MAY 20, 2026
CITY COUNCIL MEETING
ADDITIONAL MATERIAL/REVISIONS

REQUESTED ADDITIONS TO THE PACKET:

ACTION	ITEM	REQUESTED BY	PAGE
Add to item B. 1.	**Scheduled Administrative Reports** • Presentation Materials	Administration	1
Add to item E. 3.	**Public Hearings - Ordinance 3520-2026** • Amendment Memo		21
Add to item H. 6.	**New Business - *Ordinance No. 3523-2026** • Amendment Memo	Administration	22
Add item H. 11. to the Consent Agenda	**New Business - *Action/Approval** - Purchase Orders and Purchase Order Amendments Requiring Council Approval in Accordance with KMC 7.15.020. (Administration) • PO Increase - Bluff Erosion Mitigation Design.	Administration	24

STREETLIGHT ASSESSMENT

City of Kenai

Citywide Streetlight Assessment

A roadmap for safer, more consistent, and more efficient nighttime lighting

Prepared for **the City of Kenai**
Prepared by **Evari, with DOWL | May 2026**

Project purpose & scope

PURPOSE

Provide Kenai with a clear, actionable framework for managing the City's lighting system strategically and sustainably — clarifying what the City owns, how it's performing, and where investment delivers the greatest benefit per dollar.

OBJECTIVES

- Address reliability shortfalls and maintenance needs
- Identify short-term, high-impact safety improvements
- Recommend long-term modernization and standardization
- Deliver order-of-magnitude costs for priority projects
- Translate findings into an implementable Design Guide

1 Inventory & Mapping

Field verification of all City-, HEA-, and DOT&PF-owned assets, built into a comprehensive GIS database.

2 Performance & Prioritization

Photometric, safety, reliability, and cost analysis with tiered recommendations and ROM costs.

3 Implementation Guidance

Streetlight Design Guide for trenching, wiring, poles, fixtures, shielding/CCT, and smart-ready controls.

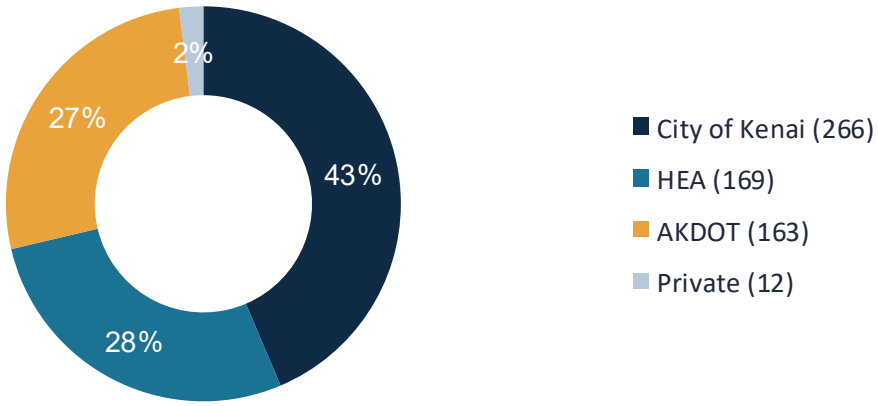
The system at a glance

610
Streetlights inventoried citywide

88%
Already LED — but aging and inconsistent

3
Owners: City, HEA, and DOT&PF

OWNERSHIP MIX



WHAT THIS LOOKS LIKE IN THE FIELD

Fragmented ownership has produced inconsistent standards, fixture types, and maintenance practices across the City.

Aging LED stock from a 2009–2010 conversion is now showing flicker, color drift, and driver failures.

Cobraheads dominate (475 of 610) along major roads, with decorative post tops in residential, civic, and Old Town areas.

41 fixtures have a visible deficiency — day-burners, missing covers, lean, or broken/missing components.

How the assessment was built

Field-verified data flowed into Evari's web-based GIS platform (EvariLUX), where a citywide photometric model was built and tested against IES RP-8 roadway lighting criteria.

01

Field Inventory

Sub-meter GPS, up to 4 photos per asset, and verification of fixture type, wattage, mounting, condition, wiring, and photocell across 600+ lights.

02

GIS Integration

All field data integrated into EvariLUX with full City access; geodatabase delivered for long-term in-house use and billing reconciliation.

03

Photometric Modeling

Spot and continuous illuminance readings combined with IES files to model how light is distributed across every Kenai street and public space.

04

Analysis & Prioritization

Performance gaps, cost modeling, and weighted criteria (safety, schools, reliability, energy) feed a tiered, ranked project list.

Key findings — what the data shows

Fragmented network

City, HEA, and DOT&PF each follow different standards — producing a patchwork of fixture types, wattages, and wiring practices.

Direct-bury wiring

488 of 610 lights are underground-fed; nearly all maintenance issues trace to grounding shorts on legacy direct-bury cable.

Lingering HPS fixtures

67 high-pressure-sodium units (plus 1 mercury-vapor) drive ~13% of City energy cost and create glare and skyglow.

Under- and over-lit

Downtown, school zones, and major intersections fall below RP-8 expectations; older HPS corridors are overlit and glaring.

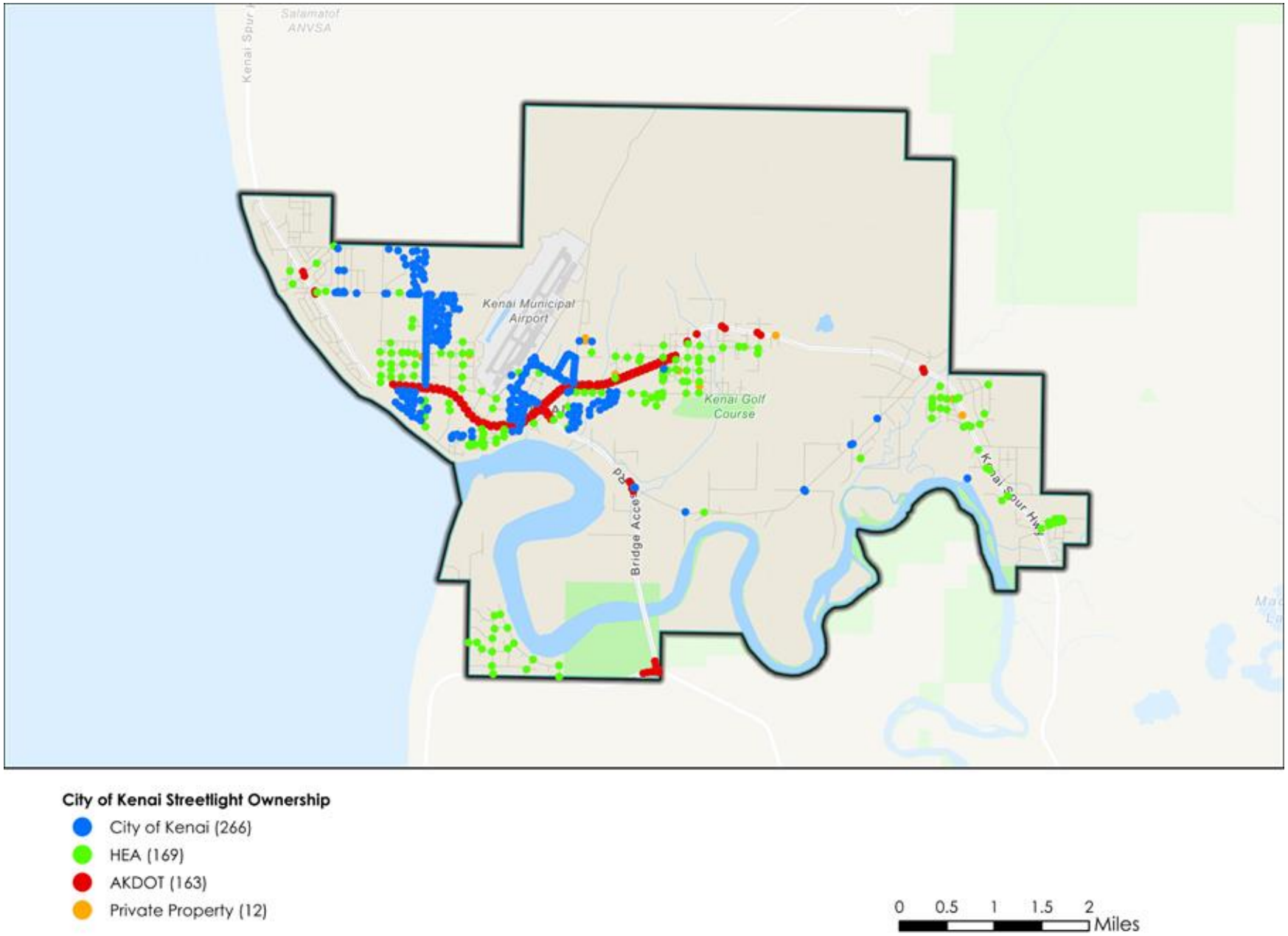
Aging LED stock

Most fixtures are LED from 2009–2010 — now showing flicker, color inconsistency, and driver failures.

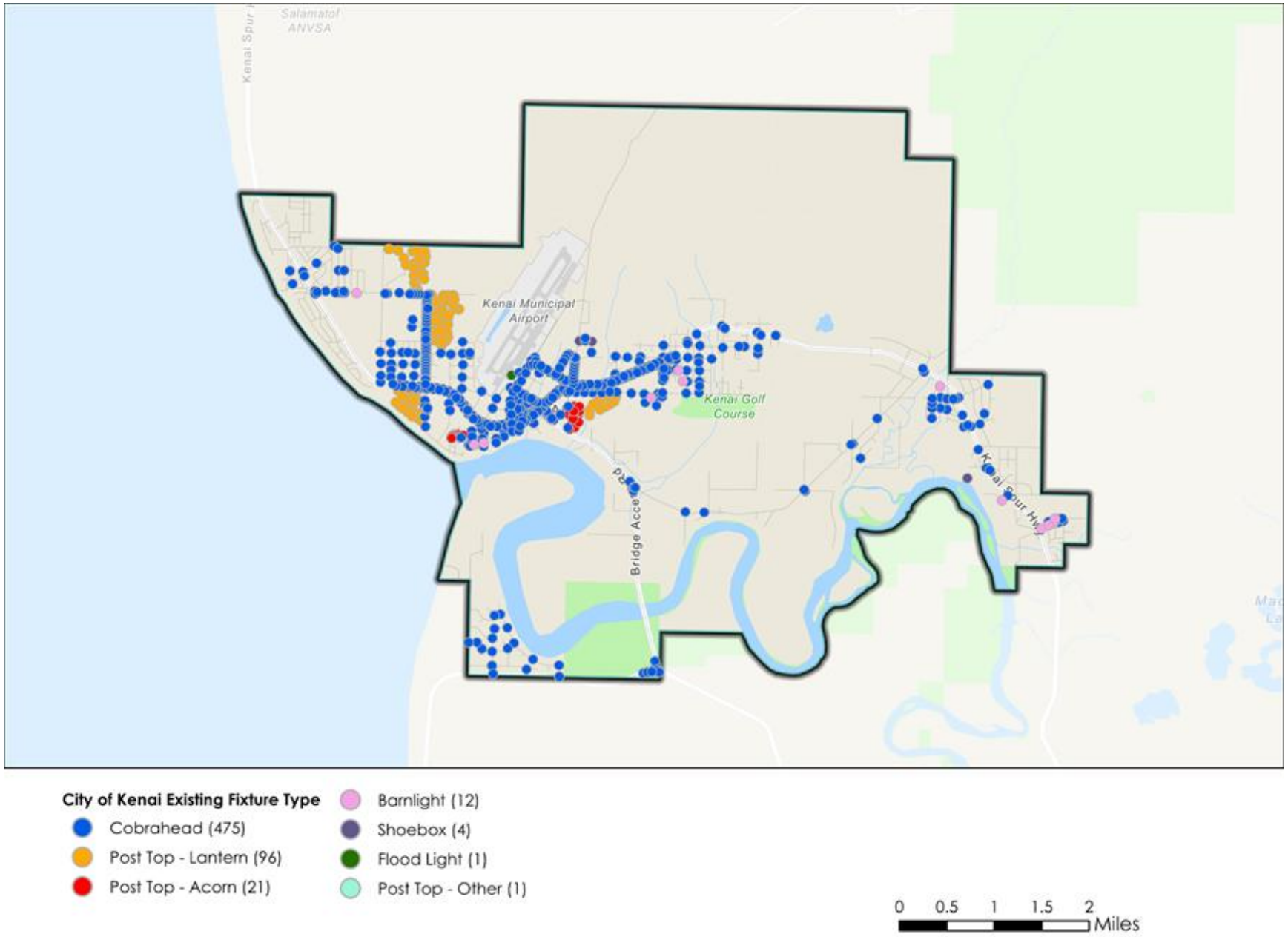
Billing discrepancies

18 fixtures appear in billing records but were not found in the field — opportunity to reduce unnecessary charges.

Key findings



Key findings



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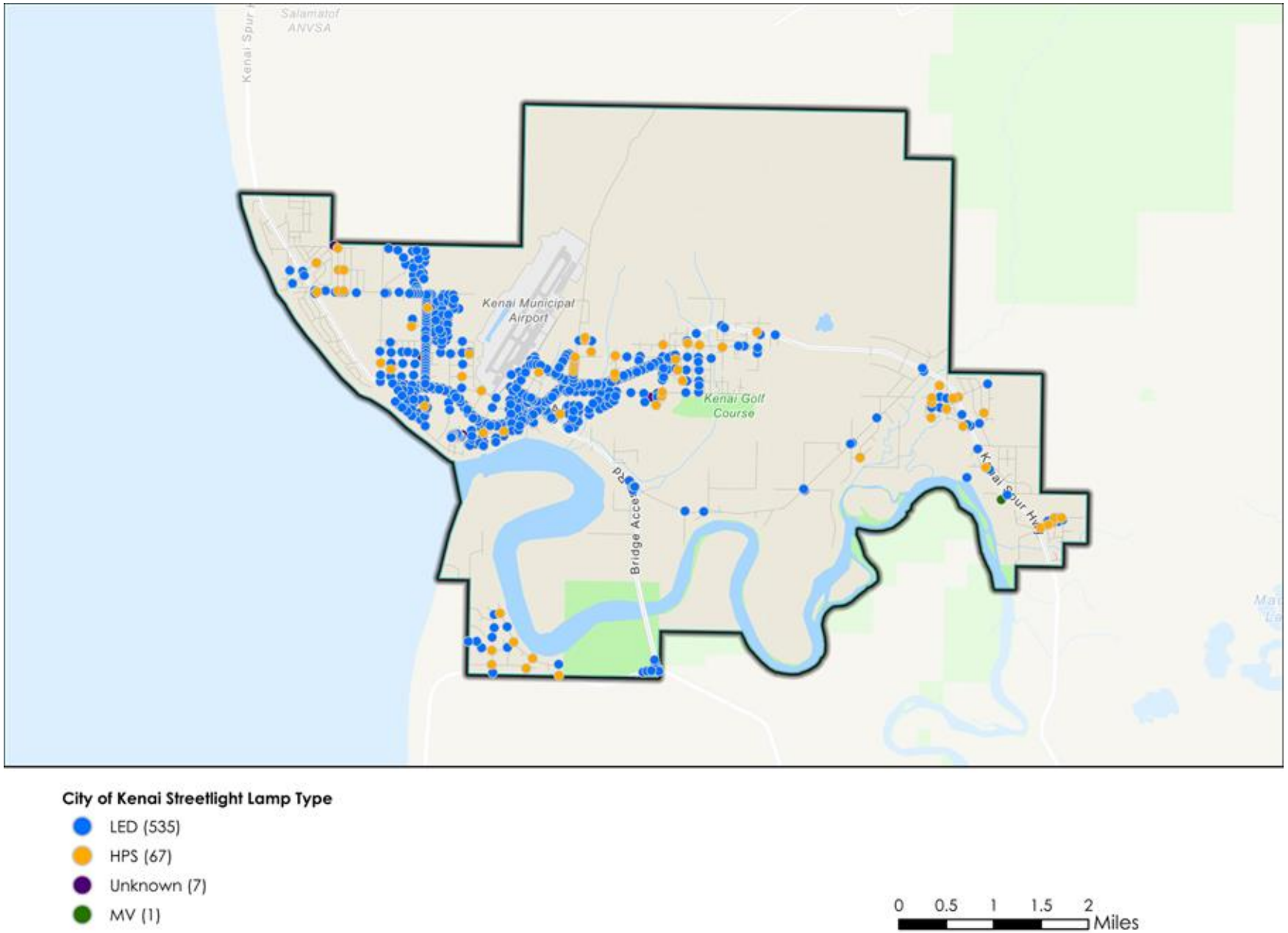

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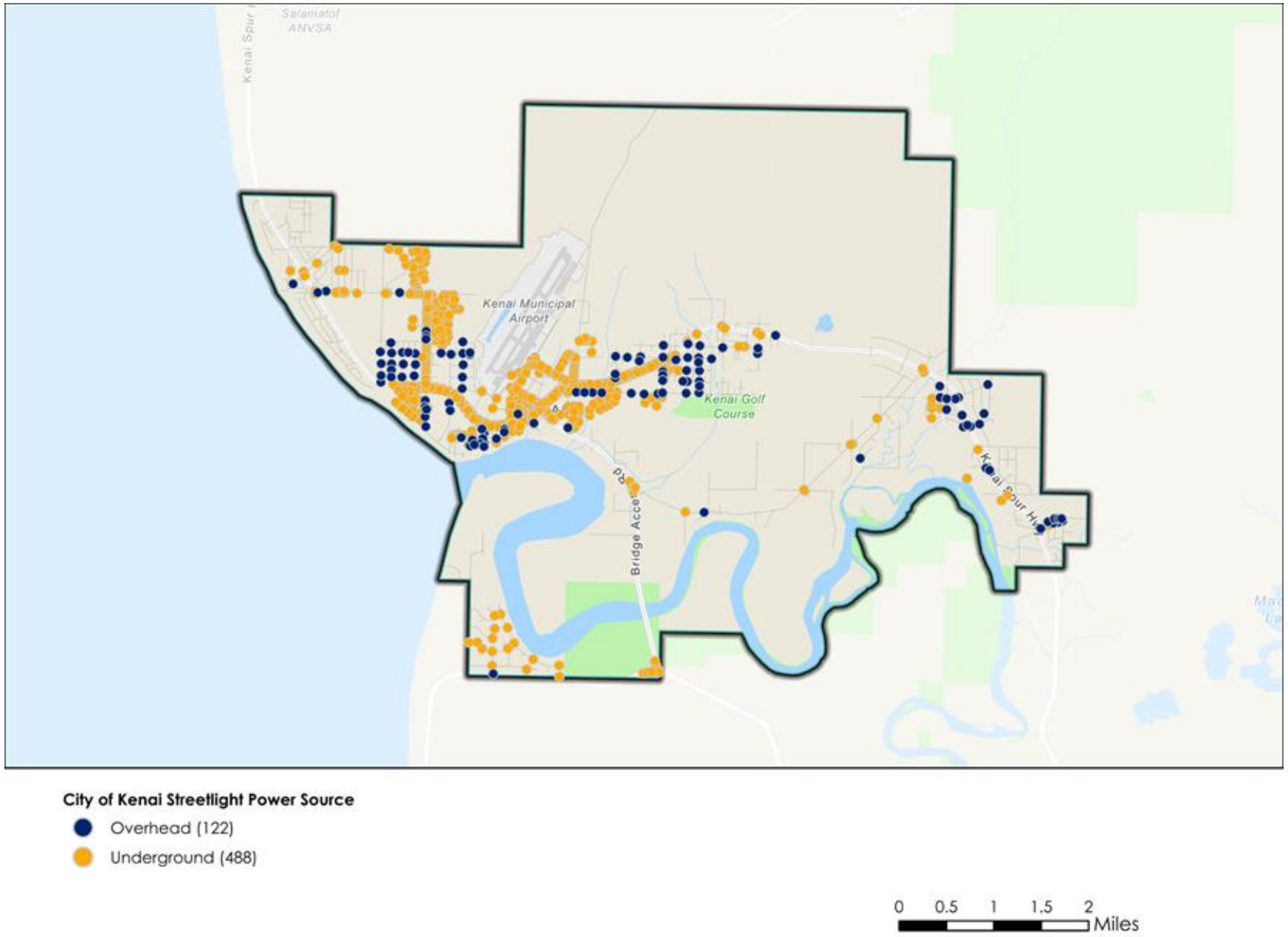
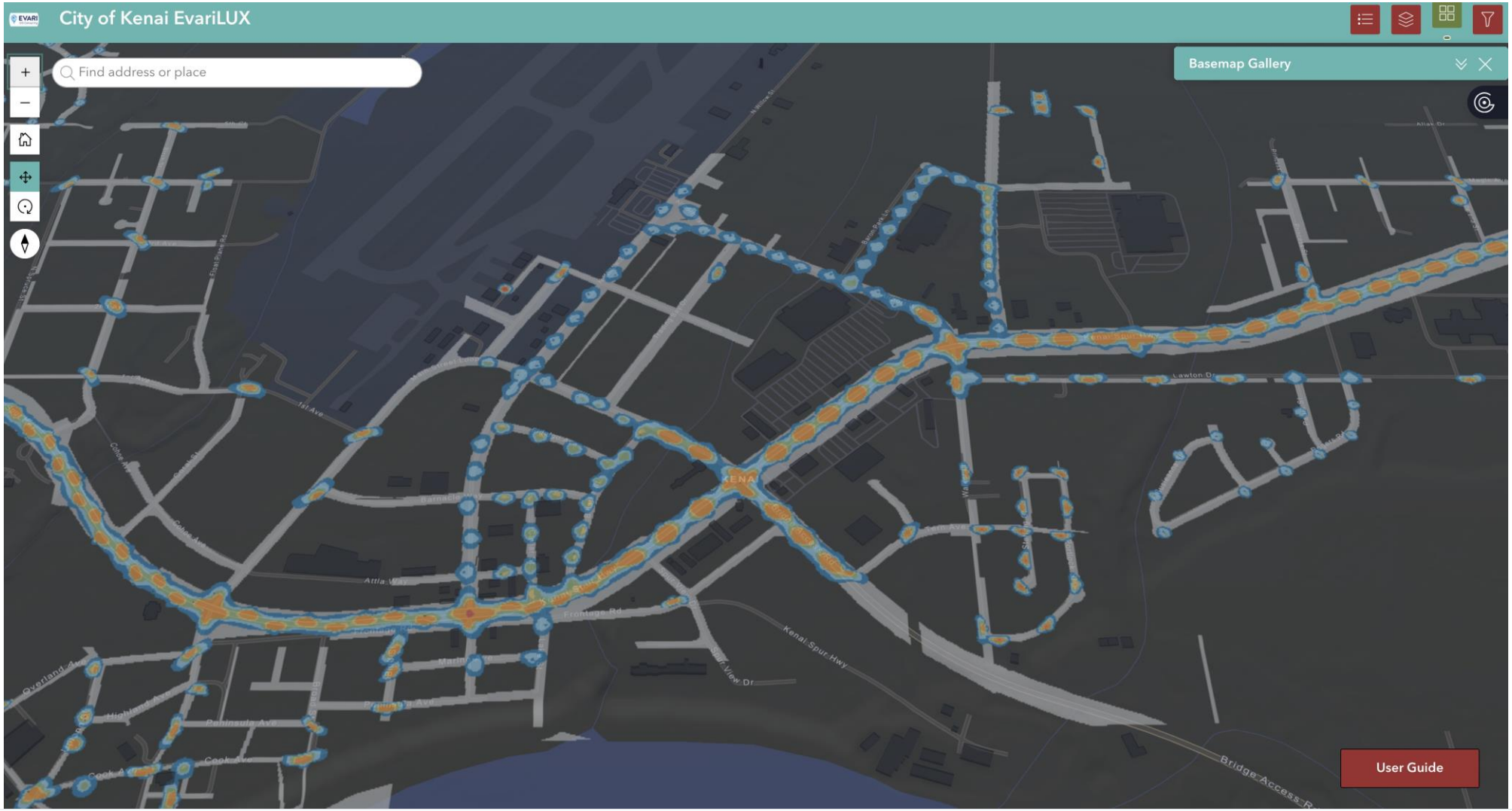


Key findings — what the data shows



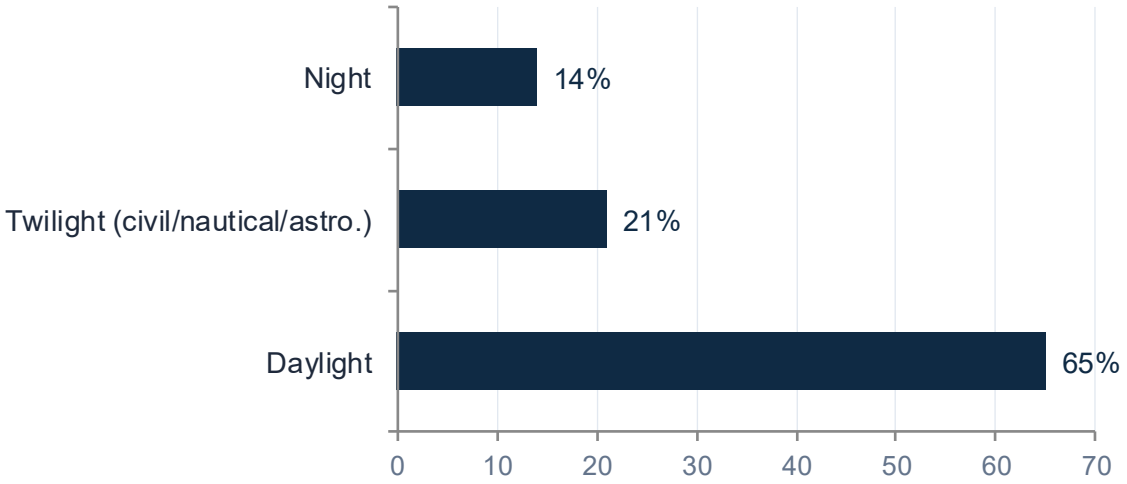
Safety performance & vulnerable users

35%
of crashes occur during night or twilight — when lighting can influence outcomes.

23%
of nighttime crashes involve wildlife — primarily moose along river-adjacent corridors.

75%
of school bus stops fall below recommended illumination for student visibility.

WHEN COLLISIONS OCCUR



WHAT THIS MEANS FOR THE LIGHTING SYSTEM

Wildlife collisions cluster near the Kenai River, Bridge Access Rd., and Kalifornsky Beach Rd. — 68% occur where illumination is below 0.1 fc.

School transportation is a leading community priority: 28% of bus stops are not within 100 ft of any streetlight.

Personal safety is driven less by crime than by long winter nights, uneven spacing, and dark gaps that erode walking comfort.

Energy & cost efficiency

$65K

Annual contractor maintenance for the 266 City-owned fixtures

104K

kWh/yr in City fixture energy — ~13% driven by 11 legacy HPS

$780

Monthly meter charges across 39 meters; 25 serve just 1–2 lights

MONTHLY COST PER 55W LED FIXTURE

Cost component	HEA-owned	City-owned
Capital recovery	$22.00	$0.00*
Energy	$6.00	$6.00
Maintenance / operation	$4.13	$18.80
Service charge	$0.00	$3.00†
Total monthly	**$32.13**	**$27.80**

**Asset depreciation internalized by City †Assumes seven lights per meter*

THE OPPORTUNITY

When the City can connect more than four lights per meter, City-owned becomes the lower-cost option.

Where pole spacing makes that impractical, HEA-owned remains the more cost-effective model.

Targeted HEA → City ownership transitions, HPS-to-LED conversion, and billing reconciliation are the highest-return cost levers.

Top 10 recommended projects

Prioritized on safety, school access, lighting performance, reliability, and environmental stewardship. Cost tiers: $ low · $$ moderate · $$$ high · $$$$ very high.

1	**School Bus Stop Lighting Improvements** Schools	$
2	**School Zone Lighting Enhancements** Schools	$$$
3	**LED Standardization & HPS Conversion** Operations	$
4	**Intersection Lighting Upgrade Program** Safety	$$–$$$
5	**Animal Collision Mitigation Corridors** Wildlife	$$
6	**Corridor Lighting Standardization** Modernization	$$–$$$
7	**Downtown Business District Modernization** Downtown	$$$–$$$$
8	**Bridge Access Road Pedestrian Path Lighting** Pedestrian	$$
9	**Replace Mission-Style Acorn Fixtures (Old Town)** Character	$$
10	**Direct-Bury Wiring Replacement (Opportunistic)** Reliability	$$$$

Dark-sky & environmental stewardship

Kenai's location — bordered by the Kenai River, wetlands, and wildlife habitat — makes responsible light management both an ecological priority and a safety asset.

01

Minimize Skyglow

Zero-uplight (U0) luminaires; lower output in residential and open-space zones.

02

Reduce Glare

Full-cutoff optics, shielding near sensitive zones, age-adjusted veiling luminance limits.

03

Protect Wildlife & Habitat

Lower CCT (2200–2700K) near the Kenai River and wetlands; improved surround ratio at wildlife corridors.

04

Limit Light Trespass

Lower mounting heights and tailored distributions in residential zones to keep light out of yards and windows.

05

Preserve Community Character

Subdued in neighborhoods, brighter downtown — lighting that reinforces, rather than overrides, land-use identity.

06

Targeted, Not Blanket

Illuminate conflict zones, crossings, and trail junctions — not entire corridors.

Tiered implementation roadmap

A "build the foundation first" approach — small operational moves that improve every replacement, then near-term safety wins, then long-term modernization.

TIER 1 · FOUNDATIONAL

Operational — Low Cost, High Impact

- Adopt a single LED fixture family with consistent CCT, optics, and shielding
- Conduit-only new construction and engineered foundations
- Replace remaining HPS fixtures with LED through routine maintenance
- Establish a unified, GIS-backed asset and billing baseline

TIER 2 · NEAR-TERM

Safety-Focused Capital — Highest Safety Return

- School bus walk-shed lighting in residential areas
- Uniformity and vertical illumination upgrades in school zones
- Top-priority intersection lighting upgrades
- Wildlife-collision mitigation along river-adjacent corridors

TIER 3 · LONG-TERM

Systemwide Modernization — Greatest Lifecycle Benefit

- Downtown business district lighting modernization
- Corridor standardization aligned with zoning typologies
- Opportunistic direct-bury wiring replacement during capital projects
- Smart-ready drivers and standardized hardware for adaptive controls

Funding pathways for implementation

Kenai's modernization strategy is well-aligned with major federal safety programs and offers natural opportunities for utility partnership.

FEDERAL — SAFETY

HSIP

Highway Safety Improvement Program

Well-suited to intersection upgrades, wildlife-collision mitigation, and corridors with documented crash histories — supported by the assessment's quantitative findings.

FEDERAL — SAFETY

SS4A

Safe Streets & Roads for All

Supports projects reducing fatal and serious-injury crashes — school bus walk-shed lighting, school zone visibility, and downtown uniformity are direct fits.

UTILITY PARTNERSHIP

HEA

Homer Electric Association

Opportunities to consolidate ownership, reduce tariff exposure, jointly address aging infrastructure, and limit trenching costs when utility work coincides with City projects.

Design Guidelines

Table 1: Design Intent by Land Use

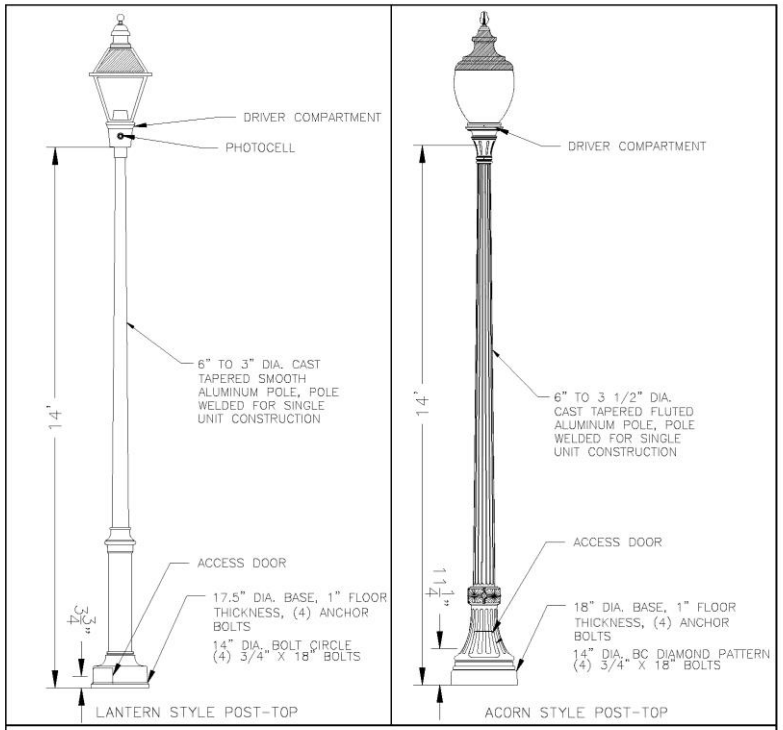
Land Use	Continuity	Distribution Type	Target average Horizontal illuminance	Approx Lumens	CCT	Shielding Guidance
Low Density Residential	Non-Continuous	Type 4 or 5	2 lux	2,000-3,000	3000K	House-side near homes
Medium density residential / industrial / airport	Non-Continuous	Type 4 or 5	4 lux	3,000-5,000	3000K	Shield near homes
Commercial / recreational	Continuous	Type 2 or 3	8 lux	5,000-7,000	3000K	-
Downtown and School Areas	Continuous	Type 2 or 3	12 lux	7,000-9,000	3000K	-
River Corridor / Wildlife-Sensitive Areas	Non-Continuous	Type 2 or 3 (controlled)	Targeted illumination only	2,000-4,000	2200-2700K	Required
Pathways / Bridge Access Ped Route	Node-based	Full cutoff pedestrian scale	3-5 lux	1,500-3,000	3000K	-

Design Guidelines

Table 2: Roadway Lighting Fixture Options

Land Use	Manufacturer Options		
	GE Evolve	Cooper Archeon	Leotek GreenCobra
Low Density Residential	ERL1-0-03-XX-30	ARCH-N-PA1-20-730-U-XX	GCJ1-30J-MV-30K-XX-XX-025
Medium density residential / industrial / airport	ERL1-0-04-XX-30	ARCH-N-PA1-30-730-U-XX	GCJ1-30J-MV-30K-XX-XX-040
Commercial / recreational	ERL1-0-06-XX-30	ARCH-N-PA1-50-730-U-XX	GCJ2-30J-MV-30K-XX-XX-060
Downtown and School Areas	ERL1-0-09-XX-30	ARCH-S-PA1-70-730-U-XX	GCJ3-30J-MV-30K-XX-XX-080
River Corridor / Wildlife-Sensitive Areas	ERL1-0-03-XX-27	ARCH-N-PA1-20-727-U-XX	GCJ1-30J-MV-27K-XX-XX-035
Pathways / Bridge Access Ped Route	ERL1-0-02-XX-30	ARCH-N-PA1-10-730-U-XX	GCJ1-30J-MV-30K-XX-XX-025
House- Side Shield Option	"ELSHS-ERL1-XXXX" sold separately	Add "HSS" as suffix	Accessory "HSSJGCJ"

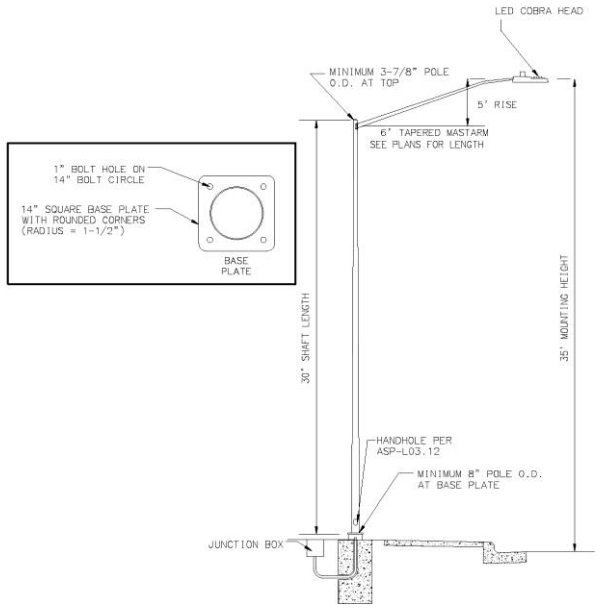
Design Guidelines



NOTES:

1. THE STREET LIGHTING ELECTRICAL DISTRIBUTION SYSTEM SHALL BE DESIGNED BY AN ALASKAN REGISTERED ELECTRICAL ENGINEER IN COMPLIANCE WITH THE NATIONAL ELECTRICAL CODE.
2. A TYPE 1A JUNCTION BOX IS REQUIRED FOR EACH LIGHT POLE AT A LOCATION DETERMINED BY THE ENGINEER. WIRING SHALL BE CONTINUOUS WITH SPLICING IN THE HANDHOLE OF THE LIGHT POLE ONLY. SEE THE CITY OF KENAI STREETLIGHT DESIGN GUIDE FOR ADDITIONAL WIRING INFORMATION.
3. PROVIDE DOUBLE FUSED CONNECTOR KITS WITH FUSES IN THE BASE OF EACH POLE AS SPECIFIED BY THE ENGINEER.
4. LED LUMINAIRE OPTIONS ARE DETAILED IN THE CITY OF KENAI STREETLIGHT DESIGN GUIDE.
5. #8 CU GROUNDING CONDUCTOR BONDED TO ANCHOR BOLTS, LIGHT POLE AND EQUIPMENTS GROUND ROUTED WITH (3) #8 LIGHTING CIRCUIT CONDUCTORS.

CITY OF KENAI	SCALE: NTS	DECORATIVE LIGHTING DETAIL	



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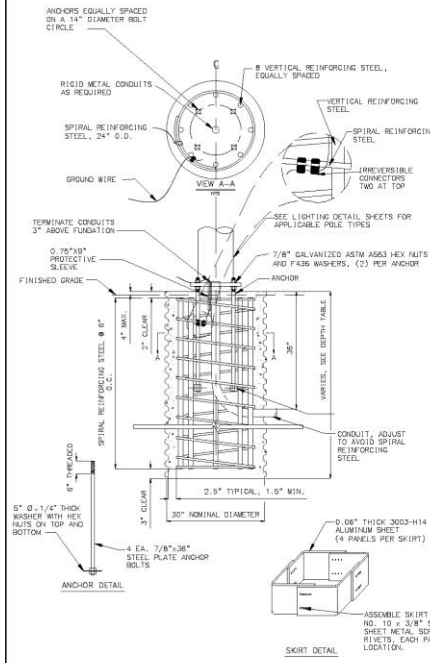
CITY OF KENAI	SCALE: NTS	STREET LIGHTING DETAIL	



MATERIAL REQUIREMENTS		
Concrete	Class A	f'c = 4000 PSI
CMP	AASHTO M218	14 GA.
VERTICAL REINFORCING STEEL	AASHTO M31 #8	GR 60
SPIRAL REINFORCING STEEL	AASHTO M31 #5	GR 60
GROUND WIRE		#4 AWG
Anchor Bolt	ASTM F1554	GR 55
Conduit	Sch 40	RMC
Protective Sleeve	Sch 40	PVC

DEPTH TABLE (See design notes for loads)

N1-60	Soil Density (pcf)	Φ(°)	Groundwater Depth (ft)	Shaft Depth (ft) Not Frost-Susceptible	Shaft Depth (ft) Frost-Susceptible
10	120	33	10	10	12
15	124	34	2	10	12
20	126	35	5	10	12
10	110	30	2	11	13

CONTROLLED LOW STRENGTH MATERIAL MIX DESIGN

ITEM	BATCHING QUANTITIES PER CYD BATCH (LBS.)	APPLICABLE SPECS.
PORTLAND CEMENT CONCRETE	188	701-2.01
Water (52.1 Gal.)	435	712-2.01
Fine Aggregate SSD	3041	703-2.01
Admixture: Air entrainment	2.0 OZ.	711-2.02
Total	3664	

DESIGN NOTES:

Design Standard: LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 1st Edition (LRFD).

Maximum Unfactored Service Loads (SSSS): 1,500 lbs axial, 510 lbs shear, 9,200 ft-lbs moment.

Wind and Soil: Foundations shall not be used for locations over 140 mph basic wind speed as shown in the LRFD figure 3.8-2a. This foundation is approved for the poles show in the lighting detail sheets in cohesionless soils with an N1-60 value meeting the minimum requirements of at least one soil option below. Provide frost jacking mitigation if soils are frost susceptible, and increase shaft depth as shown in the table.

NOTES:

1. This foundation shall not be used if any of the following are encountered; water table above the bottom of foundation, very loose soils, organic soils, cohesive soils (clay), or soils susceptible to frost jacking. If any of these conditions are encountered, stop foundation work and contact the Engineer.
2. Place foundation in drilled or excavated hole with centerline of foundation located at the station, offset, and elevation specified in plans. Set foundation to satisfy the conditions depicted in clearance detail.
3. Form the foundation in corrugated metal pipe conforming to Subsection 707-2.01 of the Specifications.
4. Provide 1.5 extra turns at each end of the spiral reinforcing steel. Reinforcing steel shall not be spliced. Tie vertical reinforcing steel to each intersection of the spiral reinforcing steel.
5. Connect ground wire near the top of spiral reinforcing steel with two irreversible connectors as shown. Fasten connectors according to the manufacturers' recommendations including the use of manufacturer specified tools. The ground wire may be bare solid, stranded, or braided copper. Protect ground wire with protective sleeve as shown and fill with silicon sealant.
6. Backfill and compact according to Section 205, and Subsections 203-3.04 and 660-3.01 of the Specifications. Use selected material, Type A or controlled low strength material as backfill material. Ensure area below foundation meets compaction requirements and is free of loose material and debris prior to concrete work.
7. Install all anchors according to the manufacturer's written installation instructions. Anchors shall be installed plumb. Anchors greater than 1:40 out-of-plumb will result in foundation rejection.
8. Grade in depth table refers to fill slopes. If foundation is in a cut slope assume flat grade in table. To determine grade in fill slopes, use the most severe grade found within an 8 foot radius of the center of the foundation.

CITY OF KENAI	SCALE: NTS	LIGHT POLE FOUNDATION	

THE PATH FORWARD

Immediate next steps

1. **Onboard the data** — Onboard the field-verified inventory, metering records, and ownership assignments as the single source of truth for finance, maintenance, and capital planning.
2. **Embed standards in maintenance** — Apply Design Guide standards through KECO and the routine maintenance cycle — every replacement contributes to a more uniform system.
3. **Coordinate with the school district** — Align 2026–2027 bus stop locations with existing illumination, and add HEA-owned lights where critical gaps remain.
4. **Launch Tier 2 capital projects** — Pursue HSIP/SS4A funding for school walk-sheds, top intersections, and wildlife mitigation; rewire opportunistically when trenching is already underway.
5. **Move toward citywide standardization** — Roll the Design Guide into all City-led, developer-driven, and roadway-improvement work so the system evolves cohesively.

KENAI
City of Kenai | 210 Fidalgo Ave, Kenai, AK 99611-7794 | 907.283.7535 | www.kenai.city

MEMORANDUM

TO: Mayor Knackstedt and Council Members

THROUGH: Terry Eubank, City Manager

FROM: Kevin Buettner, Planning Director

DATE: May 14, 2026

SUBJECT: **Ordinance 3520-2026 Requested Amendments**

This memo requests two amendments to Ordinance 3520-2026. The first amendment is to set a specific lot size for the installation of private water wells and septic systems, while reserving the ability of the City to allow for variations, if engineered plans are recommended for approval by the Planning & Zoning Commission and approved by City Council during the subdivision platting process.

The following amendment is respectfully requested:

Motion 1:

Amend Ordinance 3520-2026, Section 4, Subsection (d), by deleting the existing paragraph (5) in its entirety and replacing it with the following:

(5) In subdivisions where septic tanks or other individual sewage disposal devices are to be installed, the size of all lots included in such subdivision must be a minimum of forty thousand (40,000) square feet. If engineered plans are developed at the time of subdivision and depict where all wells and septic systems are to be placed and are sufficient to meet Alaska Department of Environmental Conservation requirements, smaller lots may be approved.

The second amendment is to add clarifying language regarding the type of subdivision that two subsections of code refer to. This is intended to reduce confusion of developers and landowners.

The following amendment is respectfully requested:

Motion 2:

Amend Ordinance No. 3520-2026, Section 5, by deleting existing paragraph (e) in its entirety and replacing with the following:

(e) In subdivisions of ten (10) or more lots, or where ten or more minimum sized lots could be created, an approved water supply must be provided for each lot within the subdivision area. All public water mains must be extended and constructed in accordance with regulations and requirements of, and under the supervision of the Public Works Director's office or their equivalent under contract by the City if such water mains are available for connection by the said subdivider and are located within one thousand five hundred (1,500) feet of the subdivider's nearest lot line.

Thank you for your consideration.

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MEMORANDUM

TO: Mayor Knackstedt and Council Members

FROM: Terry Eubank, City Manager

DATE: May 19, 2026

SUBJECT: **Ordinance 3523-2026 Requested Amendment to Draft FY2027 Budget Document**

This memo requests an amendment to the FY2027 Draft Budget Document related to support for continued public access and operation of the Kenai High School pool.

The Peninsula Piranha Swim Team has requested a grant in the amount of $46,401.84 to offset the estimated annual utility costs associated with operation of the pool facility via the attached email. This estimated utility cost was provided by the Kenai Peninsula Borough School District and includes an anticipated 6% increase for the upcoming fiscal year.

The Peninsula Piranha Swim Team has indicated that operation of the pool would include regular opportunities for public recreational use. Planned community access includes lap swim sessions, open swim times, and pool rental opportunities. The organization anticipates charging nominal fees for lap and open swim participation while offering discounted rental rates for City of Kenai residents. In addition, the organization has expressed interest in exploring future collaboration opportunities with the Kenai Senior Center to provide pool access for senior residents.

The following changes to the FY2027 draft budget document referenced in Ordinance 3523-2025 are respectfully requested:

Motion

Amend the Draft FY2027 Budget Document as follows:

General Fund – Legislative, page 85
Increase the Grants to Agencies section from $21,100 to $67,402

General Fund - Legislative, page 86
Add Peninsula Piranha Swim Team to the 5047 Grants to Agencies list in the amount of $46,402 for a total of $67,402

For an overall increase of $46,402 to the FY2027 Budget

Thank you for your consideration.

Attachment

Terry Eubank

From: Peninsula Piranhas Swim Team <ppstalaska@gmail.com>
Sent: Wednesday, May 13, 2026 4:24 PM
To: Terry Eubank
Subject: Request from PPST

Hello Terry -

Thank you again for meeting with the Peninsula Piranha Swim Team's executive board today, we truly appreciate your time.

As we continue to move forward with plans to hopefully take over operations of the Kenai Central High School Pool, PPST would like to formally request a grant from the City of Kenai. This money would be used to pay the operational utility costs, estimated by KPBSD to be in the amount of 46,401.84 (this figure includes an estimated 6% increase for the next year).

In exchange, we want to assure the city council and residents of the City of Kenai that the pool will have frequent opportunities for recreational community use. This includes, but is not limited to, lap swim sessions, open swim times, and pool rental opportunities. At this time we plan to charge a nominal fee for all lap and open swim participants, but would offer discounted pool rental rates for City of Kenai residents. We are also open to looking into any future collaboration with the Kenai Senior Center to provide some pool time for the senior residents of Kenai.

We are happy to answer any questions or provide any further information if needed.

Again, thank you for your time and consideration,
PPST Board

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MEMORANDUM

TO: Mayor Knackstedt and Council Members

THROUGH: Terry Eubank, City Manager

FROM: Lee Frey, Public Works Director

DATE: May 20, 2026

SUBJECT: **Bluff Erosion Mitigation Design – PO Increase**

The Public Works Department recommends an increase of $100,000 to the Bluff Erosion Project with HDR, Inc. (HDR) to perform expedited design services to mitigate stormwater erosion and associated issues as part of the bluff project. The existing contract is for $1,084,674.63 to complete design and construction administration associated with the bluff erosion project and is still active completing closeout of the construction project and working on design of the access to the maintenance path. The project is being funded through State of Alaska grants for the bluff erosion project and the proposed work has been pre-approved for inclusion.

This increase is for a site visit and associated design survey to develop a cost estimate for completing designs to bid for construction of improvements and repairs associated with stormwater erosion of the bluff. Significant erosion occurred on Mission Avenue this breakup after stormwater from the surrounding area concentrated on Mission and overtopped the bluff. Proposed improvements include installation of new stormwater infrastructure to manage stormwater prior to reaching the bluff, abandonment of a water main along Mission and rerouting a water service on this main, relocation of a pole and camera for beluga viewing and stabilization of the recent erosion on Mission. Relocation of the pole and camera would need to be paid for with City funds. A future PO increase will be brought to City Council for costs to complete this expedited design in an effort to construct improvements prior to next winter.

The Public Works Department recommends approving this increase to complete this work.

Thank you for your consideration and I am available for any questions.