | | | | | | | | | | |
| LIBRARY PARKING LOT | HIGH | 40000 | | 43200 | | | | | 43200 | |
| LIBRARY EXPANSION | HIGH | 715000 | | | | | | 1050570 | 1050570 | |
| CULTURAL COMMUNITY CENTER | LOW | 6000000 | | | | | | | 0 | 9521246 |
| SUBTOTALS | | 6755000 | 0 | 43200 | 0 | 0 | 0 | 1050570 | 1093770 | 9521246 |
| OTHER GENERAL GOVERNMENT- | | | | | | | | | | |
| CITY HALL | MEDIUM | 3893000 | | | | | | 4576075 | 4576075 | 1235540 |
| SUBTOTALS | | 3893000 | 0 | 0 | 0 | 0 | 0 | 4576075 | 4576075 | 1235540 |
| TOTALS GENERAL GOVERNMENT | | 10678000 | 0 | 75600 | 0 | 0 | 0 | 5626645 | 5702245 | 10756786 |
| EQUIPMENT: | | | | | | | | | | |
| FOUR WHEEL DRIVE VEHICLE (PS) | HIGH | 6000 | 6000 | | | | | | 6000 | |
| CASH REGISTERS (F) | HIGH | 16000 | 16000 | | | | | | 16000 | |
| 1500 GPM 4WD PUMPER (FD) | HIGH | 160000 | | 172800 | | | | | 172800 | |
| AMBULANCE (FD) | HIGH | 60000 | | | 69984 | | | | 69984 | |
| TANKER 3 CHASSIS (FD) | HIGH | 70000 | | | | | | 95234 | 95234 | |
| STEAMER TRUCK (PW) | MEDIUM | 35000 | | 37800 | | | | | 37800 | |
| COMPRESSOR/JACKHAMMER (PW) | MEDIUM | 1500 | 1500 | | | | | | 1500 | |
| NEW OFFICE FURNITURE (PW) | MEDIUM | 20000 | 20000 | | | | | | 20000 | |
| UPGRADE SYSTEM 34 (F) | MEDIUM | 10000 | 10000 | | | | | | 10000 | |
| UTILITY INQUIRY TERMINAL (F) | MEDIUM | 2135 | | | 2490 | | | | 2490 | |
| OFFICE EQUIPMENT (PW) | MEDIUM | 3000 | | | 3499 | | | | 3499 | |
| VHF RADIOS (PW) | MEDIUM | 10000 | | | 11664 | | | | 11664 | |
| REFURNISH FINANCE DEPT. (F) | MEDIUM | 10000 | | | 11664 | | | | 11664 | |
| PRINTER-HARBOR (F) | MEDIUM | 2500 | | | | 3149 | | | 3149 | |
| BULLDOZER W/EXCAVATOR (PW) | MEDIUM | 75000 | | | | 94478 | | | 94478 | |
| TWO ECON. PICK-UPS (PW) | MEDIUM | 28000 | | | | 35272 | | | 35272 | |
| RECORDS COMPUTER (PS) | MEDIUM | 12000 | | | | | | 17632 | 17632 | |
| SERVICE TRUCK FOR FIELD (PW) | MEDIUM | 80000 | | | | | | 117546 | 117546 | |
| HEAVY RESCUE TRUCK (FD) | MEDIUM | 60000 | | | | | | | 0 | 95212 |
| UTILITY TRUCK (FD) | MEDIUM | 18000 | | | | | | | 0 | 28564 |
| TELEPHONE INTERCOM SYSTEM (PW) | LOW | 5000 | | | | | | 7347 | 7347 | |
| VEHICLE (PW) | LOW | 10000 | | | | | | 13605 | 13605 | |
| DITCHING MACHINE (PW) | LOW | 8000 | | | | | | 11755 | 11755 | |
| COMPUTER SYSTEM (PW) | LOW | 10000 | | | | | | 14693 | 14693 | |
| MICROGRAPHICS EQUIPMENT (PW) | ? | 15000 | | | | | | | 0 | 23803 |
| SUBTOTALS | | 727135 | 53500 | 210600 | 99301 | 132900 | 108839 | 168973 | 774113 | 147579 |
| GRAND TOTALS ALL PROJECTS | | 174798526 | 9744280 | 15059498 | 15218372 | 12494844 | 16998286 | 12998117 | 74513397 | 95581566 |

*NOTE: PROVIDED BY OTHER AGENCIES.
ALL INITIAL CAPITAL COSTS INFLATED AT 8 PERCENT PER YEAR.

reflects current budget recommendations by the State Department of Transportation and Public Facilities. Actual construction will follow annual appropriations, with completion of the fish pier project first, followed by expansion of the small boat basin. Other projects will follow in the later years of the program.

The third major category of capital improvements in Table 13-2 is public safety projects, including those of the Homer Police Department and the Homer Volunteer Fire Department. Current costs for these projects total \$1.9 million, exclusive of equipment needs discussed below. Most projects are scheduled for the six-year period, the sole exception being the Homer Spit fire station.

The fourth category, public works, has the largest number of projects, subdivided into water and sewer, roads and streets, and other projects. Current costs for all public works projects total nearly \$60 million, although the bulk of the costs are concentrated in the water and sewer projects. About two thirds of the projects, including virtually all of the high and medium priority projects, are scheduled for the six-year period. The sole exception is the Fritz Creek water project, whose estimated current cost of \$25.4 million is beyond the City's projected financing ability (or more accurately, would preclude many other projects under projected financing conditions). Scheduled projects include approximately \$20.3 million of water and sewer projects, \$7.0 million of road projects and \$2.8 million of other projects.

The social and health services category, fifth on the list in Table 13-2, includes only construction of a new high school in Homer. Although this is considered a high priority, education is the responsibility of the Kenai Peninsula Borough, and is currently fully financed and scheduled to be completed in the next several years.

General government projects include administrative, finance and arts and culture projects. Current costs for all of these projects total about \$10.7 million, the majority of which is encompassed in a cultural community center (\$6.0 million) and a new city hall (\$3.9 million). Other, smaller projects which are rated equally or higher are scheduled for the six-year period, while the community center and city hall building are not scheduled due to their lower priorities and high costs.

The final category is that of equipment for all City departments. These are listed separately from the larger construction projects, since they usually serve internal needs and have a much shorter service life. As such, they are listed and evaluated on their own, separate from the much larger, user-oriented, construction projects reviewed above. Current costs for equipment needs total about \$727,000; about half of this amount is for fire department equipment. Nearly all of the equipment is scheduled for purchase during the next six years.

In total, about \$75 million is scheduled to be spent during the next six years, with about \$96 million (in 1987-1988 prices) remaining to be spent at the end of the period. While this is a tentative schedule, it should be updated periodically and used for preparing a separate capital improvements budget in conjunction with an operating budget each year. In this way, progress on the program can be tracked and the schedule can be adjusted if needed.

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Appendix A

PUBLIC OPINION SURVEY RESULTS

During the month of May 1982, an intensive public opinion survey was conducted of Homer residents, including persons living outside of the Homer city limits. The survey addressed many of the issues identified by the Steering Committee, the City Council and Planning and Zoning Commission, and by residents contacted informally and at public workshops. A total of 439 surveys were completed during the three-week survey period. For comparison purposes, the surveys were completed in two separate groups. The first group consisted only of city resident households, selected at random, and contacted personally by city representatives. A total of 263 households were selected using the Homer Electric Association's customer files, and a total of 179 completed surveys were obtained from this group. This represents approximately 16.5 percent of the households in the city. The remaining 84 households either were not home during the several times representatives attempted to contact them, or did not complete the survey after being recontacted several times. Most of the surveying was conducted during the five-day period from Thursday, May 13 to Monday, May 17, 1982.

On Thursday, May 20, 1982, the same survey document was included as an insert to a regular edition of the Homer News. The newspaper has a circulation of approximately 2,600 per issue and is widely read throughout the south Kenai Peninsula. Residents and non-residents alike were encouraged to respond. Since the sample was not statistically controlled, there was no way of assuring that individuals did not complete more than one survey, or that special interest groups respond more than other members of the general public. However, the survey was intended to provide a means to involve members of the public who may not otherwise have taken the opportunity to participate in the plan, so considerations of maximizing involvement were considered more important than attempting to duplicate a statistically unbiased sample. A total of 254 surveys were returned, 134 of which were from city residents and 120 from non-residents.

The random sample provided an unbiased benchmark against which to judge the results of the volunteer, newspaper survey. In this way the survey results provide decision-makers with a fair, unbiased indication of how city residents feel. The volunteer survey provided a conduit for all residents and non-residents to express their opinions and ideas.

The attached tables summarize the results of the survey for the random sample of city residents, the volunteer sample of city residents, all city residents combined and the volunteer sample of non-residents. These results are discussed in the following sections, with emphasis placed on the random sample results.

RANDOM SAMPLING THEORY

A brief note is in order at this point to explain what statistical theories have to say about the accuracy and validity of the survey results. The first point concerns the fairness of the survey questions. To accurately sample opinion, the questions must be as neutral as possible with respect to the views expressed. A question which begins with "would you agree that . . ." tends to lead the respondent towards one position, leads to biased results. A better way to begin the question is to say, "which of the following statements do you agree with" While it is virtually impossible to eliminate all potential bias in the survey, it was thoroughly reviewed, tested, critiqued and revised prior to being used, and at least the most obvious problems with biased and confusing questions were corrected.

The other point concerns sampling. If all residents were to fill out one and only one survey competely, and the survey questions are clearly and fairly stated, then of course the results are a fair indication of what Homer's residents feel. The problem, however, is that travel, limited time, apathy and a host of other reasons typically limit the number of persons who would respond to the survey to a small fraction of Homer's residents. For example, typically a mail-out or newspaper survey will be returned by 5 to 15 percent of all households, depending on the quality and general interest in the content of the survey. However, it is difficult to say whether a mail-out or newspaper survey fairly reflects all of the community, since special interest groups tend to be more likely to respond than persons without any special stake in the survey results.

If a survey is to treat all groups equally, then each resident must have an equal chance of being included. Door-to-door or telephone surveys of randomly selected households are among the best means of accomplishing this. In a community the size of Homer, sampling all or nearly all households is prohibitively expensive, so a small fraction is usually chosen for intensive, careful sampling. Statistical theory is utilized to determine how accurate the results are (again assuming that there was no significant bias in the survey).

For the random surveys the sample size of 179 implies that we can be 95 percent confident that any given figure is within 7 percent of the "true" figure (i.e., the number that would be obtained if all residents had been surveyed). For example, if 56 percent of the random sample respondents checked "attracting year-round jobs" as one of the three most important ways of improving the quality of life in Homer (Question #1), statistical theory says that we can be 95 percent confident that the true figure is between 52 and 60 percent. Unless all adult residents are surveyed, we can never be completely sure of any of the figures obtained in the random sample. However, statistical theory does provide a basis on which to gauge how accurate each of the figures are without the much greater cost of surveying all residents.

The random sample was limited to adults within the household, and limited to one survey per household. There was no such restriction for the newspaper survey. Thus, the two different methods of sampling could provide very different groups of respondents, and statistical theories cannot be applied due to the possibility of bias; special interest groups may be over- or under-represented in the totals, so the figures must be carefully interpreted. As will be seen, however, the results do not really differ greatly between the groups.

SURVEY RESULTS

The attached tables summarize the survey results for four separate combinations of respondents. The left hand column repeats the question as it actually appeared in the survey. Moving to the right, the second column reports figures for the random survey of city residents, followed by the volunteer survey of city residents, all city residents (random and volunteer samples combined), and finally the volunteer survey of non-residents.

For each question, the results show the percentage of the total group with a particular answer, excluding those who did not answer the question or who skipped the question because of a previous response. The total sample size ("n") is shown at the top of the column, and can be used to estimate the actual number of responses for any category. The actual numbers of respondents not answering or skipping the question are also shown, in parentheses.

In the discussion which follows, percentages are shown only for the random survey of city residents, since these are the most reliable indicators of Homer public opinion. Results are also discussed for the volunteer groups, but no figures are shown in the text.

Ways of Improving Homer

The first question dealt with general areas of improvements which would most greatly increase the quality of life within the City. Among all groups, attracting year-round jobs (56%) and orderly development of growth in commercial and residential areas (54%) rated among the two or three highest. City beautification (36%), utility services (29%) and recreation development (28%) were the next three. On the other side, keeping the population small to retain the small-town atmosphere was among the least frequently chosen (21%).

The volunteer respondents showed a distinctly different orientation. Attraction of year-round jobs fell to third place for the city resident volunteer sample, and to fourth place for the non-resident volunteers. Orderly development, city beautification, parks and recreation development and protection of the environment were chosen more frequently.

It is interesting to contrast this result with the 1977 Anchorage Urban Observatory survey which found that half of Homer's residents wanted

Homer to stay the same size or be smaller than the 1977 estimated population of 1,500. Apparently Homer's rapid growth of the past decade has persuaded many residents that growth does not necessarily harm Homer's small-town atmosphere, while new residents who have moved in since the last survey was taken may not have missed the smaller town features, and their opinions may have served to dilute those of older residents. In any event, this question is significant in that keeping Homer's population small no longer seems to be as high a priority, while secure economic development with orderly control are much higher priorities.

Central Business District

The second through fifth questions deal with the subject of the Central Business District, attempting to find out how important it is and what should be done with it. Question #2 dealt with the importance of establishing a strong Central Business District. Opinion was about evenly divided between very important (32%), somewhat important (40%), and not important (32%). From another point of view, a majority of respondents (72%) indicated it was either somewhat or very important to them, demonstrating a fairly high level of support for a strong central business district. Overall results were similar for the volunteer groups, but with somewhat less importance attached to the CBD by non-resident volunteers.

Question #3 asked persons who indicated establishment of a strong CBD was either somewhat or very important to them to say whether they favored or opposed certain types of actions that could be taken to strengthen Homer's CBD. Of the four categories, providing improvements such as public parking, sidewalks and lighting, partly at public expense, was overwhelmingly favored (92%). Concentrating future commercial development in the CBD was also heavily favored (84%). More restrictive zoning standards outside of the CBD were favored by a small majority (54%) over those opposed (20%) and undecided (26%). Limiting vehicle access to the Homer Bypass was opposed (52%), but a large fraction were uncertain (28%). Other suggestions included keeping a greenbelt in the CBD, relocating industrial activities to other areas, and making use of Homer's unique features (history, seafood, scenery, artisans, etc.). Results from the two volunteer groups were approximately the same.

Question #4 asked about other actions to improve the appearance and traffic flow in the Central Business District. Strong support was indicated for constructing sidewalks and pathways (89%), increasing off-street parking (79%), and instituting a beautification program (68%). Opinion was more evenly divided on, but still favored (52%) widening the roadway to provide a turn lane. Residents opposed providing central parking areas (41% favoring) and unifying appearance of commercial buildings through common design programs (37% favoring). Opinion was similar among the volunteer groups, although generally less favorable towards the possible actions among the non-residents. Other suggestions included shuttle buses, parking regulation enforcement, upgrading secondary street approaches to Pioneer Avenue, and greater provisions for pedestrian access, comfort and safety.

Question #5 asked for preferences as to where commercial growth should occur in the future. Strongest support was voiced for having future commercial growth occur in the existing Central Business District (50% listed it as first or second choice), and eventually expanding towards the Homer Bypass area (47% listed the area between Pioneer and the Bypass a first or second choice). After development of Pioneer Avenue and the area between Pioneer and the Bypass, Ocean Drive was the third choice (37% listing it either first or second), followed by the Bypass (29% choosing it first or second). The Homer Spit and the airport area were chosen much less frequently (6% and 9% choosing first or second, respectively). The volunteer surveys had similar results, but with an even stronger emphasis on development of Pioneer Avenue and the area between Pioneer and the Bypass.

Land Development

The next several questions addressed the question of how far the City should go in regulating land development and related activities. The sixth question attempted to find out whether respondents wished to see the city use its regulatory powers to restrict or ban land development in hazardous areas. For the random survey, the answers were almost evenly divided between yes (42%) and no (38%), with nearly one out of five respondents (19%) uncertain. There was stronger support for city regulation among the volunteer groups, particularly among the non-residents.

The seventh question dealt with whether property owners should be compensated for regulatory actions which reduce a property owner's ability to develop his property. A larger percentage (38%) favored compensation over no compensation (27%), but over a quarter of the respondents (27%) were undecided, so none of the choices received a plurality. No monetary compensation was favored by a larger percentage among the volunteer respondents, with a smaller fraction undecided. Again, none of the choices was clearly favored (by more than half of all respondents). Opinion will probably vary by the situation, tending to favor the owner more as the owner's ability to develop is restricted.

This pattern is also continued in the eighth question relating to whether or not the city should enforce building, fire, plumbing and electrical codes in buildings, although fewer persons were uncertain (10%) and the "yes" answer received a slim majority (51% in favor versus 39% opposed). The results were the same, with a smaller difference between those favoring and those opposed.

It appears, then, that in all three of these questions, opinion was closely divided between those who favor expanded use of regulatory powers to promote the public health and welfare, and those who favor leaving individuals alone, with a large number of persons uncertain.

Overall Levels of Taxation and Public Services

The ninth question related to the level of taxation of property. For all three groups, a large percentage (41%) checked one of the two answers involving increased levels of taxation to either maintain, or improve and expand services now offered by the city. Another large fraction (44%) wished to hold the line on taxes by cutting back on less important services if necessary, while only a small percentage (5%) chose the option of decreasing taxes by major cuts in services if necessary. Another 10 percent checked the "other" category, with suggestions ranging from ways to cut costs or increase revenues, and a number of suggestions relating to a need to carefully scrutinize Homer's local government revenues and spending patterns. The figures were quite similar for the two volunteer groups. The most surprising aspect of the answers to this question was that such a large percentage of the respondents chose one of the two options involving increasing taxes to either maintain or expand services. Apparently, large numbers of residents moved to Homer because of a desire for a high quality of life, and are willing to increase their tax burden if necessary to obtain high quality public services.

Homer Spit

The next three questions related to land uses on the Homer Spit, and attempted to find out what priorities should be attached to each of these uses. Question #10 related to the end of the Spit, and in almost all cases respondents had fairly strong opinions. Highest priority for the end of the Spit was assigned to, in decreasing order, marine industrial (80%), parking for commercial fishermen (77%), open space recreation and public access (76%), staging areas for commercial traffic (66%), day park (55%), parking for tourists (51%), overnight camping (48%) and parking for retail businesses (47%). Uses which were primarily rated low priority included motels and hotels (48%), retail commercial (45%), charter and government offices (46%), staging areas for natural resource development (25%), fishing gear storage (28%), and Kachemak Bay State Park headquarters (22%). Uses which should be excluded altogether are non-marine industrial (75%) and motorcycle raceways (82%). Patterns were the same for the volunteer respondents, with slightly greater priority assigned to recreational uses of the Spit and less priority to commercial uses. Overall, it appeared that residents and non-residents alike appears to prefer that land uses on the end of the Spit be restricted to those which depend on that location. Uses which could be located elsewhere generally received lower priority.

Question #11 related to land use priorities for the east side of the Spit. In general, the results reflect approximately the same rankings as for the end of the Spit, but the differences were much less pronounced. Highest priorities were assigned to marine industrial (68%), open space recreation (55%), day park (52%), parking for commercial fishing (51%), parking for tourists (49%) and staging areas for commercial traffic (48%). Lower priority was assigned to most other activities, including retail commercial (30%), offices (34%), overnight

camping (29%), fishing gear storage (31%), parking for retail businesses (38%), and Kachemak Bay State Park headquarters (27%). Uses which would be excluded are motels and hotels (46%), non-marine industrial (68%), staging areas for natural resource development (40%), and motorcycle raceways (65%).

On the west side of the Spit, respondents gave much higher priority to recreational and open space uses, and less priority to commercial and industrial uses. Uses rated as high priority included overnight camping (70%), day park (64%), open space recreation (64%) and parking for tourists (53%). Uses for which opinion generally held should be excluded were: motorcycle raceways (86%), non-marine industrial (77%), staging areas for natural resource development (74%), fishing gear storage (69%), motels and hotels (59%) and marine industrial (54%). As with the other Spit land use questions, the volunteer groups followed the same pattern, with even more pronounced support for open space and recreation, and less support for commercial and industrial uses. Generally, the answers to this question appear to support the City's stand of restricting development on the west side of the Spit and attempting to place the west side into some sort of open-space recreational status.

Questions #13 and #14 related to traffic congestion on the Spit. Most respondents (79%) felt that traffic congestion on the Spit is a problem in the summertime. The volunteer groups felt similarly, although by not as large a fraction.

For those who felt congestion to be a problem, the most favored solutions were to provide more campground facilities off of the Spit (88%), expansion of existing parking areas (81%), enforcement of existing traffic and parking regulations (75%), seasonal traffic and parking controls (64%) and providing more informational signs (56%). Respondents opposed expanding the road to four lanes (55%), restriction of vehicle access (76%) and restriction of vehicle access while providing shuttle bus service (61%). Results from the two volunteer groups followed the same trends. Comments received indicated some respondents favored providing shuttle bus service alone.

Question #15 asked whether the City should provide all or partial funding for fifteen of the most controversial existing or proposed services. A majority of the respondents opposed the City providing funding for low-cost housing (62%) and seasonal housing for cannery workers (59%). Sizable opposition was also shown to the City providing all funding for the cultural center (28%), civic center (28%), and women's resource center (40%). Strong support was indicated for providing all funds necessary for fire protection (45%), a visitor information center (46%), public restrooms and showers on the Spit (39%), and drainage utilities (37%). For other services, respondents chose options involving the City providing some funds with the remaining costs paid for by different types of funding sources. For example, over 40% chose a combination of City funds and user fees for public campgrounds, and nearly a third (32%) supported the City providing funds plus some user fees to support public restrooms and showers on

the Spit. State and Borough contributions were heavily favored (48%) for funding the senior citizen's center, and service districts were frequently proposed to provide funds for fire protection (14%) and emergency medical (12%). Little support was indicated for increased sales tax to fund any of the services, while a combination of sources was often suggested for park and recreation facilities and programs (17%) and the museum (14%).

Questions #16 and #17 addressed Homer's residential or secondary streets and roads. Since many of the secondary streets do not meet the City's standards for grade, width, paving, and drainage, Question #16 asked whether the substandard streets should be brought up to City standards in the near future. Most respondents (90%) indicated that the streets should be brought up to standards. The preferences were the same, but not quite as strong, for the volunteer respondents, particularly the non-residents.

Question #17 asked how road improvements should be financed if State and federal funds are not available. Most respondents (73%) thought that the improvements should proceed, with opinion about evenly divided between City taxpayers paying alone (30%) and City taxpayers and benefiting property owners sharing in the cost (33%). A much smaller percentage (10%) thought that the benefiting property owners should pay for the improvements alone. The same patterns held for the volunteer groups. The answers to these two questions seem to indicate that most City residents want their streets improved, would like to see the City pick up all or part of the cost, and would encourage some effort to spread some of the cost between benefiting property owners.

Questions #18 through #24 dealt with the adequacy of water and wastewater disposal service to households. The majority of City households (83%) have City water service, while most non-residents (55%) are on private wells. Most respondents (81%) rated water quality as satisfactory, with 15% of City residents rating their service unsatisfactory. These patterns were also true for the volunteer groups. Service was rated satisfactory most frequently in the central inside neighborhood, with the least frequent satisfactory ratings given for the area in the Central Business District, as can be seen on the summary table attached, labeled Page 31.

In terms of quantity, an even larger percentage (89%) rated their service as satisfactory. Only a small number (8%) rated their water quantity as unsatisfactory, with the west and east neighborhoods averaging the highest percentage rating services unsatisfactory, about 10%. Page 33 (attached) summarizes ratings by neighborhood for this question.

Question #21 asked about sewage disposal, with about two-thirds of the residents (67%) indicating that they have City sewer service. About 24% have septic tanks, and 5% use outhouses. The percentages using septic tanks and outhouses rises quite a bit, 54% and 41%, for non-residents.

Question #22 asked if the resident had a septic tank, if the resident was experiencing recurring problems with it. Most (66%) said that they were not having problems, the remainder having some problems or severe problems. About one in ten (9%) indicated that the problems were severe. The percentage indicating problems was less (13%) for non-residents. All of the persons indicating that they had severe problems with septic tanks were in the east inside city neighborhoods. High water table was the major source of the problem for the west and east sides, constituting nearly one-half of the problems reported. Lack of capacity and poor installation were the major problems in the Homer Spit and Central Business District neighborhoods. However, very few respondents answered this question, so it is difficult to assign much weight to these answers.

Question #24 asked how water and sewer extensions should be paid for if State and federal funds are not available. A large percentage of the respondents (65%) indicated that benefiting property owners should pay part or all of the cost, while a small percentage (16%) indicated that the City should pay for it alone. A minority (12%) indicated that no action should be taken until State or federal funds are available. Hence, there is a strong interest in having the cost spread between benefiting property owners, with only some of the cost paid for by the City. The patterns for all these water and sewer questions were the same for the volunteer groups.

Question #25 simply asked respondents to indicate where they lived. About a third (28%) of the random survey respondents lived on the east side of town, another third (29%) lived in the central area, about one-fifth (18%) lived on the west side of town and another fifth (20%) lived in the Central Business District. A very small percentage (4%) lived on the Homer Spit. The City resident volunteers followed the same pattern.

Question #26 asked whether there were certain problems with residents' neighborhoods. Most (82%) indicated there were either limited or severe problems with streets needing repair. Unsafe conditions for pedestrians were also considered a problem (57%) with about half of those (28%) considering the problems severe. Limited problems were also indicated for drainage (39%), trash and litter (38%) and noise (26%).

Question #27 asked the respondents how long they had lived in Homer or the Homer area. Half of the respondents (50%) had lived in Homer for five years or less. The percentage was similar for the volunteer group. This is almost an identical percentage to those who answered the 1977 Anchorage Urban Observatory survey. This is not surprising, since Homer's current population growth rate of about ten percent results in the population doubling approximately every seven years. With the tremendous influx of new residents, half of the residents at any given time have lived in the City for less than five years.

Question #28 asked what kind of housing unit the respondent lived in. Most (56%) lived in single family units, while 16% lived in apartments,

20% in mobile homes, 4% in duplexes, and 3% in other types of units. The percentages of single family housing increased quite a bit for the volunteer groups, especially outside of the City limits. These figures are fairly consistent with census results.

Question #29 asked about household size. Nearly half of the respondents (49%) lived in one- or two-person households; median household size was 2.58 persons. The City resident volunteer group closely followed this pattern, while the non-resident volunteers lived in much smaller households, on the average.

Question #30 asked whether the respondent owned or rented his house. About three-quarters (73%) owned their house, with the remaining quarter renting or having some other arrangement. This is consistent also with census figures, and the volunteer groups followed the same pattern.

Question #31 asked about the occupation of the primary wage earner of the household, and if there are other wage earners in the household, what their occupations are also. One out of three respondents (30%) had a primary occupation which involved either professional or managerial ownership positions. Only 10% of the random survey respondents had a primary wage earner who either worked on a fishing boat or in a cannery. When the 10% of the respondents whose primary occupation was technical was added into the professional and managerial, nearly four out of ten respondents had a primary wage earner with a professional, managerial or technical occupation, or about two and a half times the frequency of fishing industry employment. The percentage of fishing occupations rose when secondary wage-earners' occupations were considered. The percentage who were retired was also high, at about twelve percent for the random survey of City residents. This increased slightly from the 11% in the 1977 survey, and is two percentage points higher than the 1977 Borough City average of 10% (Hitchins, 1977). Hence, this question seems to indicate that retirement and professional, managerial and technical occupations are growing in relative importance in Homer's economy, while fishing remains at about the same level. The non-resident volunteers had more emphasis on professional and crafts occupations, with fewer retired persons.

Question #32 asked the percent of the household's income earned by the primary wage earner. The average was 87 percent for the randomly selected residents, and slightly lower for the volunteer groups.

Question #33 asked what percent of the household's income was earned outside of the Homer area. Excluding those who didn't answer the question, 21% earned between three-fourths and all of their income outside of Homer. The percentages were nearly the same for the volunteer groups.

Question #34 asked the respondent to list locations and activities if more than 5 percent of the household's income was earned outside of the Homer area. The North Slope and southwest Alaska accounted for almost half (43%) of the locations. Kenai-Cook Inlet and Anchorage accounted

for another third. Among activities, fishing was most important (36%), followed by investments (17%), equipment and construction (14%) and oil-related (10%). The volunteer groups followed similar patterns.

Question #35 asked how much of the respondent's household purchases of different goods and services were made in Homer. Highest average proportions were in groceries (89%) and gasoline and car maintenance (89%), followed by medical services (79%), personal services (74%), entertainment (74%), and insurance and financial services (70%). Relatively low average proportions were recorded in small appliances (46%), furniture (44%), clothing (43%), and large appliances (41%). Similar patterns were reported by the volunteer groups.

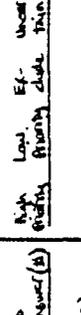
Question #36 asked about approximate total annual household income. Interpolating the median total annual household income for City resident households in the random survey was approximately \$27,600 per year. Median was only slightly larger for newspaper survey respondents, at \$27,900. This is somewhat less than medians for the Anchorage area.

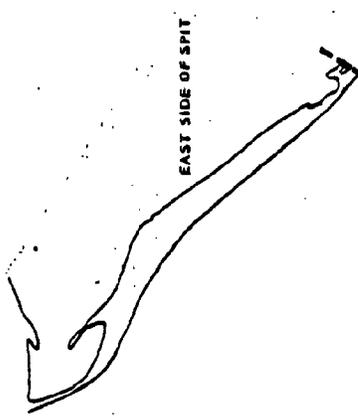
Question #37 asked for the respondent's age. Nearly half (45%) were 34 years old or less, underscoring the relative youth of Homer's adult population. The median age of respondents was 36.2 years. Similar patterns held for the volunteer respondents, except that the average was lower (33.4 years) for non-residents.

The final question, #38, asked the sex of the respondent. More males (54%) responded than females (46%). The percentages were quite similar for all three respondent groups, with between 53 and 55 percent males responding for all three groups. This is slightly more than recent census and survey data, averaging 51% males, but the difference is not great enough to be significant.

| | RANDOM SURVEY OF CITY RESIDENTS (N=174) | VOLUNTEER SURVEY OF CITY RESIDENTS (N=134) | ALL CITY RESIDENTS COMBINED (N=313) | VOLUNTEER SURVEY OF NON RESIDENTS (N=) |
|---|--|---|---|---|
| <p>1. Everyone has their own opinion on how Homer could be improved as a place in which to live. The following items have been suggested as ways of improving Homer. Please look at the list and select three that you feel would most improve the quality of life in the City.</p> <p>Attracting year round jobs Better retail shopping City beautification Parks and recreation development Protection of the environment Keep population small to retain small town atmosphere Alcohol and drug control Orderly development of growth in commercial and residential areas Improve utility services</p> | <p>52% ← 24 34 28 19 21 24 51 ← 29</p> | <p>41% ← 14 44 ← 37 28 20 24 55 ← 26</p> | <p>49% ← 20 33 38 23 21 26 54 ← 27</p> | <p>37% 13 34 45 ← 43 40 20 53 ← 15</p> |
| <p>2. Is the establishment of a strong central business district (defined as the area of Pioneer Avenue, Lake Street, and Main Street) important to you?</p> <p>Yes, very important to me. Yes, somewhat important to me No, not important to me Undecided. (No answer) (#)</p> | <p>22% ← 40 32 4 (2)</p> | <p>34% ← 39 27 2 (A)</p> | <p>33% ← 39 25 3 (6)</p> | <p>10% 31 37 2 (1)</p> |
| <p>3. If you answered "yes, it is important to me", how should this be achieved?</p> <p>Concentrating future commercial development in this area More restrictive zoning standards in commercial areas outside of the central business district Limiting vehicle access to the Homer by-pass through use of a frontage road. Providing improvements such as public parking, sidewalks and lighting, recognizing that the city would pay part of the cost. Other (please state) _____</p> | <p>Favor Oppose Undec. (No. F) (No. O) (No. U) → 81 (25) (41) → 54 20 24 (28) (46) 20 → 52 28 (28) (41) → 72 5 3 (14) (45) 89 11 0 (122) (46)</p> | <p>Favor Oppose Undec. (No. F) (No. O) (No. U) → 81 (25) (41) → 64 23 13 (11) (21) 23 → 56 21 (15) (20) → 82 7 11 (7) (21) 82 12 6 (84) (30)</p> | <p>Favor Oppose Undec. (No. F) (No. O) (No. U) → 81 (25) (41) → 49 29 22 (15) 18 → 45 37 (12) → 78 16 7 (11) 92 8 0 (204) (81)</p> | <p>Favor Oppose Undec. (No. F) (No. O) (No. U) → 81 (25) (41) → 49 29 22 (15) 18 → 45 37 (12) → 78 16 7 (11) 92 8 0 (204) (81)</p> |

| | RANDOM SURVEY OF CITY RESIDENTS (N=174) | VOLUNTEER SURVEY OF CITY RESIDENTS (N=134) | ALL CITY RESIDENTS COMBINED (N=313) | VOLUNTEER SURVEY OF NON RESIDENTS (N=126) |
|---|---|--|--|--|
| <p>4. What should be done to the metal/commercial areas along Pioneer Avenue and Lake Street to improve its appearance (traffic flow)?</p> <p>Widen roadway to provide a turn lane.</p> <p>Increase amount of off street parking</p> <p>Provide central parking areas.</p> <p>Institute a beautification program to provide street trees, benches, and other pedestrian amenities</p> <p>Construct sidewalks and pathways</p> <p>Unify the appearance of commercial buildings through such programs as a building design review board, sign control ordinance, etc.</p> <p>Other (please state)</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>52% 30% 18% (30)</p> <p>71 13 8 (21)</p> <p>41 52 27 (34)</p> <p>68 14 18 (24)</p> <p>89 5 6 (21)</p> <p>81 45 18 (24)</p> <p>98 12 0 (103)</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>48% 29% 24% (16)</p> <p>77 6 17 (20)</p> <p>43 29 29 (32)</p> <p>74 11 15 (18)</p> <p>89 6 6 (4)</p> <p>42 46 12 (16)</p> <p>95 -- 5 (114)</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>50% 29% 21% (4)</p> <p>78 10 12 (41)</p> <p>42 30 27 (58)</p> <p>71 13 16 (44)</p> <p>89 6 6 (30)</p> <p>40 45 15 (45)</p> <p>92 0 8 (277)</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>31% 45% 24% (14)</p> <p>55 21 24 (11)</p> <p>39 31 30 (12)</p> <p>75 15 10 (11)</p> <p>77 17 6 (4)</p> <p>43 42 15 (11)</p> <p>100 -- -- (104)</p> |
| <p>5. Generally, where would you like to see future commercial growth occur? Place a "1" in front of your first choice and "2" in front of your second choice.</p> <p>Pioneer Avenue</p> <p>Homer Spit</p> <p>By-Pass</p> <p>Around the airport (Kachamak Drive)</p> <p>Between Pioneer Avenue and the By-Pass</p> <p>Along Ocean Drive (Beluga Lake to Split)</p> <p>Other (please state)</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>14% 14% 41% (41)</p> <p>3 6 92</p> <p>9 8 83</p> <p>7 11 83</p> <p>17 22 59</p> <p>12 23 65</p> <p>7 2 90</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>14% 14% 41% (41)</p> <p>3 6 92</p> <p>9 8 83</p> <p>7 11 83</p> <p>17 22 59</p> <p>12 23 65</p> <p>7 2 90</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>14% 14% 41% (41)</p> <p>3 6 92</p> <p>9 8 83</p> <p>7 11 83</p> <p>17 22 59</p> <p>12 23 65</p> <p>7 2 90</p> | <p>Favor Oppose Undec. No Res. (#)</p> <p>14% 14% 41% (41)</p> <p>3 6 92</p> <p>9 8 83</p> <p>7 11 83</p> <p>17 22 59</p> <p>12 23 65</p> <p>7 2 90</p> |
| <p>6. Should the City use its regulatory powers to severely restrict or ban altogether land development in hazardous areas which would pose a direct, unacceptable threat to human life or health? (for example, banning residential development in the Split due to tidal wave potential)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>38% 19% (4)</p> <p>42 38 19 (4)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>41% 8% (2)</p> <p>53 41 8 (2)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>14% 14% (6)</p> <p>47 37 14 (6)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>56% 33% 11% (3)</p> <p>56 33 11 (3)</p> |
| <p>7. If action needs to be taken which results in severe restrictions on the property owner's ability to develop his/her property, what do you think the appropriate course of action should be?</p> <p>Monetary compensation for the reduction in value</p> <p>Monetary compensation is needed as long as the owner has some economic uses of the property</p> <p>Other</p> <p>Don't know</p> | <p>38% (No answer - 4)</p> <p>27</p> <p>7 21</p> | <p>35% (No answer - 5)</p> <p>45</p> <p>6 14</p> | <p>36% (No answer - 9)</p> <p>35</p> <p>7 22</p> | <p>32% (No answer -)</p> <p>38</p> <p>9 21</p> |
| <p>8. The City has adopted uniform state codes regulating building, fire, plumbing and electrical systems in all buildings but has failed on the state to enforce the codes. If the state is unable to provide this function, do you think the City should spend additional money to enforce the laws?</p> | <p>Yes No Uncert. No Res. (#)</p> <p>51% 34% 10% (1)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>42% 30% (2)</p> <p>42 30 (2)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>42% 42% 10% (3)</p> <p>42 42 10 (3)</p> | <p>Yes No Uncert. No Res. (#)</p> <p>43% 47% 10% (0)</p> <p>43 47 10 (0)</p> |

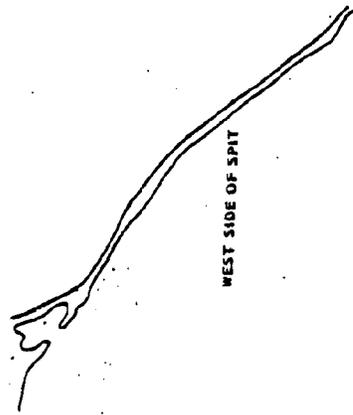
| 9. High inflation makes it very hard for local government to maintain or improve services to the people without raising property taxes. This problem leaves local government with some tough decisions. Does it increase taxes or cut back on services? What would be your opinion. Which of the following statements best describes what you think Homer city government should do? | RANDOM SURVEY OF CITY RESIDENTS (n=174) | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | ALL CITY RESIDENTS COMBINED (n=313) | VOLUNTEER SURVEY OF NON RESIDENTS (n=110) |
|--|--|---|---|---|
| <p>18%.</p> <p>23</p> <p>41</p> <p>5</p> <p>10</p> <p>4</p> | <p>191</p> <p>25</p> <p>35</p> <p>7</p> <p>12</p> <p>5</p> | <p>18%</p> <p>24</p> <p>40</p> <p>6</p> <p>11</p> <p>4</p> | <p>18%</p> <p>24</p> <p>40</p> <p>6</p> <p>11</p> <p>4</p> | <p>174</p> <p>20</p> <p>41</p> <p>10</p> <p>11</p> |
| <p>Increase taxes large enough to improve and expand programs or offer new services not provided by local government in the past.</p> <p>Increase taxes only enough to maintain the services we are now getting from Homer city government.</p> <p>Hold the line on taxes by cutting back on less important services, while keeping important services as they are.</p> <p>Decrease taxes by making large cuts in many of the services offered by Homer city government.</p> <p>Other (specify)</p> <p>116 Answers (18)</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> |
| <p>10. What priority should the following activities be given for use on the end of the Spit? For each activity check one priority level. (Refer to the map above.)</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> | <p>High Priority</p> <p>Low Priority</p> <p>Eq. - No. of responses</p> <p>Unsat. - No. of responses</p> |
| <p>Retail commercial (small businesses)</p> <p>Hotels/hotels</p> <p>Offices (charter, govt)</p> <p>Marine industrial (fish processing, boat repair, day park)</p> <p>Overnight camping</p> <p>Non-marine industrial (heavy equip. repair)</p> <p>Open space recreation and public access (public wharf)</p> <p>Stealing areas for commercial traffic (cargo vans, ferry traffic)</p> <p>Stealing areas for natural resource development (mining, timber or oil drilling equip.)</p> <p>Fishing gear storage</p> <p>Parking for tourists</p> <p>Parking for retail businesses</p> <p>Parking for commercial fishermen</p> <p>Kachemak Bay St. Park headquarters</p> <p>Motorcycle raceway</p> | <p>481</p> <p>23</p> <p>38</p> <p>85</p> <p>59</p> <p>43</p> <p>3</p> <p>84</p> <p>68</p> <p>22</p> <p>21</p> <p>55</p> <p>47</p> <p>70</p> <p>39</p> <p>2</p> | <p>418</p> <p>44</p> <p>45</p> <p>11</p> <p>23</p> <p>32</p> <p>20</p> <p>12</p> <p>18</p> <p>33</p> <p>36</p> <p>35</p> <p>43</p> <p>21</p> <p>27</p> <p>8</p> | <p>418</p> <p>44</p> <p>45</p> <p>11</p> <p>23</p> <p>32</p> <p>20</p> <p>12</p> <p>18</p> <p>33</p> <p>36</p> <p>35</p> <p>43</p> <p>21</p> <p>27</p> <p>8</p> | <p>418</p> <p>44</p> <p>45</p> <p>11</p> <p>23</p> <p>32</p> <p>20</p> <p>12</p> <p>18</p> <p>33</p> <p>36</p> <p>35</p> <p>43</p> <p>21</p> <p>27</p> <p>8</p> |
| <p>END OF SPIT</p>  | <p>481</p> <p>23</p> <p>38</p> <p>85</p> <p>59</p> <p>43</p> <p>3</p> <p>84</p> <p>68</p> <p>22</p> <p>21</p> <p>55</p> <p>47</p> <p>70</p> <p>39</p> <p>2</p> | <p>418</p> <p>44</p> <p>45</p> <p>11</p> <p>23</p> <p>32</p> <p>20</p> <p>12</p> <p>18</p> <p>33</p> <p>36</p> <p>35</p> <p>43</p> <p>21</p> <p>27</p> <p>8</p> | <p>418</p> <p>44</p> <p>45</p> <p>11</p> <p>23</p> <p>32</p> <p>20</p> <p>12</p> <p>18</p> <p>33</p> <p>36</p> <p>35</p> <p>43</p> <p>21</p> <p>27</p> <p>8</p> | <p>418</p> <p>44</p> <p>45</p> <p>11</p> <p>23</p> <p>32</p> <p>20</p> <p>12</p> <p>18</p> <p>33</p> <p>36</p> <p>35</p> <p>43</p> <p>21</p> <p>27</p> <p>8</p> |



11. What priority should the following activities be given for use on the east side of the Spit? For each activity check one priority level. (Refer to the map above.)

- Retail commercial (small businesses)
- Motel/hotels
- Office (charter, gov't)
- Marine industrial (fish processing, boat repair)
- Day park
- Overnight camping
- Non-marine industrial (heavy equip., repair)
- Open space recreation and public access (public wharf)
- Staging areas for commercial traffic (large vans, ferry traffic)
- Staging areas for natural resource development (mining, timber or oil drilling equip.)
- Fishing gear storage
- Parking for tourists
- Parking for retail businesses
- Parking for commercial fishermen
- Kachemak Bay St. Park headquarters
- Motorcycle racetrack

| RANDOM SURVEY OF CITY RESIDENTS (n=179) | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | ALL CITY RESIDENTS COMBINED (n=313) | VOLUNTEER SURVEY OF NON-RESIDENTS (n=11) |
|---|--|-------------------------------------|--|
| High Priority | Low Priority | Exclude User-Pair | No Answer (6) |
| 38/ | 30/ | 22/ | 9/ |
| 21 | 30 | 46 | 8 |
| 29 | 24 | 29 | 7 |
| 68 | 17 | 11 | 5 |
| 52 | 26 | 15 | 7 |
| 43 | 19 | 24 | 4 |
| 13 | 15 | 18 | 4 |
| 55 | 24 | 13 | 3 |
| 48 | 24 | 20 | 9 |
| 28 | 25 | 40 | 6 |
| 49 | 21 | 18 | 4 |
| 35 | 38 | 20 | 7 |
| 51 | 21 | 13 | 6 |
| 24 | 21 | 34 | 13 |
| 17 | 11 | 62 | 6 |
| 40/ | 31/ | 28/ | 7/ |
| 22 | 27 | 44 | 4 |
| 32 | 32 | 28 | 8 |
| 47 | 18 | 12 | 3 |
| 50 | 28 | 16 | 6 |
| 47 | 28 | 21 | 3 |
| 12 | 16 | 68 | 4 |
| 57 | 24 | 14 | 5 |
| 47 | 25 | 20 | 7 |
| 27 | 28 | 40 | 6 |
| 36 | 31 | 30 | 3 |
| 53 | 28 | 15 | 14 |
| 38 | 37 | 20 | 5 |
| 54 | 30 | 12 | 4 |
| 22 | 30 | 36 | 12 |
| 14 | 10 | 72 | 4 |
| 31/ | 38/ | 28/ | 3/ |
| 17 | 27 | 58 | 2 |
| 22 | 34 | 37 | 3 |
| 71 | 17 | 12 | 1 |
| 51 | 31 | 15 | 4 |
| 47 | 32 | 18 | 3 |
| 6 | 20 | 73 | 1 |
| 55 | 20 | 21 | 5 |
| 33 | 27 | 34 | 6 |
| 20 | 13 | 63 | 5 |
| 48 | 25 | 27 | 7 |
| 44 | 32 | 18 | 6 |
| 31 | 36 | 27 | 6 |
| 52 | 28 | 10 | 6 |
| 29 | 20 | 40 | 12 |
| 7 | 6 | 85 | 2 |



WEST SIDE OF SPIT

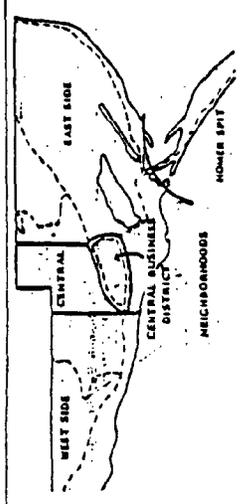
12. What priority should the following activities be given for use on the WEST SIDE of the Spit? For each activity check one priority level. (Refer to the map above.)

- Retail commercial (small businesses)
- Hotel/hotels
- Offices (charter, govt)
- Marine industrial (fish processing, boat repair)
- Day park
- Overnight camping
- Non-marine industrial (heavy equip., repair)
- Open space, recreation and public access (public wharf)
- Staging areas for commercial traffic (cargo vans, heavy traffic)
- Staging areas for natural resource development (rafting, timber or oil drilling equip.)
- Fishing gear storage
- Parking for tourists
- Parking for retail businesses
- Parking for commercial fishermen
- Kachemak Bay St. Park headquarters
- Motorcycle raceway

| | RANDOM SURVEY OF CITY RESIDENTS (n=171) | | | | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | | | | ALL CITY RESIDENTS COMBINED (n=313) | | | | VOLUNTEER SURVEY OF NON-RESIDENTS (n=126) | | | | |
|--|---|--------------|---------|--------|--|--------------|---------|--------|-------------------------------------|--------------|---------|--------|---|--------------|---------|--------|------|
| | High Priority | Low Priority | Exclude | Unsure | High Priority | Low Priority | Exclude | Unsure | High Priority | Low Priority | Exclude | Unsure | High Priority | Low Priority | Exclude | Unsure | |
| | 28% | 24% | 46% | 6% | 27% | 22% | 50% | 1% | 27% | 25% | 45% | 3% | 7% | 16% | 75% | - | (4) |
| | 14 | 21 | 59 | 6 | 17 | 21 | 61 | 1 | 15 | 21 | 60 | 4 | 10 | 28 | 62 | 1 | (11) |
| | 20 | 28 | 46 | 6 | 15 | 24 | 55 | 1 | 18 | 28 | 51 | 4 | 15 | 16 | 69 | - | (10) |
| | 22 | 20 | 54 | 5 | 15 | 19 | 65 | 2 | 18 | 20 | 58 | 4 | 15 | 16 | 69 | - | (10) |
| | 64 | 18 | 14 | 4 | 47 | 16 | 12 | 5 | 65 | 17 | 14 | 4 | 74 | 17 | 9 | - | (10) |
| | 70 | 16 | 13 | 2 | 47 | 16 | 14 | 3 | 68 | 16 | 14 | 2 | 41 | 21 | 17 | 1 | (10) |
| | 3 | 13 | 77 | 6 | 2 | 11 | 86 | 2 | 2 | 12 | 81 | 4 | 1 | 8 | 90 | 1 | (10) |
| | 14 | 16 | 17 | 4 | 71 | 11 | 13 | 5 | 67 | 14 | 15 | 4 | 76 | 9 | 16 | - | (10) |
| | 16 | 14 | 66 | 4 | 12 | 14 | 70 | 4 | 14 | 14 | 68 | 4 | 10 | 16 | 73 | 2 | (10) |
| | 9 | 13 | 74 | 4 | 6 | 17 | 74 | 3 | 8 | 15 | 74 | 4 | 5 | 7 | 87 | 2 | (9) |
| | 11 | 17 | 69 | 2 | 6 | 18 | 72 | 3 | 7 | 18 | 70 | 3 | 8 | 14 | 78 | - | (9) |
| | 53 | 26 | 18 | 4 | 58 | 20 | 19 | 3 | 55 | 23 | 19 | 3 | 45 | 30 | 25 | - | (9) |
| | 27 | 31 | 38 | 4 | 25 | 29 | 42 | 3 | 26 | 30 | 40 | 4 | 23 | 31 | 46 | - | (10) |
| | 33 | 25 | 37 | 6 | 26 | 35 | 38 | 1 | 30 | 29 | 38 | 3 | 22 | 31 | 45 | 3 | (9) |
| | 25 | 16 | 45 | 14 | 33 | 16 | 44 | 8 | 27 | 16 | 44 | 11 | 35 | 16 | 45 | 5 | (10) |
| | 2 | 6 | 84 | 6 | 5 | 4 | 90 | 2 | 3 | 5 | 88 | 4 | 2 | 4 | 95 | - | (9) |

| | RANDOM SURVEY OF CITY RESIDENTS (n=179) | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | ALL CITY RESIDENTS COMBINED (n=313) | VOLUNTEER SURVEY OF NON RESIDENTS (n=120) |
|---|---|--|---|--|
| <p>18. What is your primary source of water?</p> <p>City waterline to my house</p> <p>Well</p> <p>Rainwater collection</p> <p>Hand water</p> <p>Other</p> <p>No answer (#)</p> | <p>83%</p> <p>6%</p> <p>2%</p> <p>4%</p> <p>4%</p> <p>(2)</p> | <p>65%</p> <p>21%</p> <p>2%</p> <p>7%</p> <p>4%</p> <p>(1)</p> | <p>75%</p> <p>13%</p> <p>2%</p> <p>7%</p> <p>4%</p> <p>(3)</p> | <p>3%</p> <p>55%</p> <p>11%</p> <p>15%</p> <p>16%</p> <p>(3)</p> |
| <p>19. How would you rate the quality of your primary water source?</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>No opinion</p> <p>No answer (#)</p> | <p>81%</p> <p>15%</p> <p>4%</p> <p>(1)</p> | <p>80%</p> <p>14%</p> <p>6%</p> <p>(0)</p> | <p>81%</p> <p>14%</p> <p>5%</p> <p>(1)</p> | <p>81%</p> <p>13%</p> <p>-</p> <p>(2)</p> |
| <p>20. How would you rate the quantity of your primary water source?</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>No opinion</p> <p>No answer (#)</p> | <p>87%</p> <p>8%</p> <p>3%</p> <p>(2)</p> | <p>87%</p> <p>10%</p> <p>4%</p> <p>(0)</p> | <p>88%</p> <p>7%</p> <p>4%</p> <p>(2)</p> | <p>86%</p> <p>14%</p> <p>1%</p> <p>(2)</p> |
| <p>21. What type of sewage disposal do you have?</p> <p>City sewers</p> <p>Septic tanks</p> <p>Outhouse</p> <p>Other</p> <p>Don't know</p> <p>No answer (#)</p> | <p>47%</p> <p>24%</p> <p>5%</p> <p>1%</p> <p>2%</p> <p>(1)</p> | <p>54%</p> <p>32%</p> <p>6%</p> <p>5%</p> <p>2%</p> <p>(0)</p> | <p>42%</p> <p>23%</p> <p>5%</p> <p>3%</p> <p>2%</p> <p>(1)</p> | <p>2%</p> <p>54%</p> <p>41%</p> <p>2%</p> <p>2%</p> <p>(3)</p> |
| <p>22. If you have a septic tank, are you having recurring problems with it?</p> <p>Yes, severe problems</p> <p>Yes, some problems</p> <p>No</p> <p>Don't know</p> <p>No answer (#)</p> <p>Log/float Slip (#)</p> | <p>4%</p> <p>23%</p> <p>66%</p> <p>2%</p> <p>(1)</p> <p>(134)</p> | <p>2%</p> <p>23%</p> <p>75%</p> <p>2%</p> <p>(1)</p> <p>(88)</p> | <p>6%</p> <p>22%</p> <p>70%</p> <p>2%</p> <p>(3)</p> <p>(222)</p> | <p>8%</p> <p>5%</p> <p>85%</p> <p>3%</p> <p>(104)</p> <p>(5)</p> |

| | RANDOM SURVEY OF CITY RESIDENTS (N=174) | VOLUNTEER SURVEY OF CITY RESIDENTS (N=114) | ALL CITY RESIDENTS COMBINED (N=311) | VOLUNTEER SURVEY OF NON-RESIDENTS (N=120) |
|---|---|---|--|---|
| <p>23. If you answered yes [redacted] please identify primary problem.</p> <ul style="list-style-type: none"> ___ High water table ___ Settling of the system ___ System lacks adequate capacity ___ Poor installation ___ Lack of maintenance ___ Don't know ___ Other ___ Legitimate slip (#) ___ No answer (#) | <p>24% 18% 18% 6% - 35% 6% (10) (1)</p> | <p>40% 20% 10% 10% - 10% 20% (11) (5)</p> | <p>30% - 18% 15% - 30% 7% (28) (6)</p> | <p>22% 11% 33% 22% - 11% - (10) (5)</p> |
| <p>24. In past years, state and federal funds have been available for water and sewer extensions. In the future these funds may or may not be available. Assuming state and federal funds may not be available for water and sewer extensions, who then should pay for the cost?</p> <ul style="list-style-type: none"> ___ All City taxpayers ___ Benefiting property owners ___ City taxpayers and benefiting property owners should share the cost ___ None of the above. Wait for state and/or federal funds to become available even if it means a delay. ___ No opinion ___ No answer (#) | <p>14% 28% 37% 13% 8% (5)</p> | <p>19% 28% 39% 12% 2% (2)</p> | <p>17% 28% 38% 12% 6% (7)</p> | <p>12% 33% 41% 8% 7% (4)</p> |



25. Please find your neighborhood on the map above and check the correct location.
- Homer Spit
 - Central business district (bounded by high school, south of Pioneer Ave., west of Lake Street, north of By-Pass)
 - West side of town, inside of City limits (west of high school)
 - East side of town, inside City limits (east of Lake Street)
 - Outside of Homer city limits (greater Homer area, Anchor Point, Kachemak City, head of bay)
 - Outside of Homer (across the bay, Seldouls, Mallibul Cove, Port Graham, English Bay, etc.)
 - Central (inside-city limits) (north of Pioneer Ave., west of Lake Street)
 - No answer

26. Are any of the following conditions present in your neighborhood?
- Streets needing repair
 - Fire hazard
 - Trash and litter
 - Abandoned structures
 - Odor and air pollution
 - Drainage problems
 - Noise pollution
 - Unsafe conditions for pedestrian
 - Other (please list) _____

27. How long have you lived in Homer or the Homer area?
- 1 yr. or less
 - 1-5 yrs
 - 6-10 yrs.
 - 10 yrs. or more
 - No answer (0)

| RANDOM SURVEY OF CITY RESIDENTS (n=173) | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | ALL CITY RESIDENTS COMBINED | VOLUNTEER SURVEY OF NON-RESIDENTS (n=126) |
|---|--|-----------------------------|---|
| 4% | 4% | 4% | - |
| 20% | 17% | 17% | - |
| 18% | 25% | 20% | - |
| 28% | 28% | 28% | 18% |
| - | - | - | 2% |
| 29% | 28% | 28% | - |
| (3) | (0) | (3) | (0) |
| Severe Prob. 51% | Severe Prob. 51% | Severe Prob. 54% | Severe Prob. 37% |
| Limited Prob. 25% | Limited Prob. 31% | Limited Prob. 20% | Limited Prob. 38% |
| No Problem 18% | No Problem 18% | No Problem 18% | No Problem 25% |
| No Answer (10) | No Answer (18) | No Answer (41) | No Answer (9) |
| 4 | 5 | 5 | 9 |
| 21 | 19 | 20 | 30 |
| 38 | 37 | 36 | 21 |
| 51 | 40 | 46 | 15 |
| 58 | 71 | 70 | 7 |
| 88 | 89 | 89 | 1 |
| 89 | 89 | 89 | 5 |
| 39 | 31 | 36 | 26 |
| 65 | 54 | 60 | 56 |
| 43 | 34 | 39 | 82 |
| 24 | 14 | 29 | 16 |
| 74 | 86 | 76 | 30 |
| 13% | 31% | 12% | 8% |
| 37% | 34% | 35% | 38% |
| 24% | 30% | 26% | 28% |
| 27% | 25% | 24% | 26% |
| 50 | 5.8 YRS. | 5.4 YRS. | 5.7 YRS. |
| (0) | (0) | (0) | (0) |

| | RANDOM SURVEY OF CITY RESIDENTS (N=171) | VOLUNTEER SURVEY OF CITY RESIDENTS (N=114) | ALL CITY RESIDENTS COMBINED (N=313) | VOLUNTEER SURVEY OF NON-RESIDENTS (n=126) |
|--|---|---|---|---|
| <p>28. What type of housing unit do you live in?</p> <p>Single family _____</p> <p>Duplex _____</p> <p>Apartment/multiple-unit _____</p> <p>Mobile home _____</p> <p>Other (please specify) _____</p> <p>No. of units (n) _____</p> | <p>56%</p> <p>4%</p> <p>14%</p> <p>20%</p> <p>3%</p> <p>(2)</p> | <p>69%</p> <p>6%</p> <p>8%</p> <p>12%</p> <p>6%</p> <p>(3)</p> | <p>62%</p> <p>5%</p> <p>12%</p> <p>16%</p> <p>5%</p> <p>(5)</p> | <p>86%</p> <p>2%</p> <p>1%</p> <p>8%</p> <p>3%</p> <p>(1)</p> |
| <p>29. How many persons currently live in your house?</p> <p>One _____</p> <p>Two _____</p> <p>Three _____</p> <p>Four _____</p> <p>Five _____</p> <p>Six _____</p> <p>Seven or more _____</p> <p>Median (adjourn) _____</p> <p>No. of houses (n) _____</p> | <p>12%</p> <p>37%</p> <p>19%</p> <p>17%</p> <p>8%</p> <p>4%</p> <p>2</p> <p>2.58 persons (10)</p> | <p>11%</p> <p>37%</p> <p>21%</p> <p>21%</p> <p>5%</p> <p>3%</p> <p>2</p> <p>2.60 persons (4)</p> | <p>12%</p> <p>37%</p> <p>20%</p> <p>7%</p> <p>4%</p> <p>2</p> <p>2.54 persons (14)</p> | <p>17%</p> <p>40%</p> <p>18%</p> <p>15%</p> <p>6%</p> <p>1</p> <p>7</p> <p>1.82 (5)</p> |
| <p>30. Do you own or rent your house?</p> <p>Own _____</p> <p>Rent _____</p> <p>Other arrangement (house sit, staying with family or friends, etc.) _____</p> <p>Other (please specify) _____</p> <p>No. of houses (n) _____</p> | <p>73%</p> <p>26%</p> <p>1%</p> <p>1%</p> <p>(4)</p> | <p>77%</p> <p>19%</p> <p>1%</p> <p>3</p> <p>(2)</p> | <p>75%</p> <p>22%</p> <p>1%</p> <p>2%</p> <p>(6)</p> | <p>79%</p> <p>18%</p> <p>3</p> <p>1</p> <p>(1)</p> |
| <p>31. What is the occupation of the primary wage earner of your household? Please check first column. If there are other wage earners in your household, what is the occupation of the second wage earner? Please check the second column.</p> <p>Professional (doctor, teacher, etc.) _____</p> <p>Managers and owners (public/private business) _____</p> <p>Technical _____</p> <p>Clerical and sales _____</p> <p>Crafts (carpenter/shipwright) _____</p> <p>Crafts (artist, handicrafts) _____</p> <p>Equipment operator _____</p> <p>Laborer _____</p> <p>Service worker (cleaning, food service) _____</p> | <p>16%</p> <p>14%</p> <p>10%</p> <p>8%</p> <p>5%</p> <p>1%</p> <p>1%</p> <p>7%</p> <p>2%</p> | <p>23%</p> <p>22%</p> <p>7%</p> <p>2%</p> <p>7%</p> <p>1%</p> <p>4%</p> <p>1%</p> <p>1%</p> <p>3%</p> | <p>17%</p> <p>17%</p> <p>7%</p> <p>5%</p> <p>6%</p> <p>1%</p> <p>4%</p> <p>1%</p> <p>1%</p> | <p>21%</p> <p>6%</p> <p>7%</p> <p>15%</p> <p>10%</p> <p>8%</p> <p>4%</p> <p>6%</p> |

| 31. What is the occupation of the primary wage earner in your household? (continued from last page) | RANDOM SURVEY OF CITY RESIDENTS (n=174) | | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | | ALL CITY RESIDENTS COMBINED | | VOLUNTEER SURVEY OF NON RESIDENTS (n=120) | |
|---|---|-----------|--|-----------|-----------------------------|-----------|---|-----------|
| | PRIMARY | SECONDARY | PRIMARY | SECONDARY | PRIMARY | SECONDARY | PRIMARY | SECONDARY |
| Fishing boat learner, operator, crew | 11% | 4% | 17 | 14 | 14% | 11% | 11 | 11 |
| Cannery worker | 1 | 1 | 1 | 3 | 2 | 3 | 1 | 1 |
| Home teacher/ farmer | 3 | 0 | -- | -- | -- | -- | 4 | 4 |
| Homemaker | 2 | 1 | -- | 9 | 1 | 9 | 3 | 3 |
| Student | 0 | 2 | -- | -- | 1 | 1 | 1 | 1 |
| Retired | 12 | 8 | 12 | 2 | 13 | 5 | 3 | 3 |
| Other (please list) | 3 | 0 | 4 | -- | 4 | 1 | -- | -- |
| No Answer (#) | (3) | (13) | (1) | (15) | (4) | (14) | (1) | (16) |
| 32. What percent of your total household's income is earned by the primary wage earner? | 14% | | 17 | 2% | 14% | 17% | 14% | 14% |
| Less than 25 percent | 19 | | 15 | 15 | 2 | 17 | 1 | 26 |
| 26 to 50 percent | 10 | | 21 | 17 | 17 | 15 | 4 | 18 |
| 51 to 75 percent | 17 | | 17 | 45 | 17 | 50 | 1 | 42 |
| 76 to 99 percent | 53 | | 45 | 84 | 50 | 84 | 3 | 62 |
| 100 percent | 87 | | 81 | (4) | 84 | 84 | 10 | (10) |
| No answer | (23) | | (4) | | (4) | (31) | (1) | |
| 33. On the average, what percent of last year's income was earned outside a 50 mile radius of the greater Homer area defined as the area around Pouch Point, Homer and Selkirk? | 63% | 9% | 61% | 61% | 62% | 61% | 57% | 57% |
| None | | 4% | | 5% | | 7% | 11 | 11 |
| 1 to 25 percent | | 1% | | 10% | | 7% | 7 | 7 |
| 26 to 50 percent | | 4% | | 2% | | 3% | 9 | 9 |
| 51 to 75 percent | | 6% | | 10% | | 8% | 9 | 9 |
| 76 to 99 percent | | 15% | | 12% | | 14% | 10 | 10 |
| 100 percent | | 28% | | 28% | | 26% | 35% | 35% |
| No answer (#) | (21) | | (21) | | (21) | (42) | (16) | |
| 34. If you earn more than \$1 of your income outside of the Homer area, please list the location and activity. For example, fishing in Bristol Bay. If you earned less than \$1 of your income outside of the Homer area, please leave this question blank. | 24% | 19% | 13% | 19% | 19% | 19% | 14% | 14% |
| Homer Slips (oil field) | 8 | 3 | 23 | 21 | 2 | 21 | 18 | 18 |
| Bristol Bay fishing sea | 11 | 17 | 3 | 6 | 7 | 17 | 9 | 9 |
| Prince William Sound | 19 | 13 | 23 | 17 | 17 | 17 | 20 | 20 |
| Anchorage | 11 | 11 | 13 | 16 | 16 | 16 | 2 | 2 |
| Kodiak Point & Cat Island | 11 | 11 | 18 | 11 | 11 | 11 | 14 | 14 |
| Outside State | 8 | 8 | 18 | 11 | 11 | 11 | 23 | 23 |
| Other (please list) | (13) | | (15) | | (15) | (31) | (24) | |

31. What is the occupation of the primary wage earner in your household? (continued from last page)
- _____ Fishing boat learner, operator, crew
 - _____ Cannery worker
 - _____ Home teacher/ farmer
 - _____ Homemaker
 - _____ Student
 - _____ Retired
 - _____ Other (please list)
 - _____ No Answer (#)

32. What percent of your total household's income is earned by the primary wage earner?
- _____ Less than 25 percent
 - _____ 26 to 50 percent
 - _____ 51 to 75 percent
 - _____ 76 to 99 percent
 - _____ 100 percent
 - _____ No answer

33. On the average, what percent of last year's income was earned outside a 50 mile radius of the greater Homer area defined as the area around Pouch Point, Homer and Selkirk?
- _____ None
 - _____ 1 to 25 percent
 - _____ 26 to 50 percent
 - _____ 51 to 75 percent
 - _____ 76 to 99 percent
 - _____ 100 percent
 - _____ No answer (#)

34. If you earn more than \$1 of your income outside of the Homer area, please list the location and activity. For example, fishing in Bristol Bay. If you earned less than \$1 of your income outside of the Homer area, please leave this question blank.
- _____ Homer Slips (oil field)
 - _____ Bristol Bay fishing sea
 - _____ Prince William Sound
 - _____ Anchorage
 - _____ Kodiak Point & Cat Island
 - _____ Outside State
 - _____ Other (please list)

| 34. (continued) - Activity Listed - | PANORAMA SURVEY OF CITY RESIDENTS (n=174) | VOLUNTEER SURVEY OF CITY RESIDENTS (n=134) | ALL CITY RESIDENTS COMBINED (n=313) | VOLUNTEER SURVEY OF NON RESIDENTS (n=120) |
|-------------------------------------|---|--|-------------------------------------|---|
| Fishing | 36% | 32% | 34% | 29% |
| Investments | 17 | 13 | 15 | 12 |
| Equipment & Construction | 14 | 19 | 16 | 19 |
| Pension | 7 | - | 4 | 2 |
| Oil Related | 10 | 3 | 7 | 2 |
| Technical | 7 | 10 | 8 | 12 |
| Service Worker | 2 | 6 | 4 | 2 |
| Professional | 5 | 16 | 10 | 21 |
| Guiding | 2 | - | 1 | - |
| Legitimate Skip (#) | (104) | (66) | (170) | (52) |
| No Answer (#) | (33) | (37) | (70) | (26) |

RANDOM SURVEY COMMENTS

- #3. How should the establishment of a strong central business district (defined as the area of Pioneer Avenue, Lake Street, and Main Street) be achieved?

Keep a green belt in the downtown area (Bypass). Do a complete development plan for area for roads, streets, water and sewer, electricity, telephones, etc. Make an an atmosphere to attract more businesses (trees, boardwalk or pathways).

Make it unique, such as Victoria B.C. Homer has artisans, seafood, spectacular scenery. Make use of local residents for work projects, zoning with backbone. No industrial type work in CBD, sing board limitation (no neon). I would also approve orderly div. of Bypass.

To retain a certain historic relationship as to what and where the city was.

- #4. What should be done to the retail/commercial area along Pioneer Avenue and Lake Street to improve its appearance and traffic flow?

If streets and sidewalks are provided, allow access at all necessary crossings and areas for the handicapped.

Put back the trees

Upgrade approaches to above streets

Shuttle buses

Leave modernization for the big city

Enforce present parking hours

3-way stop sign at Pioneer Lake and East Road; wooden sidewalks should be constructed. I think that from a safety standpoint that lines on paved roads be kept up and pedestrian ways of some kind should be built.

Eliminate one way street on Bartlett.

Discourage other commercial strip zoning; underground power lines, pave east and west roads; sweep streets; no on-street parking; install curbs and gutter.

More trash cans for public use; no neon signs; more trees and landscaping; pass an ordinance against junk and debris in downtown area; business should have paved parking lots; don't inhibit growth by poor building design, etc.;

Sign control ordinance; keep roads clean and shoulders graded; traffic signal at Lake and Pioneer.

#5. Generally, where would you like to see future commercial growth occur?

As previously stated - Pioneer & Lake

Lake Street to Miller's Landing;

Other north-south lane built also east-west lane built; Pioneer Avenue continue on out to Kachemak City

Olsen Lane

Main Street

Lake Street; Pioneer to Bypass; East Road.

#7. If action needs to be taken which results in severe restrictions on the property owner's ability to develop his or her property, what do you think the appropriate course of action should be?

Appropriate tax relief

Should be handles on individual basis.

Fall back on zoning and put strength into it.

Leave property owner alone

A fair and equitable value should be afford

#9. High inflation makes it very hard for local government to maintain or improve services to the people without raising property taxes whether raising the mill rate or through reassessment. This problem leaves local government with some tough decisions. Does it increase taxes or cut back on services? We would like your opinion.

Raise taxes cautiously

Reduce taxes in areas not serviced by water and sewer and increase taxes in areas that enjoy good services.

Raise revenue by some other means than property tax, perhaps sales tax.

Cut salaries and conduct city affairs in a more cost-effective manner.

Think people will pay high taxes if they see they are benefitting from them.

I don't believe this statement is true. New housing development means increased revenue.

#9. (continued)

Spend money on more worthwhile projects -- sewerage first, roads second

The sales tax should be considered as a means of money for projects.

Get more value for services we are now paying for (i.e., what are we paying an animal control officer for, he isn't doing anything.

Decrease city employees by 30%

Enlarge city limits -- how many people are being served or are using city services without paying for them?

Curtailment of irresponsible and incompetent spending practices of city council.

Taxes in Homer are already the highest around. The city needs to stop doing what the public can and should do for itself.

Only expand public services when economically justified.

User fees and taxes pay for what you use; alot of people are already doing road work, for example, during break-up that we pay in taxes for but does not get done by Homer city government. Why pay for something that does not get done?

Get rid of dead wood and cut the ridiculously high wages.

Go to 5% sales tax and no property tax

Hold taxes, cut waste and inefficiency in government.

Manage what they get better

Develop sources of revenues other than taxes

Pare down police, it is inflated for summer density all year long.

Raise taxes slightly and change for sure city services, parks and recreation programs, use of city school rec/educational facilities.

#14. What possible solutions to traffic congestion on the Spit do you favor?

Keep some of the natural aspects;

Fill in lower areas for parking and camping; parking compounded by no plan for commercial development

Walkway only on end of spit

Residence and commercial fishermen should have special parking privileges.

The shuttle bus is the best idea. It should be from downtown to east of spit. Parking should be no problem then.

Improve existing parking. Provide off spit parking for commercial fishermen.

Keep tourists off spit; parking fee

Deplete overnight camping. Too many rapes and beatings go on out there in the summer.

#14. (continued)

Provide or permit shuttle bus service without restricting traffic.

No overnight parking other than off road. Have empty trailer control (can't leave just anywhere)

Rezone area and divide east from west (provide boat harbor access from east side and develop west for tourist walk in and day parking)

Favor shuttle bus, but oppose vehicle restrictions.

Parking must be available for shuttle users, perhaps near the airport.

The spit definitely needs more public patrol. At night it turns into a raceway for hot-rod drivers.

If parking regulations were enforced better there would be less need for expanding existing parking.

More orderly parking area, better use of existing space.

Use the spit for tourists, but not camping.

#15. *Contract Services*

#26. Are there any present conditions creating problems in your neighborhood?

Dust

Too many dogs

No street lights

planned as opposed to existing development differ largely due to lack of access. Should have thru street to bypass (Klondike)

CITY OF HOMER
MISCELLANEOUS COMMENTS
(Random Survey)

Suggest development of Bishop's Beach as day park area. The area is presently deteriorating rapidly due to unsupervised use and campers. Problems include fire, no waste disposal, trash and litter, damage to trees and other vegetation.

If park not feasible, ordinance should be passed to restrict camping on private property to those with written permission of owners (city wide)---should be patrolled.

Day park would be of great benefit to community residents.

Homer city airs council meetings and prints decisions made in paper; however, it does not advertise how citizens may comment and be heard on local issues before these decisions are made.

Dear Survey,

My wife and I both work at the hospital and live close to work in the central section. Our roads could stand to be paved and sidewalks installed, especially where most lots are owned or developed. We earn our money here, and we generally spend it here. I don't really want a big expensive city government, just a small responsive one. Police and fire seem to be adequate, while not imposing. I feel the Spit should be utilized, but in a controlled manner. Hotels and tourist related business at the end of the spit, the east side should be developed for port and harbor, commercial fish, sport fishing, and supportive enterprises. The west side should be mostly open camping, day parks, and limited time camping. I would like to see a bus or shuttle from town to the spit and back, and parking done at the base of the Spit, or along Lake Street. I like a compact central location for most business, and a loose restriction used on the style and type of buildings and signs.

Altogether, we like living here, and the taxes are so far acceptable. I don't like people moving here without jobs and being on welfare or aid, but cannery housing should be done by the cannery, and not supported by us. Outhouses are needed on the Spit, but should be in day park or small developed areas. I hope it all works out for you.

We need a civic center of small size, but one that is flexible, with a good staff. It should be optimized and put on an expansive program when needed, or possibly joined with the library and museum. I would like some watchdog action on the price and quality of food goods and possibly an open market for fish, shrimp, crab and vegetables.

Appendix B
ECONOMIC MODEL

The primary objective of analyzing or developing a model of an area's economy is to obtain information which will help the local decision makers better understand the economic structure of the area and what makes it work. Hopefully, with insight into the area's economic makeup, projects and programs can be better evaluated in terms of their economic contribution to the community. An economic study should be able to answer the following types of questions:

What are the sources of current income and employment for the area?

What are the impacts on the regional economy of various economic development alternatives?

The purpose of this appendix is to give a brief description of the two major types of economic models employed, and explain the origins of the economic figures presented in Chapter 3.

TYPES OF ECONOMIC MODELS

Two major types of economic models are developed to describe community or regional economies. An economic base model identifies the basic sources of employment and income in a community.

By the term basic sources or sectors, reference is made to those economic sectors whose sales are primarily generated outside the area. Sectors whose income sources originate mostly from local sales are considered as local or secondary sectors. The growth potential of a region is assumed to depend on its basic-local ratio. The greater the proportion of local goods and services exported out of the area, the greater is its potential for growth.

One of the more important concepts derived from economic base studies is the idea of the regional multiplier. The multiplier can use either employment or income figures as a unit of measure. Suppose that the analyst wanted to estimate the impact of increased production in a basic sector--for example, the impacts of increased recreational/tourism activity occurring in the region. To derive the total income generated within the area, the analyst would take the multiplier derived for the tourism sector and multiply it by the revenue resulting from the increase in anticipated recreational/tourism activity.

$$\begin{array}{l} \text{TOTAL ECONOMIC} \\ \text{CHANGE IN} \\ \text{REGIONAL ECONOMY} \end{array} = \begin{array}{l} \text{CHANGE IN} \\ \text{BASIC SALE} \\ \text{OF SECTOR } i \end{array} \times \begin{array}{l} \text{ECONOMIC BASE} \\ \text{MULTIPLIER OF} \\ \text{SECTOR } i \end{array}$$

Estimating the total impact by using the basic sector's regional multipliers, one can compare the relative total economic benefits occurring in the area from various economic development alternatives.

An input-output model breaks down the components of the economic base study's basic-local sectors. Instead of using the total proportion of export sales to local sales in determining whether a sector is to be considered as being basic or local to the area, an input-output model looks at each sector of the economy in terms of its purchases and sales to the other sectors both locally and from outside of the area. Using this information, the regional input-output multipliers are developed. Where the economic base multiplier yields the total increase in income resulting from an increase in any one of its sectors, the multipliers developed from an input-output model are able to break down the total income effect among all the sectors of the economy.

$$\begin{array}{rclcl} \text{TOTAL ECONOMIC} & & \text{SUMMATION OF} & & \text{CHANGES IN} & & \text{INPUT-OUTPUT} \\ \text{CHANGE IN} & & \text{ECONOMIC CHANGES} & = & \text{EXPORT SALES} & \times & \text{MULTIPLIER OF} \\ \text{REGIONAL ECONOMY} & \div & \text{IN ALL SECTORS} & & \text{OF SECTOR } i & & \text{SECTOR } i \end{array}$$

The most apparent divergence between the two models is the level of aggregation, or grouping together, in describing the impacts of a change occurring in any one of the economic sectors.

HOMER ECONOMIC MODEL

The economic model utilized in Chapter 3 is an input-output model which was primarily derived by direct surveys of Homer businesses and residents, along with some secondary (previously published) information.

The major source of information for the model was a series of economic surveys filled out by businesses representing well over half of the employment in Homer. The survey asked businesses to indicate the type of business they were engaged in (to help match their response with published data sources), along with recent employment and the distribution of their revenues and expenditures among other major categories of business. A sample of the survey form used for non-fishing businesses is attached as Figure B-1, while Figure B-2 lists the categories of employment used to compile the figures. Names of individual businesses who responded to the survey cannot be released since their answers were given under the premise that their identify be kept confidential.

Total value of output for each sector of the Homer economy was obtained from the Alaska Department of Revenue for all sectors other than fisheries, and by interview and other documents for the fishing and fish processing sectors. Where State revenue figures were not available for the current year, Borough retail sales tax data and other data were used to develop current estimates.

All of these sources were used to develop a detailed 22 row, 22 column transactions table, or input-output model, of the Homer economy. The table was then condensed, by combining certain rows and columns of the table, to a 14 row, 14 column table presented in Chapter 3. Employment figures were obtained for non-fishing businesses directly from the Alaska Department of Labor, and fishing employment was estimated based on crew share estimates obtained in the employer survey.

Once the transactions table (shown in Table 3-4) was finalized, direct and indirect coefficients (dollar multipliers specific to each combination of selling and purchasing business category) were calculated and used to translate the economic growth assumptions (Table 3-8) into economic projections for the Homer economy (Table 3-7). The calculations were made utilizing the methods of Miernyk (1965). The direct and indirect coefficients utilized for the calculations are shown in Table B-1.

FIGURE B-1

HOMER COMPREHENSIVE PLAN

EMPLOYER'S SURVEY

Please answer as many of the questions below as you can, and return your completed survey in the envelope provided. If you have any questions about any parts of this questionnaire, please call Marlene Helminiak at the Comprehensive Plan office (235-6368) or leave the question blank. If you fill in your name and telephone number, we will contact you shortly to complete the questionnaire.

ALL ANSWERS TO THIS SURVEY ARE CONFIDENTIAL AND WILL BE USED FOR STATISTICAL PURPOSES ONLY. YOUR COOPERATION IS STRICTLY VOLUNTARY.

1. First, what is the name of your business or agency?

2. What is your name and telephone number where we may reach you, in case we have any questions about your survey?

Name: _____

Telephone: _____

3. What type or types of business are you engaged in?

4. Over the last two and a half years, on the average how many fulltime employees or crew members (including yourself and family members) worked for your organization during each of the following periods? Use fractions if necessary.

| | <u>1979</u> | <u>1980</u> | <u>1981</u> |
|------------------------------|-------------|-------------|-------------|
| a) Winter (January-March) | _____ | _____ | _____ |
| b) Spring (April-June) | _____ | _____ | _____ |
| c) Summer (July-September) | _____ | _____ | _____ |
| d) Autumn (October-December) | _____ | _____ | _____ |

5. Please consider your sales or other revenues over the past year. Without giving actual dollar figures, approximately what percentage of your operating revenues came from the following sources. (Please note, the total percentages should equal 100 percent.) We recognize that this information may not be readily available to some employers, but please give your best estimate if possible.

a. What percent of your sales or revenue can be attributed to Homer area businesses? (This would include all areas from Diamond Ridge to Head of the Bay and the City of Homer, but not Seldovia, Port Graham, Halibut Cove, English Bay, McDonald Spit, Jakalof Bay, or communities north of Anchor Point.) _____ %

b. What percent of your sales or revenues can be attributed to businesses outside of the Homer area? _____ %

c. What percent of your sales were to year round or part time residents of the Homer area? _____ %

d. What percent of your sales or revenues were from tourists? _____ %

e. What percent of your sales or revenues were from Federal government agencies? _____ %

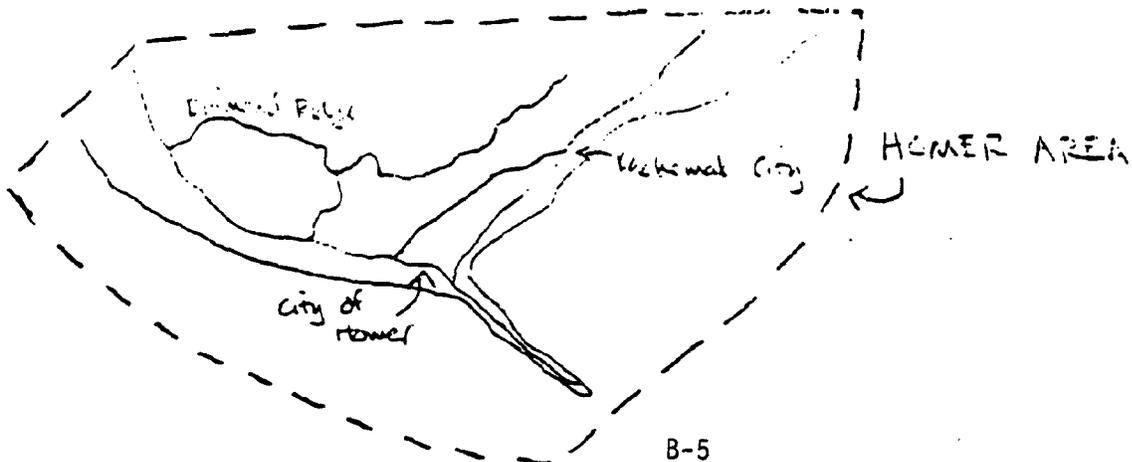
f. What percent of your sales or revenues were from State agencies? _____ %

g. What percent of your sales or revenues were from Borough, City or other local public agencies? _____ %

h. What percent of your sales or revenues were from residents of other Kenai Peninsula towns outside of the Homer area (Seldovia, Port Graham, Halibut Cove, English, Kenai, Soldotna, etc.) _____ %

(Note: The total should equal 100%)

TOTAL _____ %



6. Now, please consider your expenditures, and where your business purchases its supplies and services. Indicate how your purchases are distributed among organizations within the Homer area and organizations located outside of the Homer area. What percent of your expenditures went to the following categories?

- a. Wages, salaries, owner's draw, crew shares, etc. _____ %
 - b. Property and sales taxes. _____ %
 - c. Other taxes _____ %
 - d. Purchases from organizations or individuals located within the Homer area. _____ %
 - e. Purchases from organizations or individuals located outside of the Homer area. _____ %
- (Note: Total should equal 100%) TOTAL _____ %

7. Of the wages, salaries, owner's draw, crew shares, etc. estimated in 6(a) above, what percentage was paid to year round residents, seasonal residents and non-residents of the Homer area?

- a. Year round residents _____ %
 - b. Seasonal residents _____ %
 - c. Non-residents _____ %
- (Note: Total should equal 100%) TOTAL _____ %

8. Of the Homer area organizations included in 6(d) above, what percentages were purchases from the two largest suppliers?

- a. Our largest Homer area supplier was _____ and we purchased _____ % of the total percentage listed in 6(d).
- b. Our second largest Homer area supplier was _____ and we purchased _____ : of the total percentage listed in 6(d).

9. (Optional) What was your organization's total revenue during the last year?

Thank you for your assistance. Please return this questionnaire in the envelope provided or to City Hall or call Marlene Helminiak at 235-6368 if you have any questions.

Table B-1
 DIRECT AND INDIRECT COEFFICIENTS
 HOMER ECONOMY

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
| 1 | 1.0001 | 2E-04 | .4503 | 1E-04 | 0 | 0 | .0125 | 0 | .0268 | 0 | 8E-04 | .0129 | 1E-04 | 1E |
| 2 | 2.8E-03 | 1.0802 | 2.5E-03 | .0184 | 1.2E-03 | 3.6E-03 | 1.4E-03 | 1.7E-03 | 3E-03 | 3E-03 | 3.2E-03 | .0106 | 1.1E-03 | 4.91 |
| 3 | 2E-04 | 4E-04 | 1.0001 | 3E-04 | 0 | 0 | .0278 | 0 | .0595 | 0 | 1.8E-03 | .0286 | 2E-04 | 2E |
| 4 | 2.6E-03 | .0217 | 1.6E-03 | 1.0247 | 2.7E-03 | 3E-04 | 1.7E-03 | 2E-04 | 6.4E-03 | 1.6E-03 | 1.5E-03 | 5.3E-03 | 2E-04 | 2E-1 |
| 5 | .079 | .0862 | .109 | .0544 | 1.0753 | .0735 | .0768 | .0732 | .0701 | .0746 | .0759 | .0673 | .0559 | .024 |
| 6 | 1.2E-03 | 3.8E-03 | 1.5E-03 | 2.6E-03 | 1.1E-03 | 1.0009 | 1.1E-03 | 1.1E-03 | 1E-03 | 1.1E-03 | 1.3E-03 | 1.2E-03 | 1.2E-03 | 1E-1 |
| 7 | 2.9E-03 | 1E-04 | 2.2E-03 | 1E-04 | 4E-04 | 0 | 1.0022 | 0 | 2.6E-03 | 0 | 6E-04 | 7.6E-03 | 5E-04 | 3.6E |
| 8 | .0436 | .0157 | .0217 | 9.1E-03 | .0277 | 3.4E-03 | 2.9E-03 | 1.0019 | 3.7E-03 | .0124 | 3E-03 | 5.1E-03 | 3.6E-03 | .033 |
| 9 | 4E-04 | 2.4E-03 | 4E-04 | 4.9E-03 | 3E-04 | 5E-04 | 2E-04 | 3E-04 | 1.0005 | 3E-04 | 3E-04 | 2.1E-03 | 2.7E-03 | 1.5E |
| 10 | 7E-04 | .0463 | 6E-04 | .0105 | 5E-04 | 6E-04 | 4E-04 | 6E-04 | 1.1E-03 | 1.0015 | 1E-03 | 4.4E-03 | 1E-03 | 2.4E |
| 11 | .0297 | 7.4E-03 | .016 | .0126 | 1.9E-03 | 1.4E-03 | 8.3E-03 | 3E-03 | .0211 | 8E-03 | 1.0033 | .0414 | 4.1E-03 | .013 |
| 12 | 0 | 9.5E-03 | 1E-04 | 2E-04 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0001 | 4E-04 | 1E |
| 13 | .0105 | .0197 | .0111 | .0183 | 7.5E-03 | .0178 | 5.2E-03 | 5.7E-03 | 6.3E-03 | 4.1E-03 | 5.3E-03 | .0245 | 1.0271 | .026 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Final table to be printed with accompanying row and column titles and without scientific notation of numbers.

Figure B-2
BUSINESS CATEGORIES

| <u>SIC*</u> | <u>Category</u> |
|---------------------------------------|--|
| 01, 07 | Agriculture |
| 09 | Commercial Fishing |
| 10-14 | Mining |
| 15-17 | Contract Construction |
| 20 | Manufacturing, Food & Kindred Products |
| 24 | Lumber & Wood Products |
| 27 | Printing & Publishing |
| 33 | Fabricated Metal Products |
| 16-19, 21-23, 25, 26, 28-32, 34-39 | Miscellaneous Manufacturing |
| 41 | Local, Suburban, Interurban Transit |
| 42 | Motor Freight, Warehousing |
| 43 | Air Transportation |
| 40, 44-47 | Other Transportation |
| 48 | Communications |
| 49 | Electric, Gas, Sanitary Services |
| 50 | Wholesale Trade |
| 52, 53, 59 | Retail, Durable Goods, General Merchandise, Misc. |
| 54 | Retail Trade, Food Stores |
| 55 | Auto, Service Stations |
| 56, 57 | Retail Apparel, Accessories, Furniture & Home Furnishings |
| 58 | Retail Eat & Drink Places |
| 60-79 | Finance, Insurance & Real Estate |
| 70 | Hotels, Rooms, Other Lodging |
| 72, 73 | Personal & Business Services |
| 75, 76 | Auto & Misc. Repair Services |
| 78, 79 | Motion Pictures, Amusement & Recreation |
| 80-89 | Health, Legal, Educational & Misc. Services |
| 91 | Federal Government |
| 92 | State Government |
| 93 | Local Government Households, Local Households, Non-local Imports from Other Areas |

*Standard Industrial Classification utilized by U.S. Government
(Office of Management and Budget, 1972).

Appendix C

COMPLIANCE WITH STATE OF ALASKA COASTAL MANAGEMENT PROGRAM

Based on the regulations and guidelines of the Alaska Coastal Management Program, the Homer Comprehensive Plan substantially complies with many of the provisions of the Alaska Coastal Management Act of 1977. Compliance with specific guidelines and provisions of the Alaska Coastal Management Program (ACMP) is shown below.

| <u>ACMP Guideline</u> | <u>Meets Part or All of Guidelines</u> | | <u>Comments</u> |
|---|--|-----------|--|
| | <u>Yes</u> | <u>No</u> | |
| 6 AAC 85.020 Statement of Needs, Objectives, Goals | X | | See Chapters 4, 5, 6, 7, 8, 9, 10, 11 and Objectives |
| 6 AAC 85.030 Description of the Program Organization for Coastal Management | | X | |
| 6 AAC 85.040 Map of Boundaries of the Coastal Area Within the City Subject to the Program | | X | |
| 6 AAC 85.050 Resource Inventory of Habitats | | | |
| Offshore Areas | | X | |
| Estuaries | | X | |
| Wetlands & Tidelands | | X | |
| Rocky Islands/Sea-Cliffs | | X | |
| Barrier Isl. & Lagoons | | X | |
| High Energy Coasts | | X | |
| Rivers, Lakes, Streams | X | | See Chap. 2 - Natural Resources |
| Important Upland Habitats | X | | See Chap. 2 - Natural Resources |
| Major Cultural Resources | X | | See Chap. 3 - Human Resources and Chap. 11 - Public Safety, & Health Services Plan |
| Land & Resources Manage- ment Responsibilities | X | | See Chap. 4 - Land Use Plan |
| Historic/Arch. Resources | | X | |

Appendix C (continued)

| <u>ACMP Guideline</u> | <u>Meets Part or All of Guidelines</u> | | <u>Comments</u> |
|---|--|-----------|--|
| | <u>Yes</u> | <u>No</u> | |
| 6 AAC 85.060 Resource Analysis Which Describes: Significant changes in the resources inventoried, evaluation of environmental capability & sensitivity of resources and habitats, assessment of present and anticipated needs & demands for coastal habitats & resources | X | | Partially satisfied See Chap. 2 - Natur. Resources Chap. 4 - Land Use Plan Chap. 5 - Homer Spit Plan Chap. 9 - Parks & Recreation Plan |
| 6 ACC 85.700 Description of Land and Water Uses Subject to the Program, Including: | | | |
| Coastal Development | X | | See Chap. 4 - Land Use Plan |
| Geophysical Hazard Areas | X | | See Chap. 4 - Land Use Plan |
| Recreation | X | | See Chap. 9 - Parks & Rec Plan |
| Energy Facilities | | X | |
| Transportation & Utilities | X | | See Chapters 7 and 8 |
| Fish & Seafood Processing | X | | See Chapters 4, 5, and 12 |
| Timber Harvest & Processing | X | | See Chapters 4, 5, and 12 |
| Mining & Mineral Processing | X | | See Chapters 4, 5, and 12 |
| Subsistence | X | | See Chapters 4, 5, and 9 |
| 6 ACC 85.080 Description of Uses & Activities Which Will Be Considered Proper & Improper Within the Coastal Area | X | | See Chapters 4 and 5 |

Appendix C (continued)

| <u>ACMP Guideline</u> | <u>Meets Part or All of Guidelines</u> | | <u>Comments</u> |
|--|--|-----------|---|
| | <u>Yes</u> | <u>No</u> | |
| 6 AAC 85.090 Summary of Policies That Will Be applied to the Land & Water Uses & Activities Subject to the Program | | | See Chapters 4 and 5 |
| Coastal Development | X | | See Chapters 4 and 5 |
| Geophysical Hazard Areas | X | | See Chapter 4 |
| Recreation | X | | See Chap. 9 - Parks & Rec.Plan |
| Energy Facilities | X | | See Chapters 4 and 5 |
| Transportation & Utilities | X | | See Chap. 8 - Public Utilities and Facilities Plan |
| Fish/Seafood Processing | X | | See Chapters 4, 5 and 12 |
| Timber Harvest/ Processing | X | | See Chapters 4, 5 and 12 |
| Mining/Mineral Processing | X | | See Chapters 4, 5 and 12 |
| Subsistence | X | | See Chapters 4, 5 and 12 |
| Habitats | X | | See Chapters 4 and 5 |
| Air/Land/Water Quality | | X | |
| Historic/Arch. Resources | | X | |
| 6 ACC 85.020 Statement of the City's Needs, Objectives or Goals, or the Comprehensive Land and Resource Use Plan | X | | |

Appendix D

GLOSSARY OF TERMS USED

Action. An officially adopted course of operation to attain an objective. (Example: Secure site and design treatment plant.)

Budget. A plan to allot certain resources for defined items. (Example: One-half million dollars is appropriated to complete Project "A").

Criterion. Any established rule for testing or judgment. (Example: If grade of slope exceeds 25 percent, a site is considered unsuitable for home building.)

Fund. A governmental account to which specific revenues are deposited, and from which only certain types of expenditures may be made. (Example: General Fund.)

Goal. A desired level of achievement which reflects values. (Example: Adequate housing for all people.)

Issue. A point, matter, or dispute, the resolution of which is of special or public importance. (Example: Lack of rental housing.)

Liberty. Implies choice. The minimum amount of development adequate for survival is not satisfactory. There must be diversity in the environment so that people, within the limits of their personal resources, can make their own selections of where to live, work, shop, play, worship, learn and travel.

Life. An adequate supply of various items necessary for health and safety. To maximize our value of preserving life, planning policies should be aimed at the goal of providing adequate supplies of housing, commerce, industry, public facilities, transportation and open space.

Objective. A measurable short-range step toward achieving a goal. (Example: Build 9,000 units of low-income housing by 1975.)

Plan. A detailed method, formulated beforehand, for doing something. (Example: Land use plan.)

Policy. An accepted or professed rule of action. (Example: Close-in building sites should receive priority for water and sewer extension.)

Priority. An assignment of precedence in time, order or importance. (Example: Utilities before landscaping.)

Program. A plan of procedure or activity. (Example: Building maintenance program.)

Project. A proposal of something to be done, a scheme. (Example: 20 units to be built on site "B".)

Public. Intended for use by the general public.

Pursuit of Happiness. Requires that people be able to achieve satisfaction and enjoyment in their activities. Thus, a certain quality must exist as well as an adequate supply and choice.

Shall. Subject to deliberation and appropriation.

Standard. An approved basis for comparison which is measurable. (Example: Units must rent for under \$300 per month.)

Value. That which is believed to be intrinsically desirable. (Example: Life, liberty, pursuit of happiness.)

Appendix E

Participants in Planning Process

Former Mayor Leo Rhode
Mayor Erle Cooper
City Manager Larry Farnon
Administrative Assistant Bob Klein
City Planner Marlene Helminink

Steering Committee Members

Mark Guldseth
Bruce Turkington
Bill Butler (Chairman)
Pat Evarts
Robert Ditton
Thomas Schoder
Jan Jensen
Robert Barnett
Bill Russell
Tony Swartz
Mike Herring
Mike Pate

Ex-Officio Members

Leo Rhode
Larry Farnon
Bob Klein

Comprehensive Plan Public Input Summary

Contract awarded - February 10, 1982

Conducted Public Opinion Survey - Spring 1982

Resolution establishing Steering Committee - February 8, 1982

Steering Committee organized - February 1982

Steering Committee meetings - 9

| | |
|---------|------------|
| March 2 | August 24 |
| April 8 | August 27 |
| June 23 | October 5 |
| July 27 | November 2 |

Appendix E (continued)

Public Workshop - 4

April 6
June 22
July 26 - Homer Spit Merchants
November 29 - Council/Commission Hearing

Agency Meetings - 3

June 22
August 27
September 14

First draft submitted - October 31 - Distributed to Department Heads

Department review - March 30 - November

Department meeting - April 2

Port and Harbor Comment and Review - 3

August 11
September 8
November 10

Parks & Recreation Comment and Review - 6

| | |
|--------------|------------------|
| April 15 | October 21 |
| May 20 | November 18 |
| September 16 | January 19, 1983 |

Planning Commission Comment and Review - 10

| | |
|---------|-------------|
| March 3 | September 1 |
| April 7 | October 6 |
| May 5 | November 3 |
| June 2 | December 1 |
| July 7 | December 15 |

Final Draft sent to Council - January 19, 1983

City Council Meetings - Progress Reports

February 14
January 31

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