PARKS & RECREATION ADVISORY COMMISSION AUGUST 21, 2014
491 E. PIONEER AVENUE **THURSDAY,** 5:30 PM
HOMER, ALASKA CITY HALL COWLES COUNCIL CHAMBERS

NOTICE OF MEETING
REGULAR MEETING AGENDA

1. CALL TO ORDER

2. AGENDA APPROVAL

3. PUBLIC COMMENT UPON MATTERS ALREADY ON THE AGENDA *(Three minute time limit)*

4. VISITORS *(Visitors normally have 10 minutes for their presentation.)*
A. Adele Person, Safe Routes to School
B. Carey Meyer, Public Safety Building Project
C. Gail Edgerly, Woodard Creek Coalition

5. RECONSIDERATION

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

A. Minutes for the regular meeting on June 19, 2014 **Page 11**
B. Recommendation of Support for the Friends of the Homer Library Re-envisioning the Homer Public Library's Western Lot **Page 19**

5. STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS
A. Carey Meyer, Public Works Director – General Project Updates
B. Staff Report – Julie Engebretsen, Deputy City Planning Director **Page 23**
C. Parks Maintenance – Angie Otteson
D. Community Recreation – Mike Illg

6. PUBLIC HEARING

7. PENDING BUSINESS
A. Karen Hornaday Park – Discussion on the Parks Entrance Road Relocation, Parking Issues and National Parks Service Rivers, Trails and Conservation Assistance Program **Page 33**
B. Safe Routes to School and Homer Safe Streets Program **Page 39**

8. NEW BUSINESS
A. Request to Change the Designation of the Karen Hornaday Park Access Road **Page 49**
B. Budget 2015 Requests and Recommendations **Page 51**
C. Capital Improvement Plan 2015-2020 Recommendations to Council **Page 55**

9. INFORMATIONAL MATERIALS
A. Commission Annual Calendar **Page 139**
B. Commissioner Attendance Schedule At Council Meetings **Page 140**
C. Application to RTCA by Woodard Creek Coalition **Page 141**
D. Events Scheduled for the Kenai Peninsula for September/October **Page 235**
E. Park Day 2014 Photos **Page 237**

10. COMMENTS OF THE AUDIENCE

11. COMMENTS OF THE COUNCILMEMBER (If one has been assigned)

12. COMMENTS OF STAFF MEMBERS

13. COMMENTS OF THE COMMISSION

14. COMMENTS OF THE CHAIR

15. ADJOURNMENT THE NEXT REGULAR MEETING IS SCHEDULED FOR SEPTEMBER 18, 2014 at 5:30pm in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer Alaska

Public Comment on Items Already on the Agenda

Visitors

Reconsideration

Consent Agenda Items

Session 14-07 a Regular Meeting of the Parks and Recreation Advisory Commission was called to order on June 19, 2014 at 5:30 pm by Chair Matt Steffy at the Cowles Council Chambers City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS LOWNEY, BRANN, ARCHIBALD, STEFFY, MACDONALD, ROEDL

ABSENT: COMMISSIONERS LILLIBRIDGE, OCHOA(EXCUSED)

STAFF: ANGIE OTTESON, PARKS COORDINATOR
MIKE ILLG, RECREATION SPECIALIST
JULIE ENGEBRETSEN, DEPUTY CITY PLANNER
RENEE KRAUSE, CMC, DEPUTY CITY CLERK

APPROVAL OF THE AGENDA

The agenda was approved by consensus of the Commission.

APPROVAL OF THE MINUTES *(Minutes are approved during regular meetings only)*

A. Meeting Minutes for the regular meeting on May 15, 2014

Chair Steffy requested approval of the minutes from the May 15, 2014 meeting.

LOWNEY/ - SO MOVED.

The minutes were approved by consensus of the Commission.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA *(Three minute time limit)*

Ryjil Christianson, Pratt Museum, commented on the work being done to daylight the lower portion of Woodard Creek.

Gail Edgerly, resident, commented on the benefits to clearing out the area surrounding Woodard Creek and the sloughing of trees into the creek bed.

Asia Freeman, resident, commented on the Woodard Creek project.

VISITORS

Asia Freeman, Bunnell Street Art Gallery, spoke on the proposed art donations to be placed in Bishop's Beach Park and requested the Commission's support and recommendation on placement in the park at the recommended locations.

Kate Crowley, representing the committee from Best Beginnings working on the improvements at Bayview Park, presented the Draft Master Plan for Bayview Park. She was requesting the support and approval of the proposed plan for the park.

STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS
A. Staff Report - Julie Engebretsen, Deputy City Planner

Ms. Engebretsen informed the commissioners that during the Public Comments on the Agenda it is not the time for a question and answer or to offer opinions on the comments offered. She reminded them that it is the time for the public to comment on the items on the agenda. She stated that the commission can request the item for a later agenda.

She provided a quick summary of her staff report. There were no questions or comments from the commission.

B. Parks Maintenance - Angie Otteson

Ms. Otteson provided a verbal status update to the commission on the city beautification project, they planted over 17,000 plants, parks and campgrounds. Ms. Otteson stated that Dan Coe has agreed to create the new sign for Coal Point Park for $375 and it will be ready for the Park Day event. She expressed concern having the art attached to the new windscreen on the pavilion at Bishop's Beach Park. She would prefer installation in front of the windscreen instead on it. Ms. Otteson further commented that the location of the End of the Road Park for the sculpture currently at the Bunnell Art Gallery is not appropriate for that park and there is another art piece that will be placed in the space within the circle.

C. Community Recreation - Mike Illg

Mr. Illg reviewed his report that was presented as a laydown.

PUBLIC HEARING

There were none.

PENDING BUSINESS
A. Karen Hornaday Park - Discussion on the Park's Entrance Road Relocation, Parking Issues, and National parks Service Rivers, Trails and Conservation Assistance Program

Ms. Engebretsen provided the information on the cost of fixing a culvert on a similar crossing and stated that it would be double that cost plus $500,000 and that it did not address the construction of the road into the park just crossing the creek and improving that section of Danview.

B. Recommendation to Advance the Date and Establish a Budget for the Park Day Celebration

Chair Steffy read the title into the record.

Commissioner Brann explained the reason for advancing the date of the event.

The commissioners reviewed their schedules and for the most part everyone would be able to attend. The outline of events is to have the event start at Coal point Park with a 30 minute historical presentation them to proceed and walk up the new boardwalk.

The commission agreed by consensus to move the date to Saturday, July 26, 2014 2:00-4:00 p.m.

A brief discussion ensued regarding the purchase of wooden trail whistles.

LOWNEY/ARCHIBALD - MOVED TO APPROVE THE RECOMMENDATION TO PURCHASE FOUR DOZEN WOODEN WHISTLES FROM A SOURCE CHOSEN BY STAFF AND FURTHER APPROVED EXPENDITURE OF COMMISSION FUNDS FOR ADVERTISING IN BOTH LOCAL PAPERS.

The commissioners agreed that they did not want children to attend that event and walk away without a whistle just because they did not get there in time. Extra can be provided to the Pratt. Commissioner Lowney can stamp the whistles to commemorate the event. The commission also talked about advertising for the event.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Commissioner Brann inquired where Ms. Krause located the information provided on page 107 of the paper about the coal fields since he never knew that information. Ms. Krause explained that she located a few blogs that covered the railroads in Alaska.

There was a brief discussion on clean up and sprucing up the park before the event. Commissioner Brann is intending to repair the bench before the event with Commissioner Archibald assistance. He further added what was planned as a temporary fix for the interpretive signage.

Commissioner Brann responded to Commissioner Lowney's request regarding the recommendations made during the walk through that was recently conducted.
C. Recommendation to Approve Expending Commission Funds to Construct and Install a Sign at Coal Point Park

Chair Steffy read the title into the record. He requested clarification on the comment made in Angie Otteson staff report.

LOWNEY/BRANN - MOVED TO APPROVE EXPENDING THE FUNDS.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS
A. Recommendation for Placement of a Donation of Art created by Rachelle Dowdy in Bishop's Beach Park

Chair Steffy read the title into the record. He requested discussion before making a recommendation.

Commissioner Archibald stated he has received several comments from the public regarding the artwork and it was not favorable. Commissioner Lowney offered favorable comments on the previous work of the artist.
Ms. Krause provided information on placement next to the boardwalk from the Pubic Arts Committee. It was recommended to place in an area away from the boardwalk.
A discussion ensued surrounding the location and that it should involve more public input on the sculpture.

Chair Steffy requested a motion.

LOWNEY/BRANN - MOVED TO APPROVE AND RECOMMEND PLACEMENT OF THE SCULPTURE IN THE SECOND LOCATION RECOMMENDED BY PUBLIC WORKS.

Further discussion on visiting the park and reviewing the sites suggested. The commission expressed concern with placement in the park due to soil conditions. Commissioners MacCampbell, Archibald and Roedl wanted to visit the site. Commissioner Roedl felt location #3 would be better. Commissioner MacCampbell suggested another park would be appropriate such as Karen Hornaday. He expressed concern regarding the placement of such as heavy piece in that environment.

VOTE. YES. LOWNEY. BRANN.
VOTE. NO. MACCAMPBELL, ARCHIBALD, ROEDL
VOTE. ABSTAIN. STEFFY

Motion failed.

B. Recommendation for Placement of a Donation of Art created by Lynn Naden on the Windscreen of the Pavilion at Bishop's Beach Park

Chair Steffy read the title into the record. He reminded the commissioners of the concern expressed by Ms. Otteson with placement of the art on the windscreen. Some concern for the placement of the net

to collect trash was expressed regarding the typical trash that is removed from that beach would not be appropriate for children.

Ms. Krause provided information that the discussion and the recommendation from the Public Arts Committee were favorable.

Discussion ensued regarding the permanent attachment to the windscreen and also putting junk from the beach in it.

LOWNEY/BRANN - MOVED TO APPROVE THE RECOMMENDATION TO PLACE THE DONATION OF THE SILVER SALMON ON THE WINDSCREEN AT BISHOPS BEACH AND FURTHER RECOMMENDTHAT TRASH BE REMOVED ONCE EACH WEEK.

There was a brief discussion regarding future removal if they trash removal was not kept up.

VOTE. YES. LOWNEY, ROEDL, ARCHIBALD, MACCAMPBELL, STEFFY, BRANN

Motion carried

C. Recommendation on an Art Sculpture, Buoys and Barrels, created by Artist Jarod Charzewski for Placement in End of the Road Park as a Permanent Feature

Chair Steffy read the title into the record.

There was consensus among the commissioners that it was not appropriate for the End of the Road Park and that the gallery may find another location somewhere within the city that will be better suited for it.

MACCAMPBELL/ARCHIBALD - MOVED NOT TO RECOMMEND PLACEMENT IN THE END OF THE ROAD PARK OF THE SCULPTURE BUOYS AND BARRELS .

There was a brief discussion regarding inclusion of not expending any park funds on purchase of art and it was explained that the Public Arts Committee has forwarded a recommendation not to include in the city art collection so it was determine that was enough direction to Council.

VOTE. YES. LOWNEY, MACDONALD, ROEDL, ARCHIBALD, BRANN, STEFFY

Motion carried.

D. Recommendation for the Draft Bayview Park Master Plan as Presented by the Best Beginnings Playspaces

LOWNEY/ARCHIBALD - MOVED TO APPROVE THE DRAFT BAYVIEW PARK MASTER PLAN AS PRESENTED BY THE BEST BEGINNINGS PLAYSPACES COMMITTEE.

There was a brief discussion on the plan presented and the scheduled implementation.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

E. Recommendation for New or Amended Projects for Inclusion in the 2015-2020 Capital Improvement Plan

The commission entertained an in depth discussion with staff on amending the Karen Hornaday Park Phase II project to be rewritten to address the relocation of the road, parking and pedestrian safety plus Woodard Creek. They were not inclined to include the new storage request for the Little League in

the project focusing on the approved master plan. They also considered the request to change the HERC project to focus on the gym only and that project to include addressing accessibility issues, heating, new flooring and bringing that section of the building up to the required code; Jack Gist Park project - to redefine the description to simplify the project; Mariner Park Restroom project to be amended to vault restrooms instead of plumbed and including the advisory comments from Commissioner MacCampbell regarding the water table and a maze like entry.

Commissioner Lowney informed the commission on the complaints she has heard from parents attending ball games regarding the alders lining the road; suspicious persons from the campground going into the playground; frequent visitations from police regarding improper behavior; more trash cans are needed; the HoPP over expansion leaving the playground footprint; parking on and the use of the service road to the relocated pavilion.

Ms. Engebretsen asked about the request from Best Beginnings for support in recommending their project of implementing the Bayview Park master plan. The commissioners were agreeable to recommend support.

Commissioner Brann requested adding the purchase of land at the Rogers Loop for access to the Diamond Creek Recreation Area stating it was the only access point within the city. Chair Steffy agreed that would be a good project to request funding for, Ms. Engebretsen asked if Commissioner Brann could check with the Ski Club since currently this project was under Non-profits.

Chair Steffy asked for a motion to move the projects forward after confirming that they could request more than one from staff.

LOWNEY/ARCHIBALD - MOVE TO NOMINATE THE BAYVIEW PARK MASTER PLAN TO THE CAPITAL IMPROVEMENT PLAN.

There was no further discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LOWNEY/BRANN - MOVE TO NOMINATE THE H.E.R.C. GYM IMPROVEMENTS - TO INCLUDE ISOLATING FOR ENERGY EFFICIENCY AND MINIMUM CODE REQUIREMENTS AS REQUIRED FOR THE GYM FACILITY

There was no further discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

INFORMATIONAL MATERIALS

A. Commission Annual Calendar
B. Commissioner Attendance Schedule at Council Meeting
C. Resolution 14-065, Approving Regulations Promulgated by the City Manager Which Establish a Speed Limit and Prohibit Parking Along the Roadway at Karen Hornaday Park
D. Resolution 14-061(A), Requesting AKDOT/PF to Extend the 35 MPH Speed Limit on East End Road Past the Equestrian Park and Jack Gist Park to the Western Intersection of Bear Creek Drive and East End Road and Place a Crosswalk in the Area to Access the Bike Trail and Install Signage Indicating to Motorists the Presence of the Horse Park
E. Uniform Park Signage Project Phase I: Jack Gist Park, Bayview Park, Jeffrey Park and Louie's Lagoon
F. Resolution 14-067(S), Awarding the Contract for the Parks, Art, Culture and Recreation (PARC) Needs Assessment to the Firm of Agnew::Beck Consulting, LLC of Anchorage, Alaska

G. Resolution 14-056, Amending the Commission Bylaws, Regular Meetings, Establishing a Regular Meeting Schedule of February through June, and August through November; Committees, Requiring City Council Approval to Form a Special Committee, and Special Meetings to be Scheduled only when Required to Complete Time Sensitive Business
H. Information on Cook Inlet Coal Fields, Certificate of Interest to Handout and an Information Flyer that was created to distribute to vendors on the Homer Spit

There was a brief discussion on commissioner attendance at Council meetings. It was noted that the July commission meeting was canceled due to the approved bylaws changes. Commissioner Roedl can speak about the Park Day event. Chair Steffy requested adding him for the August 25th and September 8th Commissioner Lowney will attend the September 22nd meeting.

Chair Steffy briefly summarized the remaining items. He elaborated on the award of the contract to Agnew::Beck and stated that it could be on the August agenda when more information has been obtained.

Staff will produce copies for Commissioner Brann to pick up on Friday for distribution. Certificates need to be on a heavier paper stock approximately 40-50 copies would be good.

COMMENTS OF THE AUDIENCE

There were none.

COMMENTS OF THE CITY STAFF

Ms. Engebretsen commented it was a good meeting.

Ms. Krause had no comments.

COMMENTS OF THE COUNCILMEMBER*(If one is present)*

There were no council members present.

COMMENTS OF THE COMMISSION

Commissioner Brann commented that he is excited about Parks Day it should be a lot of fun, and hoping that there will be a lot of interest and people using the boardwalk. Looking through the packet regarding the information supplied on the projects and the high costs that are represented, he would like to see more realistic costs by using local companies and do better on those costs.

Commissioner Archibald second that request and went on to comment that there were several construction people that the job could be done cheaper. Thanks to staff. July 5th is the Highland Games gates open at 9:30 p.m. This will be judged by Officials from Idaho. Need volunteers to assist judges.

Commissioner MacCampbell commented that he will have some very large guys with red beards participating and three of his trail crew is distance runners so they will be running the Kilted Mile.

Commissioner Lowney commented on the amount of work that has been accomplished around town. She recommended visiting the park and seeing the placement of the new pavilion. She is not sure where to go to address these little issues and she calls them little but they are not really; need to continue applying the Band-Aid regarding parking until the official signs are up and those will hopefully make a difference; she will deal with getting the garbage cans taken care of, etc. That park needs to be dealt with; she will work on the River Trails application and believes that they need to continue working on Woodard Creek and offer help wherever they can; she appreciates the recognition given to HOWL and Church on the Rock; when she contacted them they were absolutely thrilled; she wants to continue to pat those people on the back and get those folks the recognition they deserve including the

groups that help out at the parks. Thank you staff for all your work too. Kudos to Commissioner Brann on the Water Trail and she knows that Commissioner Archibald helped on that too. Good job.

Commissioner Roedl had no comments.

Chair Steffy thanked Commissioner Brann for his work and efforts on Park Day. He noted that he has a utility kilt but believes it belongs to a former waistline. He reminded everyone that the week of June 23rd is Invasive Species Week. He himself has spent several hours today pulling vetch. Thanks to staff for all the materials and the work in the background and for working through this long meeting, they covered a lot tonight, now go home.

ADJOURNMENT
There being no further business to come before the Commission, Chair Steffy adjourned the meeting at 8:28 p.m. **THE ANNUAL PARK DAY CELEBRATION IS SATURDAY, JULY 26, 2014 2:00 P.M. TO 4:00 P.M. AT COAL POINT PARK.** The next **REGULAR MEETING IS SCHEDULED FOR THURSDAY AUGUST 21, 2014** at 5:30 p.m. at City Hall Cowles Council Chambers 491 E. Pioneer Avenue, Homer, Alaska.

_____
Renee Krause, CMC, Deputy City Clerk I

Approved:_____

FRIENDS OF THE HOMER LIBRARY

Re-envisioning the Homer Public Library's Western Lot

The Friends of the Homer Public Library's mission is to provide volunteer support for library programs and services, to raise funds that enrich the library experience and to promote the use and enjoyment of the library. FHL has a 9-member volunteer board plus honorary student member who work closely with library staff to publicize the valuable tools and services available at the library to all community members at no cost, without discrimination. Throughout the Friends' history, the organization has provided resources for capital improvements, including raising funds for the new building and outfitting it with items to enhance library patrons' experience, like children's book bins, lamps, benches, and e-readers. Now with the building and library programs and staff flourishing, the Friends is committed to making the entire library property a vibrant and safe part of the Homer community.

Western Lot

The City of Homer embarked on the New Library Project 10 years ago and set aside lots from Hazel Avenue to the Poopdeck Trail, adjacent to Hazel Avenue, as the location of this civic anchor. The original design plans (see Figure 1) included park-like attributes for the western side of the City property. Due to funding considerations, only a gravel foot path was established to link the library's main parking lot to the Poopdeck Trail. Now in 2014, with increasing concern about safety along the existing foot path and adjacent Poopdeck Trail, the time is right to re-visit the potential of the library's western lot and ways to integrate it into the library mission and programs.

Figure 1. Design plans from 2004 for the New Library Project.

Goals

The Friends of the Homer Public Library propose the following as achievable and desirable goals as we re-envision the library's western lot:

1. increase safety by strategically thinning the vegetation to create better sight lines;
2. expand available space for existing library programs (story hour, summer reading program);
3. create potential space for new library programs (StoryWalk, storybook theater);
4. develop new partnerships with community entities who encourage the use of outdoor space;
5. provide a new community space within the city center; and
6. connect with neighbors interested in improving the Poopdeck Trail area to make it a community asset, not liability.

Why Now?

1. Kachemak Heritage Land Trust is moving forward on a trail planning process through the NPS's Rivers, Trails, and Conservation Assistance Program (RTCA) to help them re-envision their property which is adjacent to the Poopdeck Trail.
2. FHL staff and board have current capacity to take on a new project now that the library building has been up and running for 8 years.
3. FHL has available funds to get project planning started and a successful track record of grant and community fundraising.

Considerations

- City of Homer and library staff support
- Lot is mapped as upland wetlands. Need a wetlands assessment to identify drainage issues.
- How might this affect local neighbors and other stakeholders?
- Will there be ongoing maintenance, landscaping, lighting or signage costs?
- Who will manage/reserve space use?

Potential Design Features

expanded footpaths, picnic tables, benches, covered amphitheater, stage, lighting, exercise stations, statues, community art, StoryWalk infrastructure, additional parking, restrooms, greenhouse

Community Partners/Stakeholders

City of Homer's Police Department, Library Advisory Board and Parks and Recreation Department, Safeway, CIRI, Petro Marine, private property owners along Grubstake Ave, Kachemak Heritage Land Trust, MAPP of the Southern Kenai Peninsula, Best Beginnings Homer, Nature Rock's Homer, Colors of Homer, Pier 1 Theater, Homer-area schools.

Reports

Staff/Committee/Council/Borough

City of Homer
www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603
Planning@ci.homer.ak.us
(p) 907-235-3106
(f) 907-235-3118

To: Parks and Recreation Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 14, 2014

Subject: August Staff Report

- Proposed Community Center Location. Please see attached resolution, passed by Council at their last meeting. I have no additional information.
- Council approved the expenditure of $25,000 to clear brush and trees along Poopdeck Trail, to the library, and on City owned property in Town Center.
- Council approved Spending $19,000 to bring the gym into compliance with the fire code.
- Council accepted a grant of $110,000 from USFW to upgrade the boardwalk at Island and Ocean, similar to the upgrade the City completed on the Beluga Slough boardwalk recently.
- Council approved spending an additional $84,000 of HART road funds for old town traffic calming.

Account	Description	Amount
160-0774	4 Permanent Speed Humps	$60,000
	14 Flexible Pedestrian Delineators	$ 6,000
	2 Temp. Parking Lot Speed Bumps	$ 8,000
	Solar Speed Awareness Signs	$10,000
	TOTAL PROJECT BUDGET	$84,000

- At the last meeting, the Commission discussed the art donations at Bishop's Beach. The donation of the salmon with net that was proposed for the picnic shelter wall has been withdrawn. Council remanded the bird sculpture to the Public Arts Committee to review ongoing maintenance costs and funding sources.
- If you are interested in the CIP process, Council will have a work session at 4:00 pm. Monday August 24th to discuss it. Council Chambers.
- Scheduled for the 8/25 regular meeting, is a resolution approving the school district joint use of facilities agreement (Community Rec program).
- Commissioner Lowney requested information on Woodard Park. Page E-11 of the Land Allocation Plan is attached, as is a map. There is a tiny strip of land, and also a portion of the unused right of way of Spruceview. The one lot is 30 feet wide, and with MAYBE 50 feet to

work with. It is a designated a right of way and park. (Reso 04-53). The designation is by resolution not by any deed restriction.

P&R talked about a single parking spot (there is a culvert for the driveway installed, and maybe even a parking spot) and maybe a future mowed area w picnic table, or maybe tot lot type little kid toys pocket park. The thought was a neighborhood pocket park for families and young kids to walk to. There is not a lot of area to work with, and its close to KH park which is larger and has more amenities.

The biggest feature of the park in my opinion is it has some trees next to Bartlett, so it creates a sound and visual buffer to the traffic on Bartlett. Kind of like a gateway between the commercial area and the single family homes. Its nice. You can get down to the creek but I don't recall it being a spot I would encourage a young kid to play. Most of the time there is not very much water.

As far as signage, I would have this as low priority since its not developed. Additionally, the neighboring land owner has concerns with trespass, so we would probably want to define the park area before we encouraged people to 'recreate' there, although there may already a fence in place.

Attachments
Resolution 14-084
Land Allocation Plan page for Woodard Park
Map of Woodard Park

CITY OF HOMER
HOMER, ALASKA

Mayor

RESOLUTION 14-084

A RESOLUTION OF THE HOMER CITY COUNCIL IDENTIFYING HOMER FAA SITE SUB TRACT 38A IN THE TOWN CENTER AS A VIABLE LOCATION FOR A COMMUNITY CENTER.

WHEREAS, The Homer City Council has recognized the community's desire for a community recreation facility; and

WHEREAS, The Homer City Council has committed funds for a Parks, Arts, Recreation and Culture (PARC) Needs Assessment to determine the resources and prioritize the needs for the community concerning parks, arts, recreation and culture facilities and programs, with a ten to fifteen year outlook ; and

WHEREAS, Agnew::Beck Consulting, LLC was awarded the contract to complete the PARC Needs Assessment by April 30, 2015; and

WHEREAS, If the PARC Needs Assessment determines that the community is supportive of funding and maintaining a community recreation facility, a proposition will be put before the voters at the October 6, 2015 regular election; and

WHEREAS, The Homer City Council is cognizant of the sentiment the HERC facility holds for many community members, but realizes the potential expenses to bring the entire HERC facility up to city code exceeds the potential useful life of the facility; and

WHEREAS, The Homer City Council recognizes the current HERC facility is inadequate to continue providing community recreation services beyond the use of the gymnasium facilities following some modifications prescribed by the Fire Marshall; and

WHEREAS, Contingent upon the favorable outcome of a proposition by the voters to fund and maintain a community recreation facility, the Homer City Council identifies Homer FAA Site Sub Tract 38A in the Town Center as a viable location for the facility; and

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby identifies Homer FAA Site Sub Tract 38A in the Town Center as a viable location for a community center contingent upon the PARC Needs Assessment and the voters' decision to fund and maintain a community center.

PASSED AND ADOPTED by the Homer City Council on this 11th day of August, 2014.

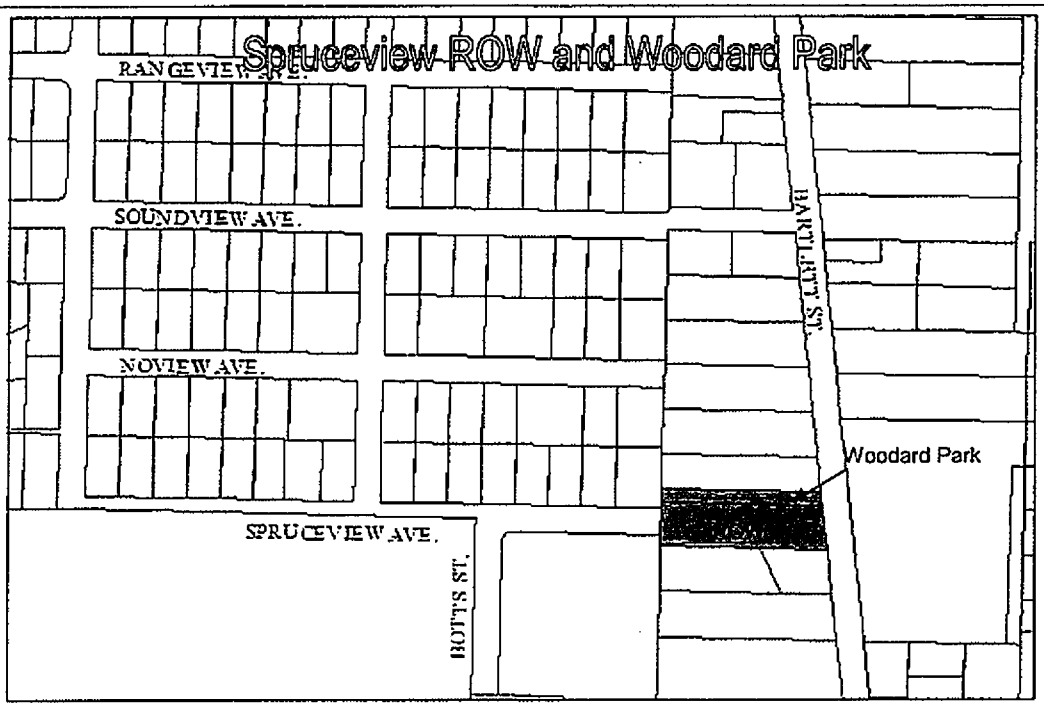
CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: Property Value $468,300 (Kenai Peninsula Borough 2014 Assessment).



Designated Use: ROW and Woodard Park
Acquisition History: ROW: Purchased for Harrington Heights LID, Ord 2000-13(S) 7/2000. Woodard Park: Tax Foreclosure (Harry Gregoire), Park designation enacted in Reso 04-53

Area: ROW 0.85 acres Woodard Park: .025 acres	**Parcel Number:** 17513329 17513328

2006 Assessed Value: ROW: $61,400, Park: $36,200

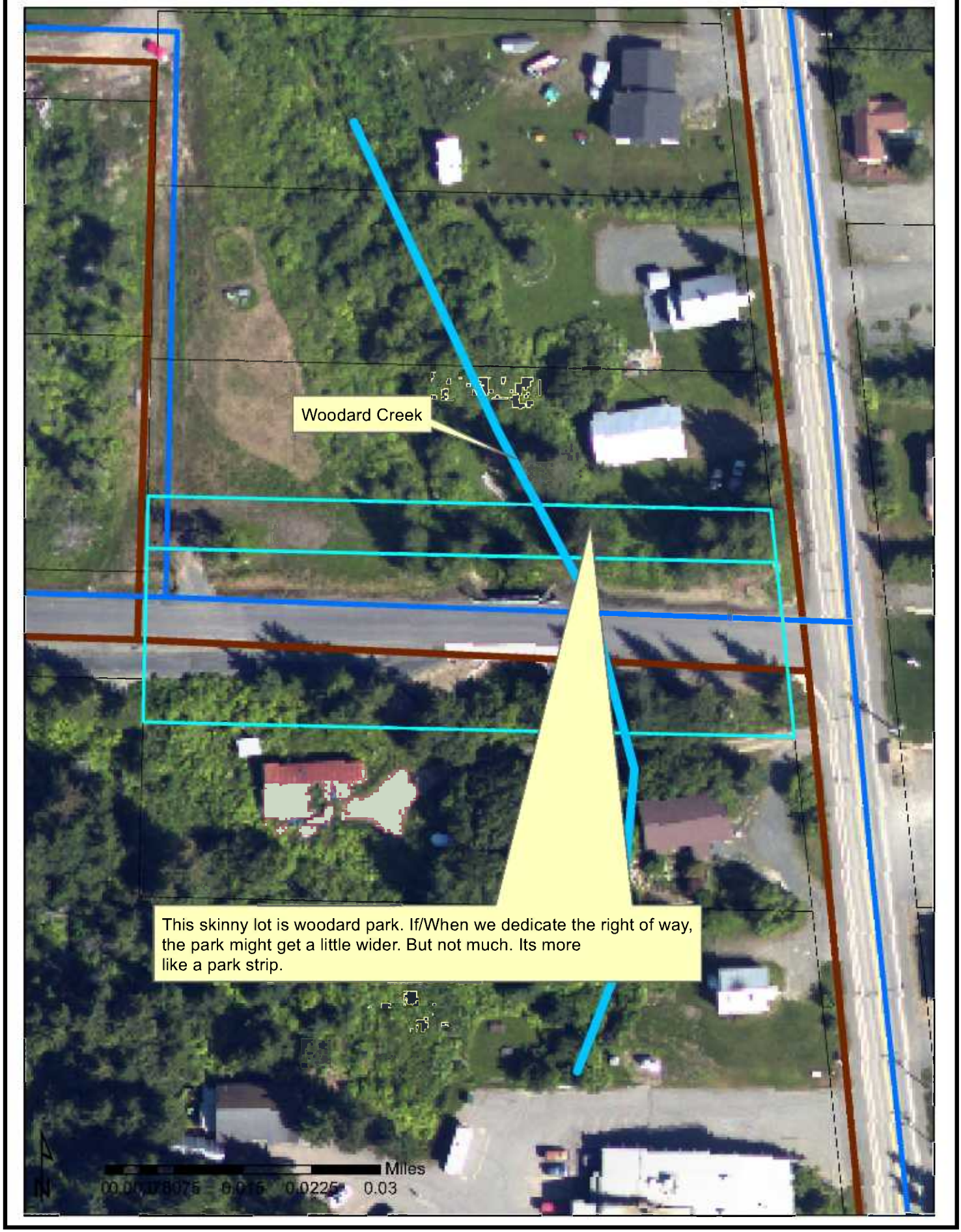
Legal Description: ROW: HM0860044 T06S R13W S19 BUNNELL'S SUB NO 17 LOT 12-A
Woodard Park: HM0860044 T06S R13W S19 BUNNELL'S SUB NO 17 LOT 11-B

Zoning: Residential Office	**Wetlands:** Woodard Creek and wetlands present

Infrastructure: Paved access on Bartlett. Part of completed Spruceview Road LID. Water and sewer present.

Notes:

Finance Dept. Code: ROW: 500.0051 Park:


Woodard Creek
This skinny lot is woodard park. If/When we dedicate the right of way, the park might get a little wider. But not much. Its more like a park strip.
Miles
0.0075
0.015
0.0225
0.03

Public Hearing

Pending Business

City of Homer
www.cityofhomer-ak.gov

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

Memorandum

TO: PARKS AND RECREATION ADVISORY COMMISSION

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: AUGUST 13, 2014

SUBJECT: KAREN HORNADAY PARK - DISCUSSION ON PARK ACCESS ROAD RELOCATION , PARKING ISSUES, AND THE NATIONAL PARKS SERVICE RIVERS, TRAILS AND CONSERVATION PROGRAM

Several Commissioners requested this item to be on the agenda for this meeting. Commissioner Lowney had volunteered to fill out an application at the June meeting.

Included are instructions on completing an application and the application itself.

Application Guidelines

Project Selection Criteria

Applications for Rivers, Trails, and Conservation Assistance program assistance are competitively evaluated based on how well the applications meet the following criteria:

1. The project has specific goals and results for conservation and recreation expected in the near future.
2. Roles and contributions of project partners are substantive and well-defined.
3. There is evidence of broad community support for the project.
4. The anticipated role for the National Park Service is clear and fits the National Park Service mission.
5. The project advances one or more key National Park Service strategic objectives.

How to Prepare the Application

Project Description:

Concisely identify:
a) Vision and summary statement of the overall project goal;
b) Tangible outcomes of the project (recreational opportunities developed, plan creation, development of ideas and goals, miles, acres);
c) What has been accomplished with the project to date;
d) Governmental/organizational support/recognition; endorsements from elected officials and boards;
e) The direct benefit to the community of implementing the project (i.e. recreational or conservation opportunities in areas with little to no access);
f) Geographic location of your project and characteristics of that location (rural, coastal, wetland, urban, etc.); and
g) Important demographic characteristics of the project area that will benefit or be impacted with creation and/or addition of recreational opportunities.

Applicant and Partner Roles:
Please explain the roles and contributions of the applicant and partners. If there are potential partners that have not been contacted but that you are or will reach out to, please list these also along with the anticipated roles and contributions.

Commitment letters should be provided by at least three partners listed in the application. Commitment letters need to include project partner's role, contributions, and responsibilities in the project. Form commitment letters or those that have identical language with different signatures are not acceptable.

Public Support
Please explain current or past public support, meetings, outreach, etc. Discuss past and future methods of garnering support as well as any future plans for public outreach, participation, community inclusion, or governmental/organizational support.

National Park Service Assistance:

The NPS can help with many aspects of your project. Provide a short description of the kind of assistance needed by your project; prioritize needs in order of importance. The following are examples of assistance that the NPS has provided to projects in the past:

Defining project vision and goals—Assistance with focusing ideas and thoughts into a well-defined project vision with tangible goals.

Identifying and analyzing issues and opportunities— Assistance with clarifying challenges, evaluating choices, seeking and providing solutions/opportunities and developing action plans.

Assessing and engaging partners and stakeholders— Assistance with reviewing current partners/stakeholders, reevaluating current engagement strategies, developing new partnerships and engagement strategies, and identifying new/different stakeholders.

Inventory and mapping of community resources— Assistance with identifying and mapping existing and possible resources and connections to provide a comprehensive inventory for planning and implementation

Priority setting and consensus building—Assistance with facilitating discussion of partners and communities to set project priorities, ensure all voices are recognized and build consensus among the varied voices.

Identifying funding sources—Assistance with reviewing current/past funding sources, reviewing grant applications, and identifying new grant sources. Please remember that we do not provide funds or fundraise for your project but we can help develop a funding strategy to include grant sources, local businesses, and other organizations.

Organizational development— Assistance with developing and organizing a sustainable group, advisory committee, or organization to help implement the project's goals.

Designing community outreach and participation strategies— Assistance with designing community engagement and outreach strategies to gather and maximize input and to reach all members of the community.

Planning (trail, park, open space, greenway, water trail, etc.)—Assistance with developing/creating conceptual plans for projects based upon stakeholder and community input. Components include inventorying existing conditions, analyzing options, considering safety issues, and the engaging project partners to create conservation and outdoor recreation opportunities in local communities.

National Park Service Strategic Objectives

The National Park Service has specific objectives and measurable actions to integrate our mission, leverage resources and expand our contributions to society. Listed below are the strategic objectives for the 2015 project year. Projects that have one or more of these strategic objectives are given emphasis in the project selection process. If your project does incorporate any of these objectives, please describe how the project will address/implement the objective(s), specific partners (youth, health, nearby national parks, community organizations) that will help address/implement the objective(s), and/or elements of your project that address the objectives.

a. Builds partnerships with health and wellness organizations to promote healthy lifestyles;
b. Engages youth or youth organizations to promote close-to-home resource conservation, stewardship, and outdoor recreation opportunities;
c. Develops and/or improves connections to parks, rivers, trails, and greenways in diverse urban areas and communities with limited resources and facilities;
d. Develops or improves access to National Park Service sites by enhancing connections to nearby communities;
e. Advances the protection and stewardship of large natural landscapes (parks, open spaces, and working lands) through partnerships;
f. Expands public access to water resources, such as creeks, rivers, lakes, bays, and coasts, and the development of water trails.

How to Apply

Please contact the regional NPS Rivers, Trails, and Conservation Assistance program office closest to your project as early as possible before the August 1 application deadline to discuss your proposed project and inform us of your intent to apply. We encourage applicants to consult with National Park Service staff about their proposal at least 30 days prior to the application deadline to ensure that our assistance is appropriate for your proposal and that your application is the best that it can be. Staff can help with application questions and assist with formulating an application. Remember - it's never too early to talk to us about your project.

By August 1, send your completed application package via email or by U.S. mail to your National Park Service Regional Program Manager.

- Completed Application package includes
  - Completed application form
  - Site location map
  - At least three commitment letters
  - Supplementary information that can help us learn more about your project (background documents, examples of media coverage, support letters, maps, list of links to resources, etc.)

Application for Community Assistance

The National Park Service Rivers, Trails and Conservation Assistance program supports successful partnerships with communities across America in achieving their conservation and outdoor recreation visions.

Please follow the application steps on our website and then submit this completed application along with a map of your project site, at least three letters of commitment, and any other supplementary information that helps us learn more about your project to your National Park Service Regional Program Manager by August 1.

Date: Project Name:

Project Location Description (provide a location/site map):

City and State:

Congressional District(s) Number (s):

Applicant organization(s):

Primary Contact: Title:

Street Address:

City: State: Zip Code:

Email: Website (if applicable): Daytime Phone:

Project Description:

1. Describe:
   a) Your vision and summary statement of the overall project goal.
   b) Tangible outcomes of the project (i.e. recreational opportunities developed, plan creation, development of ideas and goals, miles, acres)
   c) Project accomplishments to date;
   d) Support: governmental/organizational support/recognition; endorsements from elected officials and boards, etc.;
   e) Community benefits that would result from implementing the proposed project (i.e. recreational opportunities in areas with little to no recreational access);
   f) Geographic location of your project and characteristics of that location (rural, coastal, wetland, urban, specific areas within a city or county, etc.);
   g) Important demographic characteristics of your project area that will benefit or be impacted with creation and/or addition of recreational opportunities.

Applicant and Partner Roles:

2. a. Describe your role and the level of commitment/services your organization can provide to the project.
   b. List the key partners involved with the project. Briefly summarize the existing or anticipated role and contribution of each partner.
   c. Please include commitment letters from three partners listed in the application, other than the applicant or individual(s) of the applying organization. Commitment letters should note the partner's support, list their anticipated project role, expected contribution(s), and responsibilities in the project.

Public Support:

3. Describe the level of public support to date, and any plans for future public outreach, participation, and

community inclusion.

National Park Service Assistance:

4. a. What are the biggest challenges and overall needs of the project?
   b. What type of assistance are you seeking from National Park Service staff? Please include a short description of the specific project need(s) for each of the boxes checked. Prioritize the project's top needs in the description.

- ☐ Defining project vision and goals
- ☐ Identifying and analyzing issues and opportunities
- ☐ Assessing and engaging partners and stakeholders
- ☐ Inventory and mapping of community resources
- ☐ Priority setting and consensus building
- ☐ Identifying funding sources
- ☐ Organizational development
- ☐ Designing community outreach and participation strategies
- ☐ Planning (trail, park, open space, greenway, etc.)
- ☐ Other

5. Describe how your project advances one or more key National Park Service strategic objectives. Projects that have one or more of these strategic objectives are given emphasis in the project selection process.

a. Builds partnerships with health and wellness organizations to promote healthy lifestyles;
b. Engages youth or youth organizations to promote close-to-home resource conservation, stewardship, and outdoor recreation opportunities;
c. Develops and/or improves connections to parks, rivers, trails, and greenways in diverse urban areas and communities with limited resources and facilities;
d. Develops or improves access to National Park Service sites by enhancing connections to nearby communities;
e. Advances the protection and stewardship of large natural landscapes (parks, open spaces, and working lands) through partnerships;
f. Expands public access to water resources, such as creeks, rivers, lakes, bays, and coasts, and the development of water trails.

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To: Parks and Recreation Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 14, 2014

Subject: Safe Routes to School and Homer Safe Streets Program

Introduction
There is a lot of community interest in improved pedestrian and bicycle safety. There are two programs to talk about. The first is a well-established federal program, administered by the state, called Safe Routes To School. It is specifically for improving pedestrian safety for school children K-8. Adele Person is on the agenda to speak about this program.

The second program is in the process of being established – the Homer Safe Streets program. Council has not yet been presented with the full idea, but Old Town is serving as a pilot project. This program is intended to be community wide.

Requested action: move to recommend the City Council adopt the Safe Streets Program.

Attachments
Alaska DOT Sate Routes to School; the 5 E's
Staff Report 14-65 Safe Streets Program

Alaska Department of Transportation & Public Facilities/Safe Routes to School

About the SRTS Program

5 E's of Safe Routes to School

The most successful Safe Routes to School (SRTS) projects are often ones that involve many community partners to educate and encourage students and parents to change the way they travel to and from school. These projects incorporate the "Five E's" of SRTS to ensure that their project is well-rounded. The Five E's of SRTS include:

Education

Education is one of the complementary strategies in a SRTS program. Education activities include teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of SRTS. While education dovetails with engineering and enforcement, it is most closely linked to encouragement strategies. For example, children may learn pedestrian and bicyclist safety skills and then get the chance to join a mileage club that rewards children for walking or bicycling to school.

Encouragement activities also offer "teachable moments" to reinforce pedestrian and bicyclist safety education messages.

Encouragement

Encouragement strategies are about having fun; they generate excitement and interest in walking and bicycling. Special events, mileage clubs, contests and ongoing activities all provide ways for parents and children to discover, or rediscover, that walking and bicycling are doable and a lot of fun.

Encouragement activities also play an important role moving the overall SRTS program forward because they build interest and enthusiasm, which can buoy support for changes that might require more time and resources, such as constructing a new sidewalk.

Enforcement

The main goal for SRTS enforcement strategies is to deter unsafe behaviors of drivers, pedestrians, and bicyclists, and to encourage all road users to obey traffic laws and share the road safely.

The public typically thinks of enforcement as officers writing tickets. In fact, enforcement, especially for SRTS programs, is a network of community members working together to promote safe walking, bicycling and driving. This can be accomplished through safety awareness, education and, where necessary, the use of ticketing for dangerous behaviors. Enforcement includes students, parents, adult school crossing guards, school personnel and neighborhood watch programs all working in conjunction with law enforcement. Working together to enforce rules for safe walking, bicycling and driving makes it safer and easier for everyone to walk and bicycle.

Engineering

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Staff Report 14-65

TO:	Homer Advisory Planning Commission
THROUGH:	Rick Abboud, City Planner
FROM:	Julie Engebretsen, Deputy City Planner
DATE:	July 16, 2014
SUBJECT:	Safe Streets Program

Requested action: Read through the staff report, discuss recommendations and make comments. Staff would like to work with both the Planning Commission and the Park and Recreation Advisory Commission on this topic, and incorporate the program into the 2015 budget. Staff anticipates spending several meetings discussing this issue.

Introduction
The Safe Streets Program is intended to facilitate city and community members to form partnerships to solve local problems. It streamlines the City response to citizen concerns, and opens the door to better communication and coordination.

The City has been working with the Old Town neighborhood on pedestrian and safety improvements. This partnership has become a pilot project for the Safe Streets Program. As new methods of traffic calming are tried in our community, the Safe Streets program will evolve with lessons learned, and new ideas.

Safe Streets Program
Mission Statement: Empower neighborhoods to partner with the City to solve safety concerns for pedestrians and bicyclists on area streets.

Program Goal: Increase pedestrian and cyclist safety in the City of Homer.

Program Parts:
1. Public Education
2. Funding for safety improvements
3. Technical assistance and partnerships to solve safety problems

Part 1. Public Education

What the City will do:

1. Advertise annually in local papers and radio stations to draw attention to safety issues such as crosswalk and share the road laws. Encourage newspaper articles and radio coverage.
2. Participate in appropriate community events such as Safe Kids Fair, Bike to Work Week and other relevant community activities.
3. Create a pamphlet and city website about the Safe Streets program, and city resources.

Part 2. Funding for safety improvements

The Safe Streets Program will be funded primarily by the Homer Accelerated Roads and Trails fund. Funds will pay for improvements such as signage, striping roads and crosswalks, speed bumps, and minor paving or gravel improvements. Large projects, at the Council's discretion, may follow the Special Assessment District Process, or may be placed on the CIP. HART funds may be used to leverage other outside funding.

Council will allocate HART funding each year in the annual budget process based on demand for the program and sales tax revenues. Improvements that were made under the program may also be maintained using HART funds. Maintenance may include things like replacing signs, or restriping pavement.

Part 3. Technical assistance and partnerships to solve safety problems

The City will provide technical assistance to neighborhoods in the form of staff time. All safety improvements should meet basic safety standards and best management practices, such as AASHTO, or other recognized standards. For example, stop signs and crosswalks will be used only when warranted. * A warrant is a set of criteria which can be used to define the relative need for, and appropriateness of, a particular traffic device. The warrant analysis process is just one of the tools to be used to determine if the traffic control improvement is warranted.

How does a neighborhood work with the City?

Steps

1. The first step when a citizen approaches the City is for a City staff member to visit the site and listen to the concerns of the citizen. That staff member could be from parks maintenance, road maintenance, public works superintendent, police office, planner, etc.

2. The staff member will document the preliminary observation, citizen concerns, and the next steps that should be taken by the citizen and by the City. This documentation would likely be a written memo to the citizen and copied to appropriate city staff.

Recommendations could include many options, such as:

- Using the Traffic Speed Trailer to measure speeding
- Request for Public Works to trim vegetation, or address a right of way visibility issue
- Request new signage or replace missing signs
- Provide guidelines for neighborhoods to work together to solve problems
- City staff attends a neighborhood gathering to talk about the problem
- Request increase in city services to address the issue (road maintenance, traffic tickets)
- Do nothing
- Referral to a traffic engineer or other professional level service

****The City could purchase traffic counters, to measure traffic volume and speeds on a street. If a neighborhood had a problem, measuring traffic volume and speed might be one of the first city responses. Many traffic solutions are based on the speed and volume information. The City does not have this information for most city roads (the state has it for state roads only).

3. The citizen can then take this memo and share with the neighborhood for discussion. City Staff will follow through with 'easy' recommendations, like signage and vegetation clearing.

4. It's up to the neighborhood to request more follow up beyond what staff said they would do. Neighborhood groups can request this by letter. (Example: tree trimming may solve a problem and that's the end of the interaction. If the problem still exists, it's up to the neighborhood to initiate further response from the City).

The point is that city staff can address some basic concerns, or recommend a course of action. Basic things like street signs are an easy and simple thing to request, with timely response by the City. Larger requests that are more expensive, or more complicated, will require a higher level of approval – likely the City Council, and a higher level of interaction by the neighborhood. This could include forming a special assessment district.

Examples of methods and relative costs

Cost	Improvement
Low	Street signs Pavement Striping Deploy speed trailer
Moderate	Paving existing road shoulder to create a wide shoulder Installing speed limit signs with speed display
High	Installation of speed humps or tables Sidewalk with storm drain, curb and gutter

Table 1

Q&A

How does the program become a reality?

City Council adopts a resolution for the program. A budget ordinance would follow, creating funding for the initial purchase of equipment and establishing a budget for the program.

What about road standards for new subdivisions?

Ideas for better road design do need to be explored. Design specifics are not included in the program at this time. The program is intended to shift how the City and community view these safety issues; it's not a paper brochure or a web page, it's an attitude about viewing streets, people and cars in a different manner. As the program matures and we figure out what works, successful methods will be added to the list of options.

What basic equipment is needed to start this program?

Planning staff asked the Police Department what kinds of equipment would help. If this program is adopted, a budget request will be forwarded to Council for these items. Staff expects this list may grow as more equipment needs are identified.

- Additional traffic cones and barriers
- Portable speed bumps. These could be deployed to any short term situation needing them and used to control a neighborhood problem until other means of control are put in place
- Portable pedestrian caution signs
- Additional SMART cart (Speed Monitoring Awareness Trailer)
- Traffic counting device

Staff Recommendation: Discuss the proposed program and make comments. Staff has started working on a brochure so the information is in a more user friendly format.

New Business

City of Homer
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Memorandum

TO: PARKS AND RECREATION ADVISORY COMMISSION

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: AUGUST 13, 2014

SUBJECT: REQUEST FOR A CHANGE IN THE DESIGNATION OF THE ACCESS ROAD FOR KAREN HORNADAY PARK

Commissioner Archibald has requested this item on the agenda for discussion and recommendation to council to change the designation of the access road into Karen Hornaday Park.

This request is being made to change the designation of the road so that it can be upgraded and improved to address safety issues resulting from visitors/campers to the park and campground.

Staff recommends this commission submit a request to Council to use Hart Funds to upgrade and improve the access road into the park. This commission does not have to be involved in the details. The HART policy manual says the Transportation Advisory Committee will review new projects. Since this committee has been disbanded the project may go to the Advisory Planning Commission since they now have road duties.

Recommendation:
Make a motion to Request City Council to expend HART funds on improvements to Campground Road.

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City of Homer

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To: Parks and Recreation Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 14, 2014

Subject: 2015 Budget Requests

Introduction

The Commission has the opportunity to request funding for 2015. These requests go to the City Manager and the Finance Director for consideration. By City code, the Manager has to present a balanced budget to Council. The Manager can include (or not) the requests that there is funding for. After the budget is presented to Council, Council then has the opportunity to add or cut funding.

Please bring your budget requests to the meeting. The Commission can make a motion and vote on each item. Staff will fill out the appropriate budget request forms.

Attachments: 2015 Budget schedule

City of Homer
Proposed Budget Development Schedule for FY 2015

Council Meeting Date	Time	Event
Monday, June 09, 2014	6:00 PM	Budget Schedule to Council.
Monday, July 28, 2014		Submit **to departments**, budget work sheets including salary and fringe benefit costs.
Monday, August 11, 2014	5:00 PM	During Committee of the Whole, Council to discuss budget priorities for the coming year.
Monday, August 11, 2014	6:00 PM	Regular Meeting-***Public Hearing***, Council to seek public input on budget priorities for the coming year.
Monday, August 25, 2014		Complete budget work sheets, including narratives, and justifications **from departments** to Finance.
Monday, September 08, 2014	5:00 PM	During Committee of the Whole, Council to discuss Revenue Sources for General Fund.
Monday, September 08, 2014		Compile data and return copy **to departments** for review.
Monday, September 08, 2014	Week of	City Manager, Finance Director, Department Heads - **budget review**
Monday, September 22, 2014		Preliminary budget assumptions to Council.
Monday, October 13, 2014		City Manager submits **Draft Proposed Budget to Council**.
Monday, October 13, 2014	5:00 PM	During Committee of the Whole, Council to discuss budget - 1 hour.
Monday, October 13, 2014	6:00 PM	Regular Meeting - ***Public Hearing.***
Monday, October 27, 2014	5:00 PM	During Committee of the Whole, Council to discuss budget - 1 hour
Monday, October 27, 2014	6:00 PM	Regular Meeting-**Budget Ordinance** and Fee/Tariff Resolutions Introduced.
Monday, November 24, 2014	5:00 PM	During Committee of the Whole, Council to discuss budget - 1 hour
Monday, November 24, 2014	6:00 PM	Regular Meeting - ***Public Hearing***.
Monday, December 08, 2014	6:00 PM	Regular Meeting - ***Public Hearing*** & **adoption of Proposed Budget**.

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Memorandum

TO: Parks and Recreation Advisory Commission

THROUGH: Renee Krause, Deputy City Clerk

FROM: Katie Koester, Community and Economic Development Coordinator

DATE: August 5, 2014

SUBJECT: City of Homer 2015-2020 Capital Improvement Plan

The purpose of this memo is to provide information on the 2015-2020 City of Homer Capital Improvement Plan and solicit the Homer Public Arts Committee's participation in the process.

The Capital Improvement Plan goes before City commissions/committees to collect input on City of Homer capital priorities annually. Traditionally commissions have prioritized their top 2-5 priorities out of the full CIP. Those recommendations are forwarded to Council and considered when the Council selects the projects for the Legislative Request. The Legislative Request represents the City's top five priority projects that are advocated for with the State Legislature. Though three of the projects on the FY15 Legislative Request have received partial funding, it is insufficient to complete the projects.

Please take the time to make the following recommendations:

1) Two projects you would like to see on the Legislative Request (either from the draft CIP, including the Legislative Request from last year, or the proposed new projects)
2) Any new projects the Commission/Committee would like to propose (this includes recommending Council adopt proposed new projects presented to you in your packet)
3) Feedback on any of the projects whether it be a simple project update to communicate to staff or a change in project scope to recommend to Council

To assist the Commission/Committee in the CIP review process, I have included the following materials:

1) Everything you Always Wanted to Know About the City of Homer Capital Improvement Plan
2) Draft 2015-2020 City of Homer Capital Improvement Plan
3) Proposed new Projects to the CIP (these are projects from department heads, area non-profits or Commissions/Committees that are new this year)

Thank you for your time and participation in this important planning process.

Proposed New Projects Table of Contents

City Projects

Projects Submitted by Other Organizations

Replacement Ambulance

Project Description & Benefit: The Homer Volunteer Fire Department needs a new ambulance to replace the 1997 Ford Type 1 ambulance that is well beyond its standard life span. Due to its age and condition, the ambulance is primarily used for transports and as a second-out ambulance. A new ambulance would increase the fleet to 3 and allow the department to store an ambulance at the Skyline satellite fire station for quick response times on the ridge.

Plans & Progress: A replacement ambulance for the Homer Volunteer Fire Department has been approved by Alaska Code Blue for funding. The review process for Code Blue is rigorous and includes multiple review steps including Southern Region staff, Board of Directors Equipment Review Committee, the Southern Region Board of Directors, the Statewide Code Blue Steering Committee and USDA/Rural Development. During these steps, the ambulance was considered based on many established criteria, including its status as essential EMS equipment, reasonableness of request, application to the community setting, documentation of need, cost, how it fits into regional and statewide priorities, and a host of others. Because of funding shortfalls, code Blue can only partially fund the City of Homer replacement ambulance at $60,000. If the City cannot come up with funding for the remaining $110,000 in the near future, it may loose the Code Blue grant opportunity.

Total Project Cost: $170,000
- **Funding Secured**:
- **City of Homer 10% Match**: $17,000
- **State of Alaska Code Blue**: $35,000
- **USDA through Code Blue**: $25,000

Priority Level: 1

Schedule: 2015

The 1997 ambulance has been well used by the HVFD and deserves to retire to parades after 17 years. A more modern and reliable vehicle will better be able to serve the growing emergency management demands of Homer.

Proposed by Fire Chief

PROPOSED NEW PROJECT - DRAFT

Backup Generator for Homer Public Library

Project Description & Benefit: This project would install a backup generator and automatic transfer switch at the Homer Public Library. Currently there is no backup power at the library. Any outage lasting more than 15 minutes results in a minimum of 20 staff hours for shut-down and recovery of 30-plus computers (staff and public), servers, printers, database connections, and software systems. In addition, remote services to patrons are lost. Health and safety issues include poor lighting, especially in winter, loss of phone functionality, and shut-down of police and fire alarms. Outages that occur when the Library is closed may result in damage to equipment if staff is unaware of the outage or unable to respond in time to execute proper shut-down procedures.

If the Library had back up power, it would be able to serve a critical role in an emergency. It was built in 2006 and has conference rooms, a large open space, office spaces, and state of the art communication systems including video teleconferencing capability. If City Hall were to lose power or become compromised, the Library is the only other facility capable of hosting the internet and phone communications for all City buildings. The Library is centrally located between the two main roads in Homer, Pioneer Avenue and the Sterling Highway, and is only a few blocks from City Hall. The Homer Public Library has been identified in the City of Homer Emergency Operations Plan as critical infrastructure and would be a good fit as an alternate Emergency Operations Center, Joint Information Center, or Public Information Center. The main drawback of the Library as any one of these sites is it currently does not have back up power.

Total Project Cost: $114,400

Engineering: $14,300
Purchase Generator: $54,600
Installation: $41,600
Inspection: $ 3,900

Priority Level: 2

Schedule: 2016

Homer Public Library at Dusk. Photo Chirs Arend.

Proposed by Library Director

PROPOSED NEW PROJECT - DRAFT

Homer Education and Recreation Center Upgrades

Project Description & Benefit: The Homer Education and Recreation Center (HERC) is a City owned two-story 18,000 square foot structure centrally located on the corner of Pioneer Avenue and the Sterling Highway built in 1956. The lower story of the HERC has a large gym, locker rooms, kitchen and classrooms that housed the Homer Boys and Girls Club before they closed in 2012. Originally used as a school, due to age and disrepair, the building is an expensive facility to heat and maintain and lacks some of the basic safety and accessibility features common in public facilities today.

There is great demand for indoor recreation space in Homer, especially during the long, cold, dark winter months. The City has been able to maintain public access to the gym for activities such as pickle ball, wrestling and toddler playgroup. However, improvements are needed to be able to use this open indoor space to its full potential.

This project would renovate the bathrooms, make the gym and locker room ADA accessible and focus on upgrades to make the gym/ locker room portion of the building more energy efficient including installing a new roof and converting to natural gas.

Total Project Cost: $350,000

- **Design**: $35,000
- **ADA Accessibility**: $15,000
- **Upgrade Bathrooms**: $80,000
- **New Roof**: $180,000
- **Convert to Natural Gas**: $20,000
- **Inspection**: $20,000

Schedule: 2017

Priority:2

The downstairs of the "old middle school," known as the HERC building, houses a gymnasium that is used by the community for indoor recreation.

Proposed by Parks and Rec

Seafarers Memorial Parking Expansion

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

Plans & Progress: The City has appropriated $15,000 for the Homer Area Roads and Trails (HART) fund for engineering and permitting of this project completed in 2014. The dredged materials are scheduled to be placed in the lot by fall of 2014.

Total Project Cost: $635,000

Schedule:
2014 (Design and Permitting): $8,000
2014 (Dredged Material Placement by Corps): In kind
2015 (Construction): $627,000

Priority Level: 1

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

PROPOSED NEW PROJECT - DRAFT

Proposed By: P&H Director

Storm Water Master Plan

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 80's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

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

Total Project Cost: $340,000

A master plan is needed to address storm water management issues. On a small scale, this picture of the Homer library parking lot is an example of flooding and overflows that occur community wide during rain storm events.

PROPOSED NEW PROJECT - DRAFT

Proposed by Planning Director and Public Works Director.

Bayview Park Restoration

Project Description & Benefit:

The goal of this project is to improve the accessibility and safety of Bayview Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

- **Stage 1, Summer 2014:** Improve the ADA parking space and create an ADA trail from parking area, inside the fence and over to the existing playground equipment.
- **Stage 2, Summer 2015:** Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents/caregivers appreciate having fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- **Stage 3, Summer 2016-17:** Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Best Beginnings Homer raised money and funded a new slide and boulders that were installed by the City. Several parents built and installed stepping logs and 2 small "bridges". In 2013 Best Beginnings Homer coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. $5,347.76 was raised to purchase and install elements and pay for design costs.

During the summer of 2014 $5,118 and additional in-kind donations (equipment and labor) were spent to complete the ADA parking/trail improvements.

Best Beginnings Playspaces Work Group (Kate Crowley, Cheryl Illg, Angie Otteson-City of Homer, Jenny Martin, and Rick Malley- ADA specialist from ILP.) have developed a fundraising plan to raise additional funds through grant writing, community donations and in-kind donations of supplies, equipment, and labor. The group meets regularly to discuss design plans and fundraising.

Total Project Cost: $189,974

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

Proposed by Best Beginnings Homer and Parks & Rec. Want to make it a City project. Administration is favorable.

PROPOSED NEW PROJECT - DRAFT

Homer Spit Trailhead Restroom

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

Total Project Cost: $295,000

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

Proposed by Planning Commission. This project is currently in the long range section of the CIP bundled with the restroom at Ramp 2 (see page 54)

PROPOSED NEW PROJECT - DRAFT

Homer Council on the Arts Re-configuration & Facility Upgrade

Project Description & Benefit: Reconfiguring the building that Homer Council on the Arts presently owns and resides, will provide an ADA accessible, energy efficient venue for HCOA programming, as well as facility use options for the public with 1) a larger and more accessible space to use for classes, events, meetings, exhibits and performances 2) a conference room for smaller exhibits, meetings and classes, 3) a larger art room for classes and workshops which will also function as a backstage for the performance space 4) two ADA accessible bathrooms, 5) one business rental space for additional revenue.

HCOA is currently participating in the Foraker Group Pre-Development Program, sponsored by Rasmuson Foundation. The project manager and architect have met with the HCOA Board several times to discuss programmatic needs and how to accommodate these needs with building improvements. They are guiding our process to ensure our project is right-sized and feasible. Specifically, the building remodel will include 1) the replacement of the heating and ventilation systems with natural gas, 2) energy efficient windows and doors, and new rear entry 3) repair of water issues in the basement, 4) ADA approved handicapped accessible bathrooms, 5) re-configuration of the current floor plan to accommodate programming and public use of space.

Plans & Progress: HCOA currently has a preliminary architectural design and narrative for the interior re-model. The cost estimate is currently in progress. HCOA will continue to work through Foraker's Pre-Development Program through the next stages of the project.

Phase 1: Replace heating and ventilation systems and address water issues in basement.

Phase 2: Reconfigure floor plan including back entrance, and new windows.

Total Project Cost: $500,000

Schedule:
Preconstruction: 2014
Construction: 2019

Pro-posed by HCOA

PROPOSED NEW PROJECT - DRAFT

Haven House
Safety/Security Improvements

Project Description & Benefit: Haven House provides protection through our emergency shelter and program services to adults and children who are victims of domestic violence and sexual assault. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and shelters like ours warrant a high degree of security systems, equipment, and technology. Haven House is requesting $30,000 to improve the security of our facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in our building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

Plans & Progress: Haven House is currently (July 2014) in the process of completing phase 1 of improving the security of our building. Phase 1 consisted of building in an arctic entry with a locked interior door that provides an additional entrance and layer of security to our building. Prior to this addition, there was free access into the Haven House administrative floor without authorization granted. This was not best practice for domestic violence shelters and was addressed to keep staff, clients, and community members safe. $25,000 was secured for phase 1, from the Rasmuson Foundation.

We are seeking funding support to move into the next phase of security improvements. Phase 2 entails the addition and updating of security cameras, improving monitoring surveillance systems, replacing a number of existing doors and windows with more secure models, improving communications systems within the building that improve security, and making improvements to the Haven House fence.

Total Project Cost: $55,000
Funding Already Secured: $25,000
Schedule: 2014-2015

Proposed by: Haven House.

City of Homer
Capital Improvement Plan
2015-2020

Daniel D Takak being hauled out of the harbor for repairs. Infrastructure for a haulout to facilitate boat work on large vessels is on the 2015-2010 City of Homer CIP.

City of Homer
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September 8, 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2015 through 2020 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2105-2020 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Walt Wrede
City Manager

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Update

Continued>

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Update

Funded Projects from 2014-2019 CIP List

The City of Homer is pleased to note that partial funding to complete the following projects has been identified or procured. Though these projects are significantly advanced with partial funding, they will be included in the CIP until funding is identified to complete the project:

- Harbor Sheet Pile Loading Dock
- Fire Department Equipment Upgrades: (Refurbish Fire Engine 4 and Tanker 2 funded)
- East to West Transportation Corridor

The City of Homer is pleased funding has been identified for the following state projects:

- Pioneer Avenue Upgrade
- Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

The City of Homer would like to congratulate area non-profits on securing funding for the below mentioned projects formerly listed in the City of Homer CIP under 'Projects Submitted by Other Organizations:'

- Kachemak Bay Equestrian Association: Cottonwood Horse Park
- Haven House: Sustainablity/Energy Efficiency Projects
- Homer Chamber of Commerce: Visitor Information Center Parking Lot
- Kenai Peninsula Borough: Homer High School Turf Field
- Kachemak Ski Club Ohlson Mountain Rope Tow Safety Equipment Upgrades

Updated with funded project infromation.

Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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

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

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

Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Preserve quality of life while supporting the creation of more year-round living wage jobs.

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

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

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

City of Homer
State Legislative Request
FY2016 Capital Budget

Homer Volunteer Fire Department is joining forces with the Homer Police Department to replace the Fire Hall and Police Department with a new Public Safety building. The new facility will meet both department's current and future needs so they can continue to save lives, protect property, and keep the peace. Photo by Josephine Ryan.

City of Homer
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Legislative Request FY2015

City of Homer FY2015 State Legislative Priorities list approved by the Homer City Council via Resolution 13-087(A)

1. **Water Storage/Distribution Improvements - $3,510,000**
2. **Public Safety Building - $1,231,904**
3. **Harbor Sheet Pile Loading Dock- $955,000**
4. **Fire Department Equipment Upgrades -$1,035,000**
5. **East to West Transportation Corridor - $4,744,250**

Update

1. Water Storage/Distribution Improvements

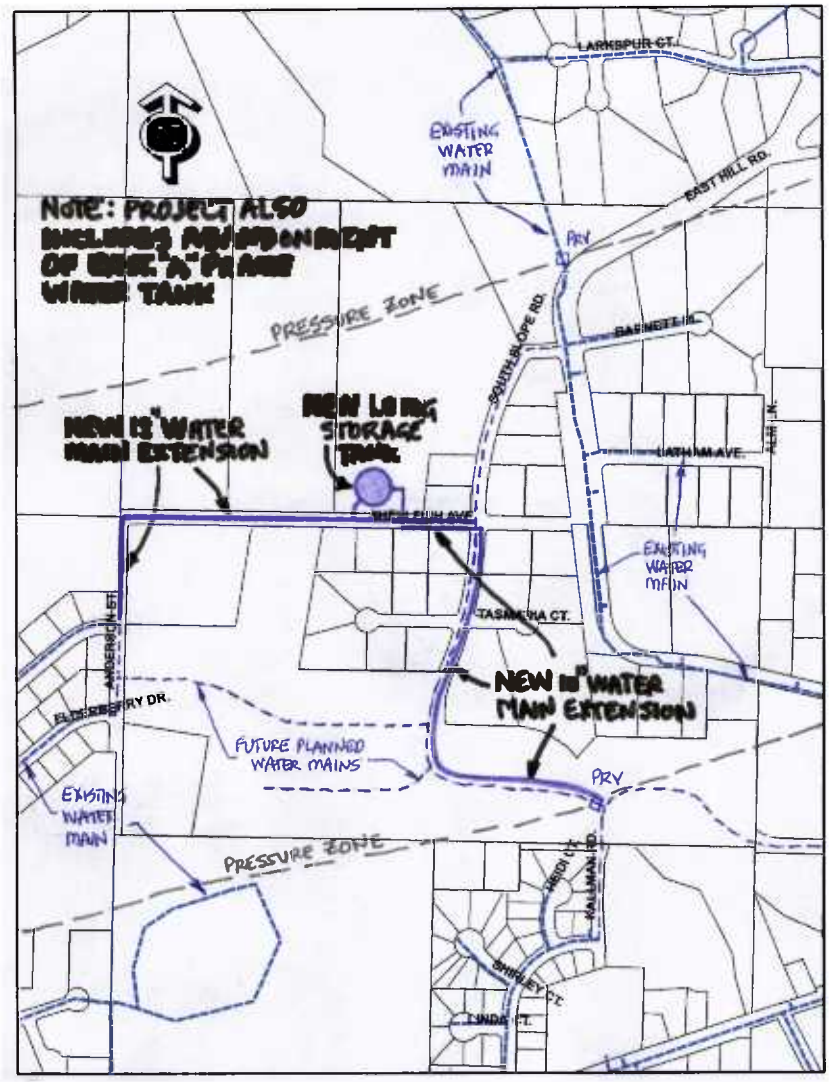
Project Description & Benefit: This project will design and construct improvements that will increase water storage, improve water system distribution, drinking water quality/ public health, and treatment plant and water transmission effectiveness.

The project consists of the installation of an underground 1.0 MG water storage tank; 2,000 linear feet of 12-inch distribution main (connecting two isolated parts of town); the installation of 2,000 linear feet of water main between the new tank and the water system; and the abandonment of an existing, functionally obsolete (+50 years old), steel water tank.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The City received a $390,000 Special Appropriation Project grant for the design phase of the project in 2012 from the Environmental Protection Agency. Design is underway and will be complete in 2014.

Total Project Cost: $3,900,000
2014 (Design, funding secured): $390,000
2016-2017 (Construction): $3,510,000

FY2015 State Request: $3,510,000
(10% Match: $390,000)



This needs to be the number one priority to score well on grant.

2. Public Safety Building

Project Description & Benefit: New Fire and Police Stations have been on the City of Homer Capital Improvement Plan independently for over 10 years. Both buildings are from the early 80s and suffer from a series of inadequacies such as lack of office, storage and training space and health and safety violations from inadequate ventilation.

The current fire hall does not have adequate equipment storage bays. Expensive equipment has to be stored outside and exposed to the elements. In the winter, equipment has to be winterized and decommissioned due to lack of heated garage space. The fire hall does not meet fire station design criteria with separated biohazard decontamination/ cleaning areas or separated storage areas for cleaning medical supplies. It also lacks adequate space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.

The current police station has no area for evidence processing of large items, a crisis cell for special needs prisoners, or a proper juvenile holding area. Existing dispatch facilities are too small. The jail entry area, booking room, and jail offices are poorly designed. Both facilities are inefficient and require electric heat despite the availably of natural gas. A new building will take advantage of efficient building practices and be plumbed for natural gas.

A joint public safety building will create a central location for emergency response and benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces. A new building will allow the departments to work better together for the safety of the Homer residents and take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room, an entry with public restrooms, and a vehicle bay for washing city vehicles.

Plans & Progress: The City has fully funded preliminary concept design ($300,000) and formed a Public Safety Building Review Committee to oversee the design and construction process. The City has initiated the first phase, a collaborative effort to explore the options and costs for an up-to-date combined facility specifically tailored to local needs and resources. To achieve a more cost-effective facility, Homer is using a General Contractor Construction Manager approach and has hired a consultant team including USKH, Loren Berry Architect and Cornerstone General Contractors. Thof work will produce a space needs analysis, siting criteria, concept design, and cost projections for a new Homer Public Safety Building.

Total Project Cost: $15,319,040

2014-2015 Design: $1,531,904
2014 (to 10% Design): $306,381
2015 (to 100% Design): $1,225,523
2016-2017 (Construction): $13,021,184
2018 (Inspection): $765,952

FY2016 State Request: $1,231,904
(City of Homer 25% Match: $300,000)


Homer Fire Hall in winter


Homer Police Department in winter

Preliminary concept design work will be complete by fall. Will have more updates then for CIP.

3. Harbor Sheet Pile Loading Dock

Project Description & Benefit: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. During peak fishing time it can be used for delivering fish when the Fish Dock is at capacity. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations. A sheet pile loading dock is a cost effective way to increase docking facilities available at the Homer Port and Harbor.

Plans and Progress: This project was first identified as a need at the time the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item but rather a completely new facility. The Alaska State Legislature awarded $350,000 in FY2015 that will be used to design the facility.

Total Project Cost: $1,450,000
2015 (Design Funding Secured): $350,000
2015 (Construction):$1,100,000

FY2016 State Request: $955,000
(City of Homer 10% Match: $145,000)

4. Fire Department Equipment Upgrades

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

Quint (Ladder Truck): An Aerial truck will greatly enhance the City of Homer's firefighting capability. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders (the Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. An aerial truck will increase fighting capability for large public buildings recently built (West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion), potentially lowering insurance rates for the community. Cost: $800,000

Brush/Wildland Firefighting Truck: The Department's existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up. Cost: $120,000

Harbor Fire Cart Replacement: The Homer Harbor is outfitted with nine custom motorized fire carts that on multiple occasions have saved vessels and prevented the spreading of fire in the small boat harbor. These full response fire carts act as mini mobile fire hydrants and are capable of delivering AFFF foam to two attack lines at the same time. Unfortunately, the carts are over 20 years old and even though they are maintained with monthly and annual check-ups, many are failing due to the harsh marine environment. This project would purchase the pieces necessary to assemble nine new fire carts. Because of the special conditions in Alaska - harsh weather, extreme tides and the size of vessels - there is no pre-made fire cart that meet needs of the Homer Harbor. The City will assemble the fire carts using pieces that can be salvaged from the existing fire carts. Cost: $230,000

Total Project Cost: $1,150,000

State Request FY2016: $1,035,000
(City of Homer 10% Match: $115,000)

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

First 2 pieces of equipment: fire engine refurb and tanker refub funded in FY15 Capital Budget ($350,000).

5. East to West Transportation Corridor

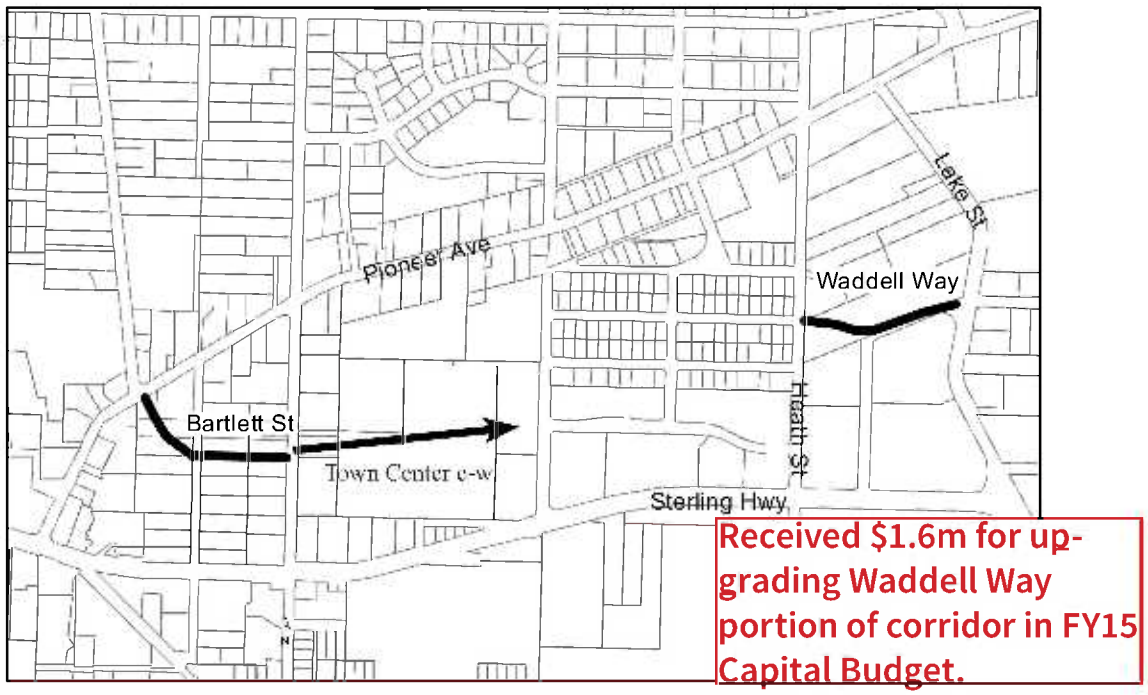
Project Description & Benefit: Currently the only way for drivers to get through town is via Pioneer Avenue or the Sterling Highway. Extending Bartlett Street, putting in a road through Town Center, and acquiring and upgrading Wadell Way will provide an alternate east - west route for traffic, easing congestion and allowing drivers to more quickly and efficiently get to their desired destination. This project fulfills a major objective of the City's 2005 Transportation Plan.

Building a road through Town Center, 30 acres of undeveloped land in the heart of Homer, is the first step in opening up this prime real estate. The Homer Comprehensive Plan, Town Center Development Plan and Comprehensive Economic Development Strategy all call for careful development of Town Center. The roads will be built to urban road standards and include such amenities as sidewalks, storm drains, and street lighting. Development on newly opened lots will help grow Homer's downtown business sector.

Plans & Progress: The City has purchased a lot for the Bartlett Street extension. The City dedicates a percentage of sales tax to the Homer Area Roads and Trails (HART) fund for road improvement projects and has pledged over 2.1 million dollars from the fund as a match for this project. The Alaska State Legislature funded $1.6 million in the FY2015 Capital Budget to initiate the first leg of the east to west transportation corridor, Waddell Way.

Total Project Cost: $8,459,000
- 2014 (Land Acquisition): $1,400,000
- 2015 (Design): $543,000
- 2016 (Construction): $5,430,000
- 2017 (Inspection & Contingency): $1,086, 000

State Request FY2016: $4,744,250
- (City of Homer 25% Match: $2,114,750)
- (Waddell Way FY15 State Grant: $1,600,000)



Mid-Range Projects

Part 2: Mid-Range Projects

- **Local Roads**
- **Parks and Recreation**
- **Port and Harbor**
- **Public Safety**

Local Roads

- **Heath Street - Pioneer to Anderson**
- **Land Acquisition for New Roads**
- **Town Center Infrastructure**

Heath Street - Pioneer to Anderson

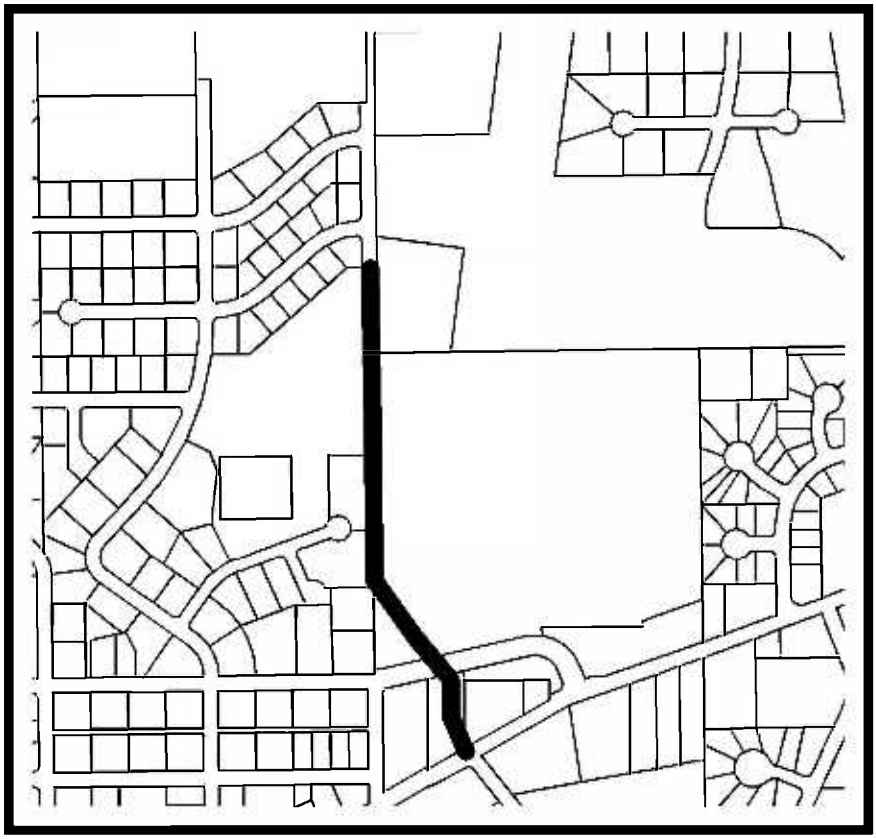
Project Description & Benefit: This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from East End Road past Homer High School to a developing residential area north of the high school. The City of Homer will work with ADOT&PF engineers to determine the best route (extension of Heath Street vs. extension of Lake Street) to provide safer and more effective circulation, improve emergency access to and from the high school, provide for pedestrian access from the high school to a hillside trail system, and reduce congestion at existing intersections.

Plans & Progress: The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT&PF). The City of Homer has agreed to fund 50% of the project.

Total Project Cost: $4,500,000

Schedule:
2018 (Design): $500,000
2020 (Construction): $4 ,000,000

Priority Level: 3



Land Acquisition for New Roads

Project Description & Benefit: This project will help meet current and future transportation needs by acquiring specific land parcels and rights of way to extend five local roads: It will improve traffic flow in Homer by providing an alternative east to west corridor.

- **Lake/Heath Street to Anderson Avenue**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**

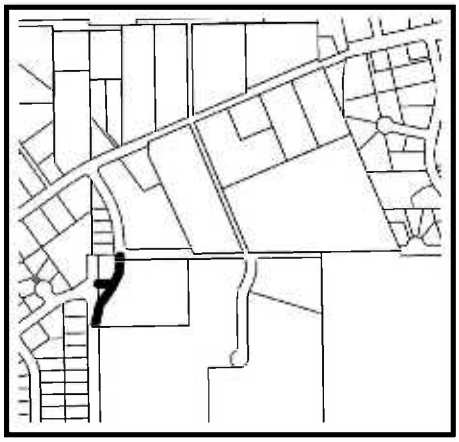
Plans & Progress: All three road projects are recommended in the 2005 Homer Area Transportation Plan.

Total Project Cost: $1,000,000

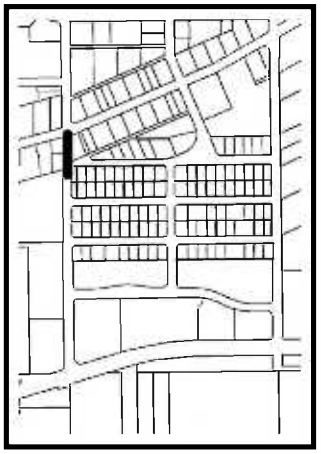
Schedule: 2015-2017

Priority Level: 1

Lake/Heath Street to Anderson Avenue.



Early Spring Street to East End Road.



Poopdeck Street to Pioneer Avenue.

Town Center Infrastructure

Project Description & Benefit: In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. The Homer Comprehensive Plan, Town Center Development Plan, and Comprehensive Economic Development Strategy all call for careful development of Town Center. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. This planning should be carried out in conjunction with an overall master plan for Town Center that will also identify areas for commercial development, public space, and parks. It could coincide with the Farmers Market project proposed for Town Center.

Specifically, the project will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property owners; and develop the first trails through Town Center along with primary roadways with sidewalks, crosswalks, and utilities.

Plans & Progress: The Homer Town Center Project began in 1998 (as the Town Square Project) with a goal "to envision and create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life." The Town Center Development Plan was adopted by the City Council in 2006 as part of Homer's Comprehensive Plan.

Total Project Cost: $2,250,000

Schedule:
2016 (Design): $250,000
2017 Construction: $2,000,000

Priority Level: 1

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

Parks and Recreation

- **Ben Walters Park Improvements, Phase 2**
- **Jack Gist Park Improvements, Phase 2**
- **Karen Hornaday Park Improvements, Phase 2**
- **Mariner Park Restroom**
- **Baycrest Overlook Gateway Project**

Ben Walters Park Improvements, Phase 2

Project Description & Benefit: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer's most frequently visited parks. Phase 2 will enlarge the parking area and renovate the picnic shelter that has become worn with heavy use over the years.

Plans & Progress: Phase 1 of the park improvement project, to replace the dock, was completed in 2009. Since then the Kachemak Bay Rotary Club has adopted the park under the City of Homer's Adopt-a-Park Program. They have made improvements such as painting the restrooms, installing a bench, resetting the posts and tending flower beds in the summer months.

Total Project Cost: $250,000

Schedule: 2015

Priority Level: 2

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

Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The proposed project will complete Phase 1 of Jack Gist Park by improving drainage, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

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

Total Project Cost: $160,000
Drainage: $50,000
Concession Stand and Equipment Storage: $75,000
Irrigation System: $35,000

Schedule: 2015

Priority Level: 2

Project description and budget was updated to include drainage improvements at $50,000.

Karen Hornaday Park Improvements, Phase 2

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

Phase 2 consists of parking lot improvements, moving the road, a trail along Woodard Creek and a restroom. The road to access the park runs between the park and the parking lot, causing kids to have to cross in front of traffic to get to the park's attractions. The master plan proposes moving the road to the east and placing the improved gravel parking lots in between the road and the park. Woodard creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the city's only creek. One of the most common complaints of the park is the old restroom with crumbling cement and a leaking roof. A new restroom is in great demand from the parents, children and picnickers that frequent the park.

Plans & Progress: The Alaska Legislature appropriated $250,000 for park improvements in FY 2011. This money together with City funds and fundraising by an independent group organized to make playground improvements (HoPP), has funded Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and the development of a new day use area between the two ball fields which was completed in 2014. The City spent $25,000 on preliminary engineering for moving the road in Phase 2.

Total Project Cost: $1,978,750

Schedule: 2015 - 2017

Priority Level: 2

Karen Hornaday Park was a construction site for one week during the Summer of 2012 when the community came together to build a state of the art play ground.

Mariner Park Restroom

Project Description & Benefit: As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kiteflyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Plans & Progress: Mariner Park is in a flood plain and any structure built there will require unique design to address flooding issues.

Total Project Cost: $330,000

Schedule: 2016

Priority Level: 2

The outhouses at Mariner Park campground get heavy use during the summer season.

Baycrest Overlook Gateway Project

Project Description & Benefit: The Homer Public Arts Committee has designated the Baycrest Hill Overlook as one of the major elements of the Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. The other Gateways are the Homer Airport and the Homer Port.

Everyone who has driven to Homer remembers the first time they came around the corner on the Sterling Highway and saw the breathtaking panorama of Kachemak Bay. For many that was the same moment they made the decision to become part of this diverse, eclectic, and energetic community. In the 1990s visionaries at Alaska Department of Transportation and Public Facilities constructed the current pullout during the Sterling Highway reconstruction effort. However, the current site does not adequately meet the goals of the Gateway Program.

Improving the landscaping and comfort of Baycrest Overlook will inspire locals and visitors and enhance this phenomenal setting. Interpretive signage will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will spur economic development, welcoming everyone and encouraging commerce and trade in a community dedicated to unique and natural quality of life experiences.

Plans & Progress: The first Gateway Project was undertaken in 2009. A collaborative effort with the City of Homer Public Arts Committee, City of Homer Airport Manager, City of Homer Public Works Director, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife created a beautiful diorama highlighting the wealth of public and private resources available to everyone who comes to Kachemak Bay.

This group plus representatives from Alaska Department of Fish and Game, Alaska Department of Transportation, Pratt Museum, Homer Chamber of Commerce, Kachemak Bay Conservation Society and Homer Garden Club have come together to work on the Baycrest Overlook Gateway Project.

The State and the City of Homer spent $6,000 in 2013 to produce the Baycrest Overlook Interpretive Plan. The Plan included design, development, and locations for welcome and interpretive signage and was officially adopted by Homer City Council in 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was held on September 18, 2012.

The project will consist of three phases:

1. Interpretive signage, benches and picnic areas
2. Enhanced landscaping
3. New restrooms and paving upgrades.

Total Project Cost: $262,000
2013 (Preliminary Design): $6,000
2015 (Construction): $256,000
Signage/Benches: $50,000
Landscaping: $25,000;
Restrooms and Paving: $181,000

Updated cost estimate.

Port and Harbor

- **Deep Water/Cruise Ship Dock Expansion, Phase 1**
- **East Boat Harbor**
- **Barge Mooring Facility**
- **HH Float Improvements - delete?**
- **Marine Ways Large Vessel Haulout Facility**
- **Homer Spit Dredged Material Beneficial Use Project**
- **Ice Plant Upgrade**
- **System 4 Vessel Mooring Float System**
- **Truck Loading Facility Upgrades at Fish Dock**
- **Ramp 5 Restroom**
- **Ramp 8 Restroom**

Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: To provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area, upgrades to the Deep Water/Cruise Ship Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet, increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building and other upland improvements, and add a rail for a 100-foot gauge gantry crane.

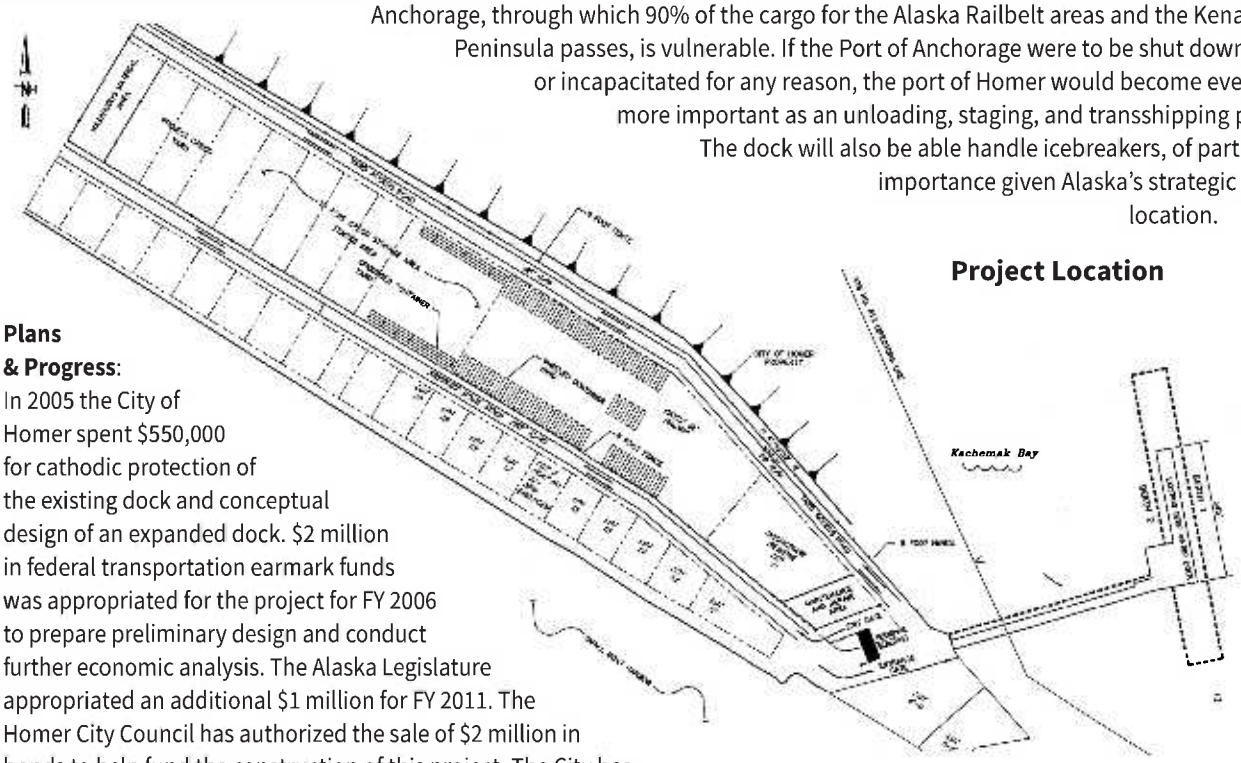
Resource Development Capabilities: The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the existing dock to accommodate long term mooring of large resource development vessels such as timber, mining and oil and gas barges.

Cargo Capabilities: The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing the cost of delivering materials and supplies to much of the Peninsula. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, Aleutians, and Bristol Bay.

Visitor Industry Capabilities: The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

Improvements to the dock will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, the port of Homer would become even more important as an unloading, staging, and transshipping port. The dock will also be able handle icebreakers, of particular importance given Alaska's strategic arctic location.

Project Location



Plans & Progress: In 2005 the City of Homer spent $550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. $2 million in federal transportation earmark funds was appropriated for the project for FY 2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional $1 million for FY 2011. The Homer City Council has authorized the sale of $2 million in bonds to help fund the construction of this project. The City has initiated the feasibility study and preliminary design for this project.

Total Project Cost: $35,000,000
Feasibility: $1,250,000
Design: $1,750,000
Construction: $26,000,000

Priority: 1

Feasibility should be underway by Sept. Eliminated schedule dates due to size of project.

East Boat Harbor

Project Description & Benefit: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

- Accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- Enabling Homer to accommodate and moor the additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port but which have in the past been turned away due to lack of space;
- Providing a long-term solution to mooring problems the USCGC Hickory experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC Roanoke Island) and on the Pioneer Dock west trestle (USCGC Hickory).

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

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

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

Plans & Progress: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Total Project Cost: $115,725,000
Design and Permitting: $1,750,000
Breakwater Construction and Dredging: $90,275,000
Inner Harbor Improvements: $23,700,000

Priority Level: 1

Cost estimate was increased by 15% to reflect inflation since preliminary cost estimate was done. Schedule detail was eliminated due to size of project.

Barge Mooring Facility

Project Description & Benefit: Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. Phase 1 of the mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. Phase 2 includes uplands support facilities such as a wash down pad and stormwater pollution prevention plan (SWPPP). The project is a response to requests from vessel owners and managers seeking safe moorage and uplands haulout area for large shallow draft vessels.

Total Project Cost (2014): $1,850,000

Phase 1 - Pilings and Bollards

Design/Engineering/Permitting/Geotechnical (2015): $250,000

Construction - (2016): $1,000,000

Phase 2 - Uplands Improvements

Design/Engineering/Permitting (2018): $105,000

Construction - (2019): $495,000

Added a phase 2 to the project.

A ramp has been 'roughed in' at the site of the barge mooring facility allowing for the Sesok and Surfbird, pictured left, to undergo winter repairs in Homer. The proposed improvements would greatly expand the capacity of the Homer Port for large vessel haul out and maintenance.

HH Float Improvements

Project Description & Benefit: The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on the other side. The 60-foot stalls would be extra wide to accommodate wider specialty fishing vessels (e.g., 58-foot super longliners) and pleasure craft that are appearing with increased frequency in the harbor. Deeper dredging will likely be required to accommodate the deeper-draft vessels.

It can be expected that the larger stalls will help attract additional boats and encourage them to home-port in Homer, thus increasing Port & Harbor revenues. The new float will be equipped with modern amenities such as: shore power and water. Stall fees for the wide-berth stalls will reflect the increased size and amenities.

Total Project Cost: $3,000,000
Schedule: 2017

Priority: 2

May be able to remove as a funded project. Will know by August.

Marine Ways Large Vessel Haulout Facility

Project Description & Benefit: This project will construct a "marine ways" facility for hauling out large vessels (over 70 tons) for dry-dock, maintenance, inspection, and repairs utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been under utilized. Construction of the Marine Ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Plans & Progress: A Large Vessel Haulout Task Force has been established to discuss how best to meet the need of this class of vessels. Different haulout options are being considered to serve our large vessel fleet, such as a travel lift, cylindrical air bags, a large vessel boat trailer, or possibly creating long ramp and marine ways to the East of the Chip pad that would allow operators to pull these vessels from the bay on rails up onto the chip pad for repair.

Total Project Cost: $6,000,000 - $10,000,000
(Project cost is dependent on method of haulout chosen)

Schedule: 2016

Priority Level: 2

Homer Spit Dredged Material Beneficial Use Project

Project Description & Benefit: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches and create additional parking on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). A new parking pad would be created between the boardwalks across from Ramp 3 and Mariner Park parking lot would be improved. Armor rock will be installed across from Ramp 3 to protect against erosion.

Dredged material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Hauling costs will be supplemented by Harbor Funds when hauling to Mariner Park and the City will spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Total Project Cost: $738,000

Schedule:

2015 (Design and Inspection): $50,000
2015: $10,000 (Spread available material in upland parking pad areas)
2016-17: $678,000
(Compact material: 20,000; Instal riprap: $350,000; Gravel cap: $95,000; Paving: $100,000 Contingency $63,000)

Priority Level: 2

The Homer Spit has been shaped over the years by nature as well as human intervention. (2008 NOAA photo)

Project & cost updated to remove seafarers memorial parking (created new proposed project for that) and reflect paving.

Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Total Project Cost: $500,000

Schedule: 2015

Priority: 2

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

System 4
Vessel Mooring Float System

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

Plans & Progress: Floats HH, JJ and headwalk float AA between those floats is scheduled to be replaced in fall of 2014. Power and water will be extended from ramp 6 to JJ as part of the same project. A new landing float was installed for Ramp 7 Spring of 2014.

Total Project Cost: $6,600,000

Schedule:
2015 (Design):$600,000
2016-2019 (Construction): $6,000,000

Priority Level: 2

Plans and progress were updated to reflect work that will be done this fall b/c of ability to stretch grant/bond dollars and include additional float replacement (will confirm by Aug 1)

Truck Loading Facility Upgrades at Fish Dock

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

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

Total Project Cost: $300,000

Schedule: 2017

Priority: 1

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

Ramp 5 Restroom

Project Description & Benefit: Ramp 5 is located at the southwest corner of the harbor at Freight Dock and Homer Spit Road and serves float System 2. This system provides moorage space for as much as 3,951 linear feet of moorage, including 81 reserved stall lessees. Currently, restroom service for these vessels and the City-maintained campground across the highway is an outhouse facility capable of occupying only two people at a time.

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

Total Project Cost: $295,000

Schedule: 2016

Priority Level: 2

The outhouse at Ramp 5 is often the first time out of state visitors use an outhouse.

Ramp 8 Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, adequate shore power, and even basic restroom facilities are expected in a modern competitive harbor such as the Homer Small Boat Harbor.

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

Total Project Cost: $295,000

Schedule: 2015

Priority Level: 3

This outhouse sees heavy use from crews of large vessels moored at Ramp 8.

Public Safety

- **South Peninsula Fire Arms Training Facility**

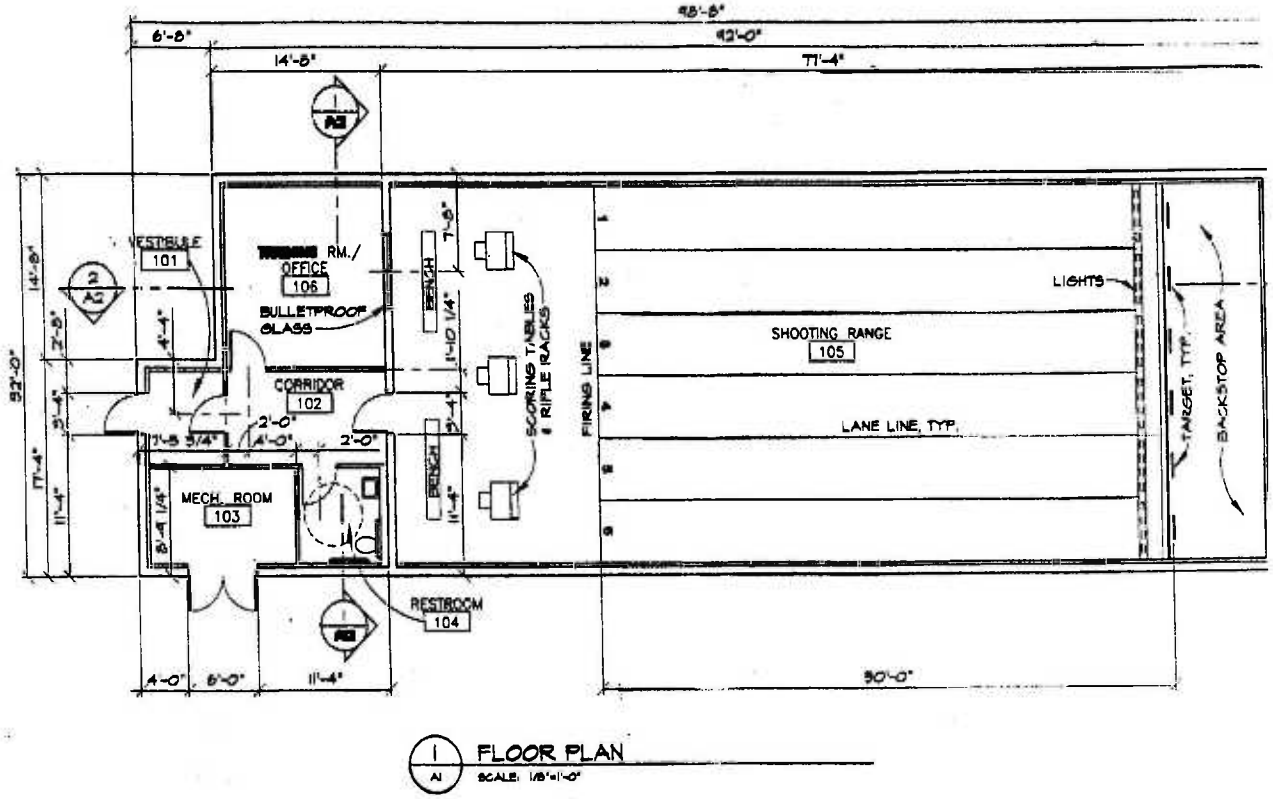
South Peninsula Fire Arms Training Facility

Project Description & Benefit: This project will construct a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies. Properly managed, the facility could also be used by local gun clubs and sporting groups. The facility, which will include a modern indoor shooting range, will provide a proper and safe environment for firearms training. It will enable local law enforcement personnel to conduct training at any time of day, year-round, regardless of weather.

Total Project Cost: $1,500,000

Schedule: 2017

Priority Level: 2



Cost estimate updated.

State Projects

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

Transportation projects within City limits:

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

Transportation projects outside City limits:

- **Sterling Highway Realignment, MP 150-157**
- **Sterling Highway Reconstruction, Anchor Point to Baycrest Hill**

Non-transportation projects:

- **Alaska Maritime Academy**

Homer Intersection Improvements

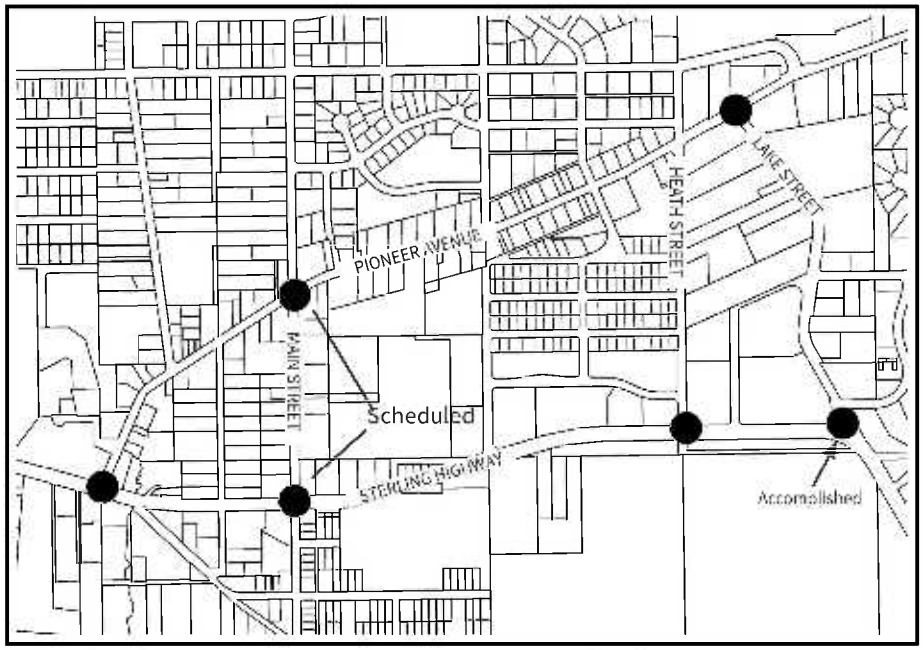
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project will be to enhance traffic safety and quality of driving and pedestrian experiences for residents and visitors, particularly as the community continues to grow.

The study notes that for the intersections that need roundabouts or traffic signals, either option will function well; however, "the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance."

Problem intersections and recommended improvements noted in the study but not yet funded are as follows:

- Sterling Highway and Heath Street - Roundabout or traffic signal
- Sterling Highway and Main Street - Roundabout or traffic signal (This project has been partially funded.)
- Pioneer Ave. and Lake Street/East End Road - Roundabout or traffic signal
- Sterling Highway and Pioneer Ave. - Roundabout or traffic signal
- Pioneer Avenue and Main Street - Roundabout or traffic signal

Plans & Progress: State of Alaska DOT/PF has obtained $2.8 million to make safety improvements to Main Street Intersection and is moving forward with a preferred alternative that installs a flashing overhead beacon at the Pioneer and Main Street intersection (2014) and a traffic signal at the Sterling Highway and Main Street intersection (2017.)



Alaska DOT/PF has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005 and improvements to the intersections on either side of Main Street are scheduled over the next few years.

Updated with the preferred alternative improvements to Main Street intersection.

Main Street Reconstruction

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

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

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

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

State of Alaska DOT/PF has obtained $2.8 million to make safety improvements to Main Street Intersection and is moving forward with a preferred alternative that installs a flashing overhead beacon at the Pioneer and Main Street intersection (2014) and a traffic signal at the Sterling Highway and Main Street intersection (2017.) However, there remains much work to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.

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

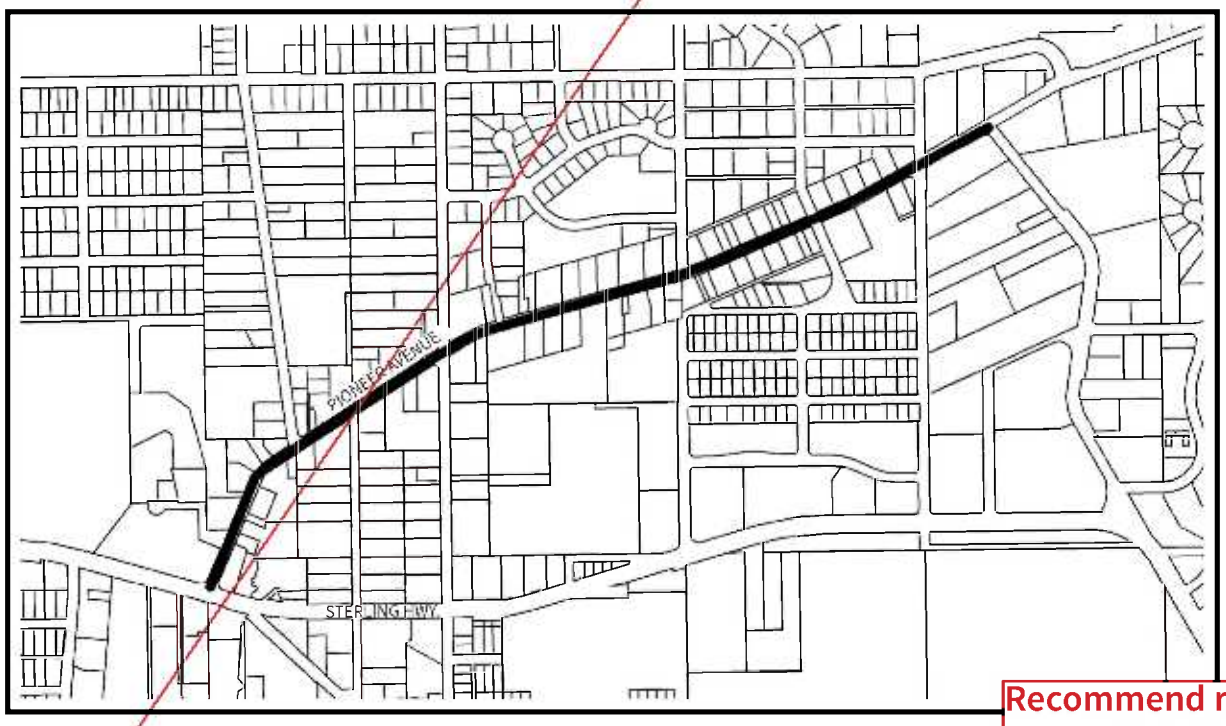
Updated with the preferred alternative improvements to Main Street intersection.

Pioneer Avenue Upgrade

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

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

Plans & Progress: The project Pioneer Avenue Rehabilitation is included in the 2012-2015 Alaska Statewide Transportation Improvement Program.



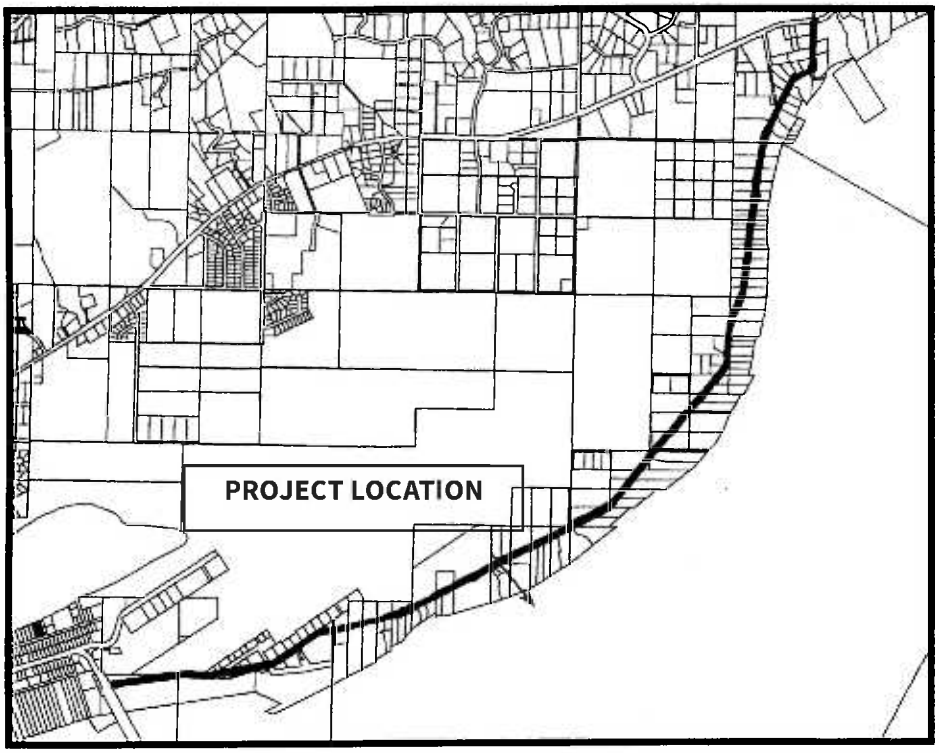
Recommend remove. State has chosen an alternative and City has passed a reso supporting it.

Kachemak Drive Rehabilitation/Pathway

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

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

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



Sterling Highway Realignment MP 150-157

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

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

Plans & Progress: The project "Sterling Highway Erosion Response MP 150-157" is included in the 2012-2015 Statewide Transportation Improvement Program (STIP).

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

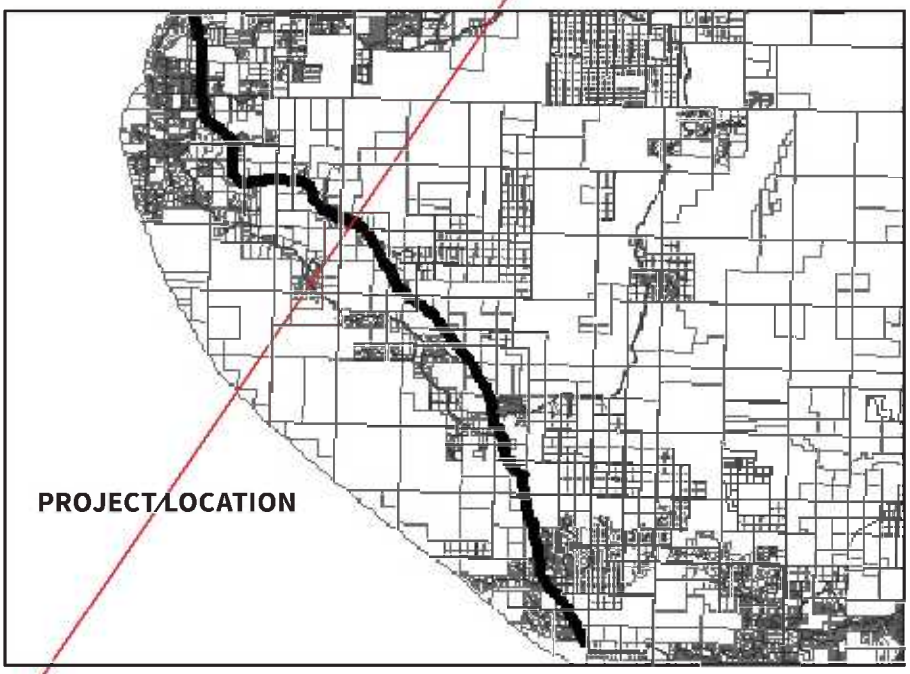
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

The project calls for construction of an improved two-lane highway paralleling the alignment of the existing highway. The reconstructed highway will be designed to allow two additional lanes to be added at a future date.

Plans & Progress: This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") is included in the 2012-2015 Alaska Statewide Transportation Improvement Program (STIP). Two and a half million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Total costs are expected to exceed $36 million; consequently, the project may be constructed in phases.



Recommend Remove. This section of road was improved recently.

Alaska Maritime Academy

Project Description & Benefit: This project will establish an accredited maritime academy providing quality post-secondary education primarily focused on marine related programs for developing career-oriented skills relating to engineering, ship operations, marine science, maritime management, and small vessel design and operation. The academy would provide both classroom and hands-on training, taking advantage of Homer's existing marine trades industry cluster and opportunities for time onboard vessels in port and at sea.

The federal Maritime Administration provides training vessels and other support to state maritime academies. Currently there are six academies in the U.S.; none in Alaska. Alaska Statute Sec. 44.99.006 specifies that the governor may enter into an agreement with the Federal Maritime Administration to provide for an Alaska Maritime Academy.

Plans And Progress: The Homer City Council approved Resolution 10-22(A) requesting that Alaska's governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A maritime academy is also included as a potential economic development opportunity in the City of homer Comprehensive Economic Development Strategy.

Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.

Projects Submitted by Other Organizations

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

- **Pratt Museum: New Facility and Site Redesign**
- **Kachemak Bay Equestrian Association: Cottonwood Horse Park**: REMOVE
- **Haven House: Sustainability/Energy Efficiency Projects**: REMOVE
- **Kachemak Nordic Ski Club: Rogers Loop Trailhead Land Acquisition**: MOVE TO CITY PROJECT P&R
- **Homer Chamber of Commerce: Visitor Information Center Parking Lot**: REMOVE
- **Homer Senior Citizens: Natural Gas Conversion**
- **South Peninsula Hospital: Site Evaluation and Planning for Hillside Reinforcement**
- **Kenai Peninsula Borough: New Turf Field**: REMOVE
- **Kachemak Ski Club: Ohlson Mountain Rope Tow Safety Equipment Upgrades**: REMOVE
- **Kachemak Shellfish Growers Association: Kachemak Shellfish Hatchery**

Pratt Museum

New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 30,000 visitors, with more than 4,000 young and adult learners participating in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum exists in a structure that does not meet the Museum or the community's needs. The existing 10,500 square foot building is more than 45 years old, and the building's galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.8 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility. The Planning Phase spanned the Fall of 2007 to December 2010. The Design Phase started in January 2011 and will be complete in the Spring of 2015. Construction will begin as early as the Fall of 2015, with the new facility opening in 2017. The total budget is $9.5 million.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt's property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 35% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input throughout the Design Phase;
- With leadership from the Patrons of the Pratt Society, 9.8 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free;
- The Pratt participated in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than $70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings;
- The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities;
- The Pratt is working on Phase II community input planning and research for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured $3.3 million (35% of the project total) in cash, grants, and pledges;
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012; and
- Schematic designs are complete, and the balance of the Design Phase will be completed in early 2015.

Total Project Cost: $9,500,000
(FY16 State Request: $1,650,000)
Preconstruction: $1,000,000
Construction: $8,500,000

Schedule:
Planning: 2010
Design/Preconstruction: 2015
Construction: 2017

$900,000 in FY15 Capital Budget

Kachemak Bay Equestrian Association

Cottonwood Horse Park

Project Description And Benefit: Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

Development of Cottonwood Horse Park began in 2006, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first five summer seasons events at the horse park drew more than 1,200 participants and 2,000 spectators.

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

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

Plans and Progress: As of June 2013, KBEA has raised $180,00 towards land purchase and approximately $175,000 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, two cabins, and a place for children to play. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, Homer Foundation and the 2012 Alaska State Legislature that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

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

The organization has a business plan and continues to fundraise.

Total project cost: $317,000
Funding already secured: $297,000
Amount needed to complete land purchase: $20,000

A rider negotiates an obstacle in the Cowboy Race 2010.

Land paid off! Remove project. Congrats KBEA!

Haven House

Sustainability/ Energy Efficiency Improvements

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

The proposed project seeks to enhance sustainability and reduce costs at Haven House through replacement/repair of the existing roof, including updated attic insulation; and modification of the current entry way, including replacement of entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures and windows, and the addition of a greenhouse.

Total Project Cost: $26,000

Roof Replacement/Repair and Attic Insulation:$18,000

Entry Way Modifications: $8,000

Project funded in FY15 budget ($20,000). Haven House would like to replace with Security Improvement project under 'proposed new projects.'

Rogers Loop Trailhead Land Acquisition

Project Description and Benefit: This project will provide a parking/staging area at the Roger's Loop trailhead. This parking lot will provide year round access to the Baycrest Ski Trails, the Demonstration Forest, and the City of Homer Diamond Creek properties. The City hopes to purchase the land by leveraging City trail funds and matching grant funds.

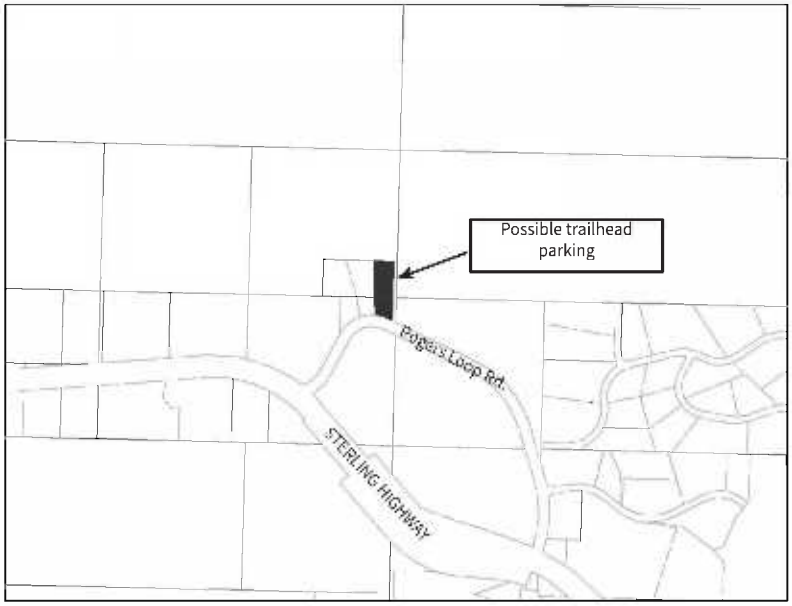
Currently the only parking for this large recreational area is on the shoulder of Rogers' Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

In addition to winter use, the property would provide summer parking for the Homestead hiking trail, the nature trail boardwalk, and arboretum trails maintained by the Home Soil and Water Conservation District. Community members of all ages and abilities use the Baycrest/Homestead Trail system, as do visitors to Homer.

In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area, ultimately transferring ownership of these parcels to the City for the benefit of the entire community. Phase one of the project would purchase the land. Later phases would develop the parking lot and construct amedinites such as a restroom.

Plans and Progress: The City of Homer adopted the Diamond Creek Master Plan in May of 2013 that includes developing a parking lot at Rogers Loop.

Total Project Cost: $70,000



Kachemak Nordic Ski Club and P&R would like to make this a City project. As a City Project, write up was rewritten as separate phases, only asking for land purchase now. Also increased price estimate of land. Administration is ok with making it a City project.

Visitor Information Center

Beautification Phase 1: Parking Lot

Project Description & Benefit: The Homer Chamber of Commerce (HCOC) is seeking funds to pave the HCOC Visitor Information Center parking lot as part of a phased Beautification Project.

This project will enhance development of the City's new Scenic Gateway Overlay District and has further potential to tie in with proposed Town Center development. The funds requested will be used to pave the parking lot, add ditches and culverts for drainage, stripe the lot for parking spaces, and add signage to deter pass-through traffic from the Sterling Highway to Bunnell Street.

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

At various times of year, the Visitor Information Center parking lot is plagued by dirt, dust, mud, and potholes – sometimes all at once.

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

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

Plans & Progress: The HCOC has completed excavation, grading, and backfill at a cost of $40,000 raised specifically for this project. In 2012 the landscaping and gardens were installed at the very low cost of approximately $10,000! We were able to do this only because of literally hundreds of hours of community volunteers!

Total Project Cost: $200,000

Funding Requested for Paving Parking Lot: $85,000

$60,000 funded in FY15 budget. Remove.

Homer Senior Citizens
Natural Gas Conversion

Project Description & Benefit: This project would convert the Homer Senior Center (HSC) facilities to natural gas. The project budget includes City of Homer Special Assessment costs, service line and meter costs from Enstar, converting boilers on six structures, as well as gas ranges and dryers in senior housing units.

HSC has been the sole non-profit senior services provider for Homer for the past 39 years. HSC relies upon grants, private donations and fees for service for funding. With budgets tight and the economy still in recovery, private donations are not at the same level. Expenditures increase annually, while revenue continues to remain at the same level, and in some cases declines.

Converting to natural gas as a supplemental energy source will reduce our cost for heating oil. This will save the Center as well as the 85 seniors who pay for electric heat at this time. Currently HSC expends over $100,000 in fuel oil. With natural gas HSC will save $37,000 annually, according to projections. HSC will save approximately $10,000 annually due to the replaced appliances. The combined savings represents approximately $35,000 annually, equating to one full-time employee.

Plans & Progress: The Alaska State Legislature awarded Homer Senior Citizens Inc. $100,000 in FY2015 towards this project.

Total Project Cost: $504,898
Funding Already Secured: $100,000

Schedule:
Preconstruction: 2014
Construction: 2015


Homer Senior Citizen's main building.

HSC received $100,000 in FY15 budget. However, it is not sufficient to initiate the project.

South Peninsula Hospital

Site Evaluation & Planning for Hillside Reinforcement

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

The facility has had numerous additions and structural work completed in the last 10 years which may have impacted and affected the stability of the hillside. The hillside runs continuous from the entrance of parking the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

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

Plans and Progress: The estimated cost of such a study, evaluation, and report is $100,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

Total Project Cost: $100,000

Schedule: 2014

Kenai Peninsula Borough
Homer High School Turf Field

Project Description & Benefit: The competitive athletic field at Homer High School would benefit greatly by being upgraded to artificial turf. An artificial turf field would enable the school district community to use the facility for a greater portion of the year by allowing use earlier in the spring, and later in the fall than is currently possible. Additionally, artificial turf fields are able to handle a significantly greater amount of use than natural turf fields without risking damage. Upgrading the existing grass field with synthetic field entails removing the existing sod, excavating and back-filling with structural fill, installing a membrane and drainage tile, and installing the turf field with sand and rubber infill.

The project will provide broad community benefit and address a safety hazard. An artificial turf field would protract the playing season for school and community soccer and football teams, as well as other user groups. It allows gym classes to get outdoors and provides an earlier start to outdoors play for our school sports teams. Homer has a very popular summer program for youth soccer, with 180 participating youths. Currently, the summer community soccer season is shortened by field closures that are required to allow the soil to dry. Closure is also required for field maintenance, including protection of newly planted grass seed. Artificial turf would not only afford earlier and later season use of the field, it will also create a community economic development opportunity by increasing the number of visiting summer soccer teams and the revenue they bring to Homer. There are also potential community health benefits offered by a turf field. Allowing field use between games by students and community addresses current data from DHSS that 36% of students in the KPBSD are overweight or obese. Additionally, depending on the type of artificial turf, there is evidence that impact absorption may be greater than for natural turf (grass), and it is certainly greater than gym floors where pre-season practices currently occur, thus reducing injury. The muddy and uneven field conditions are major safety hazards during the spring sports season, causing sprained ankles, often serious enough to keep players out of the game for weeks.

Plans & Progress: A related project, the Homer High School Track Renovation, was included in the 2012-2017 Homer CIP and was funded through a legislative appropriation of $1,100,000 in FY 2013. Approximately $150,000 from the track renovation project was expended to address field drainage in anticipation of the turf field project. With the drainage already in place for a turf field, a significant cost driver for the current project is eliminated. In addition to this major cost savings for the project, there is already a completed design study report, field application, and cost estimate in place. The Kenai Peninsula Borough Capital Projects Director has expended considerable time and effort in preparing detailed study, design, and engineering materials to support the project. The Borough has applied to the Department of Education and Early Development for bond reimbursement (70%), should the measure pass in Fall 2013. The City of Homer has also supported fundraising efforts through resolution 13-025. No project funds have been secured to date.

Total Project Cost: $ $1,991,737
Preconstruction: $95,851
Construction: $1,895,886

Schedule: 2014

Funded through bonds/state. Remove.

Kachemak Ski Club

Ohlson Mountain Rope Tow Safety Equipment Upgrade

Project Description & Benefit: The Kachemak Ski Club (non-profit operators of the Ohlson Mountain Rope Tow) needs winter safety equipment for the continued safe operation of its ski hill. The KSC ski tow is located over a quarter mile off the Ohlson Mountain Road. All skiers and volunteers must currently walk a snow covered right of way to access the base of the ski hill.

This project would purchase snow machine capable of evacuating an injured skier uphill to the parking lot (where local club first aid responders would transfer care to local EMS providers), as well as for use packing both the access right of way and the tow path of the rope tow itself. Both of the latter are weekly maintenance tasks that must be done to open the hill to the skiing public. A covered, open sled capable of being towed by a snowmachine to evacuate an injured skier would be part of this initial purchase.

A four-wheel drive ATV is the second major capital item in this request, which would be used for pre-season maintenance of the right-of-way path, and brush clearing on the hill for hauling firewood to maintain the heating needs of the woodstove-equipped ski lodge.

The final phase of the project would include construction or purchase of secure, covered storage to protect the purchased equipment from the elements, as well as a grooming device to break up icy or rutted conditions on the access trail or ski hill itself.

Total Project Cost: $30,000

Schedule: 2015

Map depicts the location of the Ohlson Mountain Rope Tow in relation to Ohlson Mountain Road

Funded in FY15 capital budget. Recommend remove.

Kachemak Shellfish Growers Association

Kachemak Shellfish Hatchery

Project Description and Benefit: For over twenty years Kachemak Shellfish Mariculture Association (KSMA), a 501-c5 organization, has worked to fulfill its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its partnership with the Kachemak Shellfish Growers Cooperative (KSGC), a co-op formed to market and distribute mussels and oysters, there are 14 farms in the Bay and a sorting, marketing and shipping facility on the Homer Spit supplying shellfish and mariculture related goods to local restaurants, residents and tourists while shipping oysters all over Alaska and the nation.

Five years ago the industry identified an oyster seed shortage affecting the shellfish industry on the entire Pacific Coast. Local leaders developed a small proof of concept experiential oyster hatchery/setting facility at the KSGC building to address this issue. Over the past two years, on a thin budget, with the assistance of industry professionals, and with the support of State of Alaska, the co-op raised over 7.5 million oyster seed. KSMA supports this highly technical hatchery and laboratory with two employees who oversee the 24-hour a day, five-month process culturing oysters and propagating algae (oyster food) in conjunction with their other duties. Please note that this should not be understated; others have invested more with lesser success. Some experts gave this experimental nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of staff the oysters thrived at the Homer Spit facility and into the upweller (a nursery for the young oysters) in Halibut Cove. With the commitment of KSMAs employees and the Bays farmers this proof of concept is ready to mature to the next step—a third year of production and expanding the hatchery to a financially sustainable operation through the scale of production. By supplying oyster seed to shellfish farmers throughout the state of Alaska, it will reduce cost to farms and the impact of seed shortage through another seed source for Alaska and the west coast farmers.

Over the past two years KSMA produced 7.5 million seed and has purchased or developed much of the expertise and equipment necessary for the hatchery expansion including technician training, the expensive salt water well, and algae production. However a larger lab, natural gas heat and storm damage prevention are needed to mature the proof of concept to a production facility supporting the greater Bay and its residents. The Kachemak Mariculture building on the Spit needs professional engineering, design, and planning to transition its available space from an experimental, small hatchery to the next phase of a permanent hatchery enabling KSMA to commercially produce oyster seed.

The benefit of a thriving oyster farming industry in Homer is huge. Oyster production in Kachemak Bay is currently in its 22st year. Oysters have become a sparkling year-round addition to the seafood options available to residents and tourists in Homer. Every cooler of oysters delivered to the dock represents approximately $150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately $725. Oysters clearly benefit the community and economy.

A local hatchery and nursery can also provide a great learning lab for high school and university students, who currently have to travel to the hatchery in Seward for their studies. (The Seward hatchery hatches opilio crab; however the waters of Resurrection Bay are less conducive to oyster seed.) A course in mariculture could easily be developed in conjunction with aspects of oyster seed development, culturing and marketing.

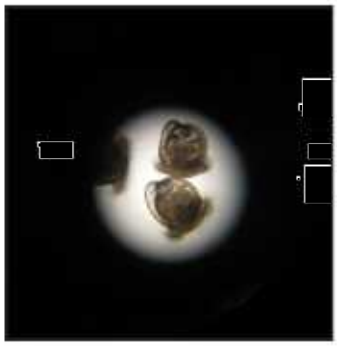
Plans and Progress: The design and expansion of the shellfish hatchery is in process. Successful seed will be sold first to growers in Kachemak Bay. Excess seed can easily be sold to other farmers in the state who are eager for a reliable supplier.

KSMA's Hatchery consultant has many designs from hatcheries where he has assisted. Final design for the Homer Spit Facility would occur in conjunction with permitting.

Total Project Cost: $400,000
- **Preconstruction**: $75,000
- **Funding Already Secured**: $50,000
- **Construction**: $325,000

Schedule: 2014

$50,000 in FY15 Capital Budget



Microscopic view of two tiny oysters.

Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: $1.75 million Priority Level 3

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

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

Cost: $3 million Priority Level 3

Parks And Recreation

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

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

Cost: $250,000 Priority Level 3

Deleted access from Crittenden from project since basic access was developed with LID last summer.

Capital Improvement Long-Range Projects

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

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

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

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

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

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

Cost: Staff Time Priority Level 3

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

Cost: $400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 3: Phase 3 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: $860,000 Priority Level 2

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

Total: $725,000 Priority Level 3

Deleted moving entrance from project since that has been accomplished. Re-visit bike path once work DOT is doing this year is accomplished (may fill that need).

Capital Improvement Long-Range Projects

Public Restrooms – Homer Spit: With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2013. Restrooms for Mariner Park, Ramp 5 & 8 and End of the Road Park are addressed elsewhere).

- The restroom at Ramp 2 is in poor condition and needs to be replaced.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails.

Cost: $295,000 each; $590,000 Priority Level 2 for Ramp 2; Level 3 for Spit trailhead

PUBLIC FACILITIES

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

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

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

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

Cost: $5 million Priority Level 3

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

A new Public Works complex will include the following:

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

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

Capital Improvement Long-Range Projects

Homer Greenhouse: Homer's growth in population and area, the importance of tourism to the local economy, and increased community requests for beautification illustrate the need for a new greenhouse capable of producing 100,000 plants annually. In addition to spring planting, the greenhouse can be used to grow hanging baskets for the Central Business District; poinsettias, etc. for the winter holiday season; and shrubs and trees for revegetation and park improvements. The library grounds and Town Center development will further increase the need for summer annuals planting. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

Cost: $400,000 Priority Level 3

Public Market Design and Financing Plan: This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. In conjunction with Town Center infrastructure development (a separate capital improvement project aimed at providing initial road/trail access and utilities), the project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

Cost: $60,000 Priority Level 3

UTILITIES

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

Cost: $400,000 Priority Level 3

updated with design work from EPA grant.

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

Cost: $1,000,000 Priority Level 3

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

Cost: $16,750,000 Priority Level 3

Capital Improvement Long-Range Projects

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

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

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

State Projects

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

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

Recommend reassessing this project after DOT work on Ocean Drive is complete. Project goals may be accomplished.

Capital Improvement Appendices

- **Part 4: Capital Improvement Appendices**
- **CIP Development Schedule**
- **Resolution CORRECT NUMBER**
- **City of Homer Financing Assumptions**

Capital Improvement Appendices

CITY OF HOMER
2015-2020 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2016 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council approval of schedule	May 27, 2014
Solicit new/revised project information from City departments, local agencies and non-profits	May 27
Input for new draft requested by	June 30
Prepare and distribute draft CIP to City advisory groups for review and input. (Administration compilation of draft CIP June 30-July 9)	(Meeting dates): Planning Commission July 16, August 6
	Parks and Recreation Commission August 21
	Port and Harbor Commission July 23
	Library Advisory Board August 5
	Economic Development Commission July 8, August 12
	Public Arts Committee August 14
Administrative review and compilation	August 15 - August 20
City Council worksession to review proposed projects	August 25
Public Hearing on CIP/Legislative request	September 8
Adoption of resolutions by City Council	September 22
Administration compilation of CIP	September 23 – September 30
Administration forwards requests for Governor's Budget (Local Election)	October 1
Distribution of CIP and State Legislative Request	October 2014 & January 2015
Compilation/distribution of Federal Request	February 2015

Capital Improvement Appendices

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 13-087(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2014-2019 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2015.

WHEREAS, Duly published hearings were held on August 26 and September 9, 2013 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the Commissions and held an all day Worksession on August 17, 2013; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2014-2019" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2015 State Legislative Request:

1. Water Storage/Distribution Improvements
2. Public Safety Building
3. Harbor Sheet Pile Loading Dock
4. Fire Department Equipment Upgrades
5. East to West Transportation Corridor

replace w current reso.

BE IT FURTHER RESOLVED that projects for the FY 2015 Federal Legislative Request will be:

1. Deep Water/Cruise Ship Dock Expansion, Phase 1
2. East Boat Harbor

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise the appropriate State and Federal representatives and personnel of the City's FY 2015 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 9th day of September, 2013.

CITY OF HOMER

MARY E. WYTHE, MAYOR

ATTEST:

JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

replace w current reso.

Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

1. The six-mill property tax limitation precludes utilizing General Fund operating revenue to fund major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program.
5. The HART Program will require property owner contributions of $30 per front foot for road reconstruction, with an additional $17 per front foot for paving.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.

PARKS AND RECREATION ADVISORY COMMISSION ANNUAL CALENDAR
FOR THE 2014 MEETING SCHEDULE

MEETING DATE	SCHEDULED EVENTS OR AGENDA ITEM
□FEBRUARY 20, 2014	LAND ALLOCATION PLAN REVIEW & RECOMMENDATIONS TO COUNCIL
□MARCH 20, 2014	CEMETERY STATUS REPORT
□APRIL 17, 2014 ATTENDANCE	SELECT SPRING PARK &/ OR BEACH WALK THROUGH ESTABLISH PARK DAY EVENT DATE – COMMISSIONER
□MAY 15, 2014	PLANNING PARK DAY OR SIMILAR EVENT SPRING PARK AND/OR BEACHES WALK THROUGH
□JUNE 19, 2014 WANT	COMPLETE ARRANGEMENTS FOR PARK DAY OR SIMILAR EVENT INITIAL BUDGET REVIEW – WHAT DOES THE COMMISSION FOR 2015? THANK YOU ADVERTISEMENT FOR THE FIRST HALF OF THE YEAR REVIEW CAPITAL IMPROVEMENT PLAN PARK DAY
□JULY 17, 2014	NO MEETING SCHEDULED
□AUGUST 14, 2014	BUDGET REVIEW & RECOMMENDATIONS TO CITY MANAGER & CITY COUNCIL
□SEPTEMBER 18, 2014	FALL PARK WALK THROUGH AND BEACH WALK; ELECTIONS; SELECT KHP CLEAN UP DAY BUDGET DISCUSSION
□OCTOBER 17, 2014	KAREN HORNADAY PARK CLEAN-UP REVIEW AND APPROVE THE 2015 MEETING SCHEDULE THANK YOU ADVERTISEMENT FOR 2ND HALF OF THE YEAR
□NOVEMBER 20, 2014	STRATEGIC PLAN REVIEW & PLANNING REVIEW OF KAREN HORNADAY MASTER PLAN & PROGRESS
DECEMBER 2014	NO MEETING SCHEDULED HAPPY HOLIDAYS!

updated 06/12/14 rk

2014 HOMER CITY COUNCIL MEETINGS
PARKS AND RECREATION ADVISORY COMMISSION ATTENDANCE

It is the goal of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2014 is as follows:

Commissioner Archibald will attend as needed depending on his work schedule.

January 13, 27 2014	Commissioner Steffy , Commissioner Brann
February 10, 24 2014	Commissioner Lillibridge, Commissioner Steffy
March 10, 24 2014	Commissioner Archibald, Commissioner Steffy
April 14, 28 2014	Commissioner MacCampbell, Commissioner Steffy
May 12, 27 (Tues)	Commissioner Brann, Commissioner Steffy
June 9, 23 2014	Commissioner Archibald, Commissioner MacCampbell
July 21 2014	Commissioner Roedl
August 11, 25 2014	
September 8, 22 2014	Commissioner Lowney
October 13, 27 2014	
November 24, 2014	
December 8, 2014	

Please review and if you will be unable to make the meeting you are tentatively scheduled for please discuss.

PLEASE NOTE: When additional commissioners are appointed the proposed schedule above will reflect those added commissioners.

Rev. 05.09.14 - rk

Homer
Soil & Water
Conservation District

4014 Lake Street, suite 201
Homer, Alaska 99603
907-235-8177 ext. 5
info@homerswcd.org

Lisa Holzapfel, Program Manager
Rivers, Trails & Conservation Assistance Program
U.S. National Park Service
240 West 5th Avenue
Anchorage, AK 99501

July 30th, 2014

Enclosed is the application from the Woodard Creek Coalition for the National Parks Service Rivers, Trails, and Conservation Assistance Program.

This application has been prepared by several members of the coalition in cooperation. We have tried to include all relevant background material, as well as a page of additional links and resources that may be useful.

Please do not hesitate to contact us if you have any questions.

Thank you for your time and consideration,

Matt Steffy
Natural Resource Specialist
Homer Soil & Water Conservation District
4014 Lake Street
Suite 201A
Homer, AK
99603

Packet Outline

1 .Cover Letter

2. Application

3. Maps

    A. General Area

    B. Parcel pages

4. 2000 Watershed Report – CIK – Wendy Jo Kroll

5. 2012 CEMP Report – CIK – Kelly Barber

6. Healing and Revealing thesis excerpt – Laura Ballock

7. Pratt Expansion Summary

8. City CIP Karen Hornaday Park excerpt

9. Letters of Support

    A. Pratt

    B. Inletkeeper

    C. HCOA

    D. Bunnell

    E. City of Homer

    F. Friends of Woodard Creek

    G. Kachemak Bay Conservation Society

10. Links and additional resources

Application for Community Assistance

The National Park Service Rivers, Trails and Conservation Assistance program supports successful partnerships with communities across America in achieving their conservation and outdoor recreation visions.

Please follow the application steps on our website and then submit this completed application along with a map of your project site, at least three letters of commitment, and any other supplementary information that helps us learn more about your project to your National Park Service Regional Program Manager by August 1.

Date: July 30, 2014 **Project Name:** Woodard Creek Community Partnership Project

Project Location Description (provide a location/site map): See attached map

City and State: Homer, Alaska

Congressional District(s) Number (s): AK

Applicant organization(s): Woodard Creek Coalition

Primary Contact: Matt Steffy **Title:** Natural Resources Specialist

Street Address:4014 Lake Street, Suite 201A

City: Homer **State:** AK **Zip Code:** 99603

Email: matt@homerswcd.org **Website:** www.homerswcd.org **Daytime Phone:** 907.235.8177 x117

Project Description:

1. Describe:

   a) *Your vision and summary statement of the overall project goal.*

The Woodard Creek Community Partnership Project envisions a vibrant, healthy, safe and accessible Woodard Creek that connects and activates diverse people and groups, enhances outdoor recreational opportunities for all ages, and promotes conservation and stewardship through environmental education and artistic expression in Homer's Woodard Creek watershed.

Woodard Creek is Homer's most prominent perennial stream, and it has a rich history as an early settling place for homesteaders seeking year-round water supplies. The Creek runs from a steep, beautiful canyon in its headwaters and meanders through Homer's central district before emptying into the Kachemak Bay Critical Habitat. Unfortunately, the urbanization of the area over the past 50 years has left Woodard Creek hidden and neglected – with culverts concealing large segments of the creek and steep riparian fills making it inaccessible to all but the most intrepid. This Project seeks to re-establish the remarkable community values inherent in Woodard Creek, and to make it again a prized community asset that will enhance conservation efforts, promote recreational outlets, protect against flooding hazards and enhance the quality of life for residents and tourists alike.

   b) *Tangible outcomes of the project (i.e. recreational opportunities developed, plan creation, development of ideas and goals, miles, acres)*

This project will produce the following tangible outcomes:

- Woodard Creek Watershed Committee: This committee will be comprised of state and federal agencies, local governments (i.e. City of Homer & Kenai Peninsula Borough), NGO's, property owners and local business interests. It will strive to engage diverse, informed and active partners who will guide and oversee all aspects of the Woodard Creek Community Partnership Project.

- Woodard Creek Watershed Plan: This plan will be the first-ever effort to take a holistic, watershed-based approach to enhancing the recreational, educational and aesthetic values of Woodard Creek. The plan will be informed by a hydrological

review conducted on a watershed-basis by a professional hydrologist, and it will include a series of GIS maps showing property ownership, riparian setbacks, vegetation, public easements, park lands, zoning restrictions, wetlands, water quality and quantity, and impervious cover. It will also recognize the delicate interplay between public and private land uses to identify and prioritize public use areas and creek access points, and it will highlight up to three (3) demonstration projects that will provide specific, tangible benefits to the public within realistic budget and timeline scenarios.

- Woodard Creek Enhancement Budget: This budget will flow from the Woodard Creek Watershed Plan, and will provide tiered scenarios for supporting the demonstration projects and other aspects of the Plan (i.e., it will be provide project budget contingencies based on low, medium and high levels of project funding).

- Woodard Creek Demonstration Project: Through the planning and budget processes identified above, the Project will identify at least one significant demonstration project that will be highly visible, accessible and useful to the general public. This demonstration project will play a leading role in garnering community support, and promoting buy-in from government agencies, local businesses and municipal officials. An example of such a project would be daylighting a section of the creek which is now culverted, and creating park and recreation space along riparian areas in Homer's town center.

- Woodard Creek Conservation Area: To create a more lasting legacy, this Project will seek to create a Woodard Creek Conservation Area, which would be a watershed-based ordinance adopted by the City of Homer to elevate the importance of this area for current and future generations. Project partners engaged in similar efforts over a decade ago in creating the Bridge Creek Watershed District to protect the City of Homer's drinking water supply.

c) *Project accomplishments to date;*

Efforts to protect and enhance the Woodard Creek watershed have been ongoing for the past 20 years. For example, the City of Homer marshaled strong and diverse public support to receive a State of Alaska, Legislative Appropriation and a Land & Water Conservation Fund Grant for other improvements in Karen Hornaday Park. As part of this effort, the Homer City Council adopted a comprehensive plan for Karen Hornaday Park, which includes enhancements and restoration of Woodard Creek. More recently, the area recognized a monumental accomplishment when hundreds of local citizens and businesses united to fund and build the new playground at Hornaday Park near the headwaters of Woodard Creek. Through hard work and cooperation, the Woodard Creek Coalition has made vast improvements over the past decade to the areas surrounding Woodard Creek at Karen Hornaday Park.

Further downstream, the City of Homer has shown a commitment to improve the drainage and prevent hazards through town by removing culverts and day-lighting the creek with the addition of bridges at two locations. Additionally, Coalition partner Cook Inletkeeper – in conjunction with numerous partner groups – has relied on citizen volunteers to conduct water quality monitoring in Woodard Creek, and produced two reports on the Creek and its surrounding watershed (see attached). Finally, the Pratt Museum worked with a graduate student to produce a report on day-lighting significant portions of Woodard Creek.

Together, these efforts reflect strong interest and community participation from the Woodard Creek Coalition and its partners to achieve the goals set out in this proposal.

d) *Support: governmental/organizational support/recognition; endorsements from elected officials and boards, etc.*

This project has strong community support, including support from the following entities:

City of Homer
Kachemak Bay Conservation Society
Cook Inletkeeper
Friends of Woodard Creek & Karen Hornaday Park
The Pratt Museum
Homer Council on the Arts
Bunnell Street Art Center
Homer Soil & Water Conservation District
Dozens of local property owners

e) *Community benefits that would result from implementing the proposed project (i.e. recreational opportunities in areas with little to no recreational access);*

The community benefits that result from this project are tremendous. Specifically, this project will provide the following benefits:

1. Risk & Disaster Mitigation. This project will identify the risks posed to public and private lands adjacent to Woodard Creek during times of flooding, and will make recommendations how to mitigate such risks.

2. Recreational Outlets. Despite its location in the middle of Homer, Woodard Creek remains largely inaccessible. This project will create a series of access points and pathways to facilitate access to the Creek and provide recreational outlets for all ages that currently do not exist.

3. Conservation Areas. This project will work to day-light sections of the Creek which are now culverted, and will create a series of pocket parks and vegetated riparian areas that will reduce the effects of nonpoint source pollution and allow the Creek to flow in a more natural and healthy state.

4. Community Engagement. Through arts and education, this project will provide new outlets that connect people to place, and bring together diverse people and groups to elevate the quality of life in the community.

f) *Geographic location of your project and characteristics of that location (rural, coastal, wetland, urban, specific areas within a city or county, etc.);*

The Woodard Creek Watershed rests largely in an area considered urban/residential under the City of Homer building code. Its headwaters flow from an undeveloped canyon above Karen Hornaday Park, and it drains to the Kachemak Bay Critical Habitat Area near Bishops Beach, which sees heavy public use throughout the year. Throughout its path through Homer, it is surrounded by wetlands and vegetated riparian areas, and passes under no fewer than 7 public roadways.

g) *Important demographic characteristics of your project area that will benefit or be impacted with creation and/or addition of recreational opportunities.*

Woodard Creek's geographic proximity to many homes and businesses – and the hugely-popular Hornaday Park – make it available to thousands of residents and tourists alike each day. Furthermore, watershed planning efforts will strive to identify and pursue ADA-compatible access and use points to broaden the range of users.

Applicant and Partner Roles:

2. *a. Describe your role and the level of commitment/services your organization can provide to the project.*

The Woodard Creek Coalition is a diverse and active collection of local groups, decision makers and property owners who will work closely with RTCA representatives and other partners to establish and pursue the project's vision and goals. These activities will include administering the RTCA support agreement, identifying and engaging appropriate leaders, setting priorities, building community support and identifying and securing necessary project funding.

b. List the key partners involved with the project. Briefly summarize the existing or anticipated role and contribution of each partner.

The following partners will contribute in the following ways:

The City of Homer: Provide support with GIS maps; public and private property identification; planning department expertise; and political support for enhanced funding.
Homer Parks & Recreation Advisory Commission: Provide a vehicle for public hearings on Woodard Creek improvements; help build community support for the project.
Cook Inletkeeper: Provide legal, policy, and scientific expertise toward efforts to expand recreational access in and around Woodard Creek, and to help remove obstacles that prevent the area from realizing its full potential as a more functional watershed.
Pratt Museum: As a riparian property owner and coalition, serve as venue for community gatherings, and "lead by example" with Woodard Creek improvements during upcoming capital campaign implementation.

Homer Council on the Arts – As a landowner in the watershed, support the process of the coalition in the overall restoration of the creek. Seek funds for the specific project of removing culvert that runs under the HCOA parking lot, and daylight that section of the creek.
Bunnell Street Art Gallery - Help to convene meetings, grant writing and reporting, liason between coalition members and artists and designers for signage and improvements. Engage the public through creative placemaking activities for the restoration of the creek.
Friends of Woodard Creek KHP - Support toward restoration of Woodard Creek in KHP, developing a trail along the creek in KHP, Providing some funds that would go toward Woodard Creek in KHP.
Kachemak Bay Conservation Service – Assist with educational outreach and informing members on goals associated with conservation, erosion, and responsible development practices.
Homer Soil Water Conservation District – Coordinate and facilitate meetings. Provide technical support for development efforts.

c. Please include commitment letters from three partners listed in the application, other than the applicant or individual(s) of the applying organization. Commitment letters should note the partner's support, list their anticipated project role, expected contribution(s), and responsibilities in the project.

See attachments

Public Support:

3. Describe the level of public support to date, and any plans for future public outreach, participation, and community inclusion.

See section 1.c above for a discussion about past support. Additionally, the project partners met on June 24, 2014, at the Kachemak Bay Campus to discuss Woodard Creek and to form the Woodard Creek Coalition (WCC). On July 23, the WCC sponsored a Woodard Creek Walk and Talk, where over a dozen people from various partner groups as well as several landowners walked the entire Creek to get a better understanding of its opportunities and challenges. On August 13, the WCC will hold a public forum to discuss Woodard Creek, brainstorm ideas, and begin the process to start the Watershed Plan. On August 21, the WCC will present a program to Homer Parks and Recreation Commission.

National Park Service Assistance:

4. a. What are the biggest challenges and overall needs of the project?

The biggest challenges and needs of this project include:

- Obtaining property-owner buy-in. Due to the close proximity of many private parcels, this project's success will hinge on the support of local residents living or working along Woodard Creek ;

- Securing necessary funding. Many of the issues we will be addressing will require scientific expertise, and have the potential to be very expensive. One of our biggest challenges will be to gather the hydrology data we need to create a realistic project vision and set appropriate goals.

- Prioritizing demonstration projects. As with any community partnership, it will be impossible to do everything overnight. Instead, it will take a concerted effort to work toward consensus on a range of ideas and projects that will become the "seeds" that will facilitate the implementation of the Watershed Plan over the long term

b. What type of assistance are you seeking from National Park Service staff? Please include a short description of the specific project need(s) for each of the boxes checked. Prioritize the project's top needs in the description.

Prioritization of assistance categories:
While we are requesting every manner of support possible, the coalition understands that the NPS RTCA program may have limited time they can apply to this project. For that sake, we have prioritized the top three means of assistance that we feel will be most desired.

1. "Identifying and analyzing issues and opportunities."
2. "Inventory and mapping of community resources."
3. "Identifying funding sources."

[X] Defining project vision and goals

Assisting with a prioritization and clear definition of the goals that unite the coalition.

[X] Identifying and analyzing issues and opportunities

Assistance with the primary tangible obstacles and the available means to address them

[X] Assessing and engaging partners and stakeholders

Primarily assisting with engaging community members outside of the coalition to support the project

[x] Inventory and mapping of community resources

Strategic connection of existing resources in a manner that prevents redundancy and promotes efficiency.

[x] Priority setting and consensus building

Assessment of mutual and individual priorities as they fit into overall goals

[x] Identifying funding sources

Identifying relevant funding sources for each partner and/or the coalition as a whole on a project basis as well as for each tangible (1.b.)

[X] Organizational development

Assistance with the structure of responsibility and leadership for coalition goals

[X] Designing community outreach and participation strategies

Assist with public outreach strategies that solicit material or community support for individual components of project as well as coalition wide tangible deliverables (1.c.).

[x] Planning (trail, park, open space, greenway, etc.)

Consultation on appropriate access development, trail design, and impact-to-access balance strategies. Review of developed plans for projects (as these may come from multiple third party landscape designers.)

[ ] Other

5. *Describe how your project advances one or more key National Park Service strategic objectives. Projects that have one or more of these strategic objectives are given emphasis in the project selection process.*

a. Builds partnerships with health and wellness organizations to promote healthy lifestyles;

This project will work closely with Mobilizing for Action through Planning and Partnerships of the Southern Kenai Peninsula (MAPP) to engage health and wellness organizations in active participation. For more on MAPP and its substantial work to coordinate health and wellness groups around the Homer area, see http://mappofskp.net

b. Engages youth or youth organizations to promote close-to-home resource conservation, stewardship, and outdoor recreation opportunities;

This project will work closely with Homer Outdoor Wilderness Leadership (HOWL - http://www.howlalaska.org/), the Alaska Youth for Environmental Action (AYEA – Homer Chapter - http://akcenter.org/ayea/) and Nature Rocks (http://www.childrenandnature.org/movement/detail/connecting_children_with_nature_in_homer/) to engage youth in active roles in the development and implementation of the Watershed Plan.

c. Develops and/or improves connections to parks, rivers, trails, and greenways in diverse urban areas and communities with limited resources and facilities;

This project will connect people to place by creating access points and riparian use areas where currently there are none.

d. Develops or improves access to National Park Service sites by enhancing connections to nearby communities;

Not applicable to this project.

e. Advances the protection and stewardship of large natural landscapes (parks, open spaces, and working lands) through partnerships;

This project will enhance stewardship by engaging a diverse range of people and groups around shared visions for open space and watershed conservation.

f. Expands public access to water resources, such as creeks, rivers, lakes, bays, and coasts, and the development of water trails.

See response 5.c above.

Woodard Creek Area Map

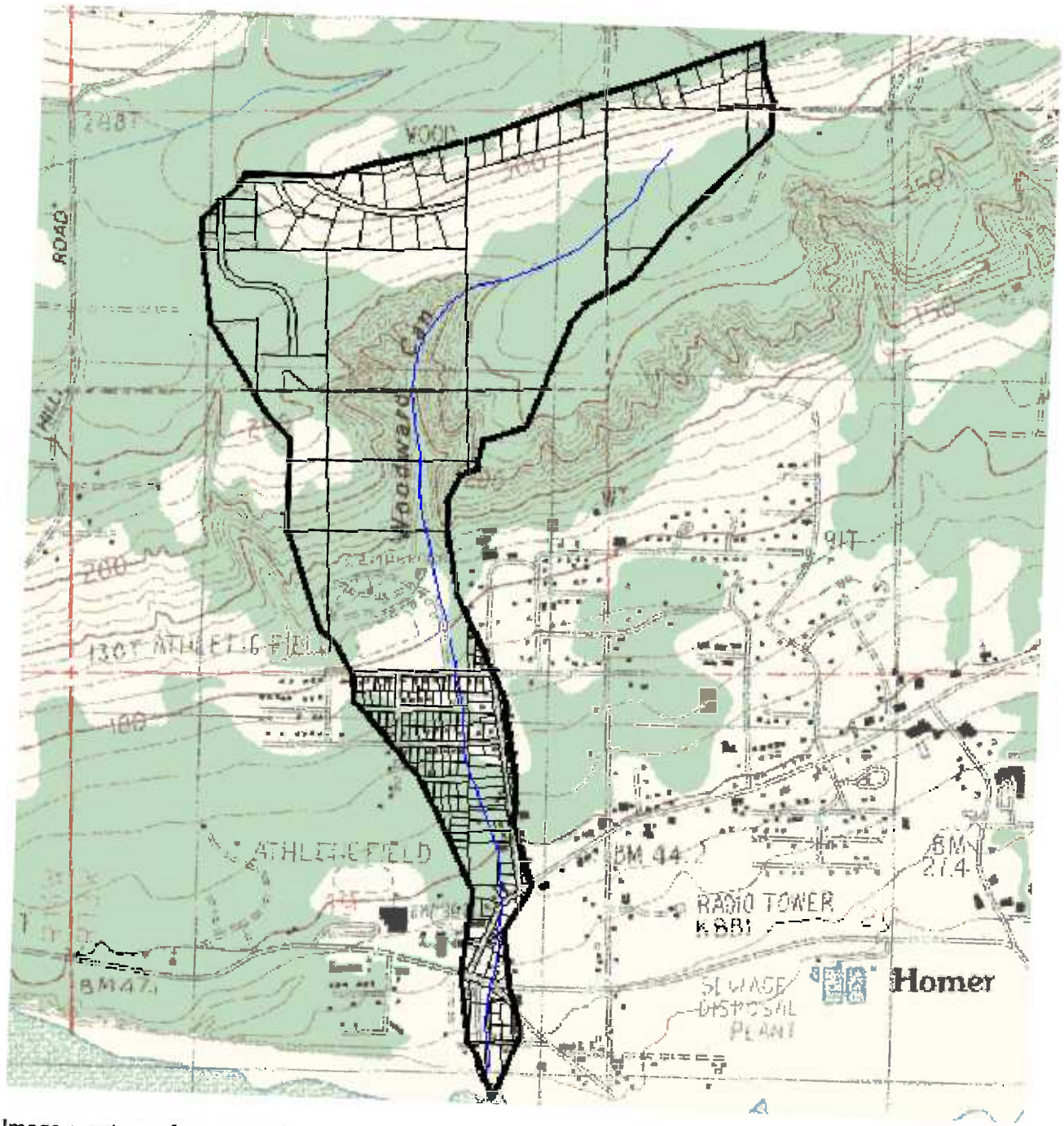
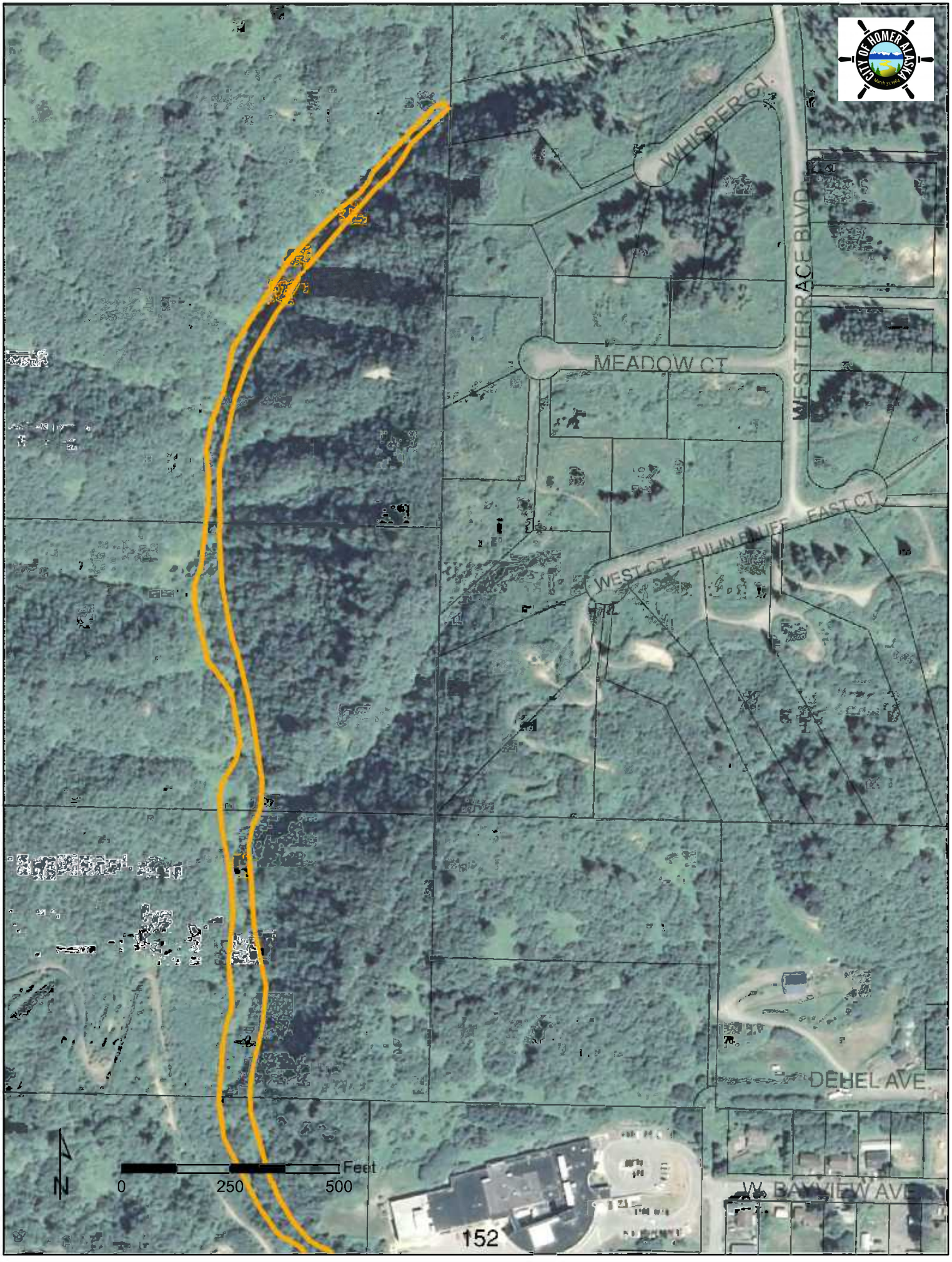


Image courtesy of Cook Inletkeeper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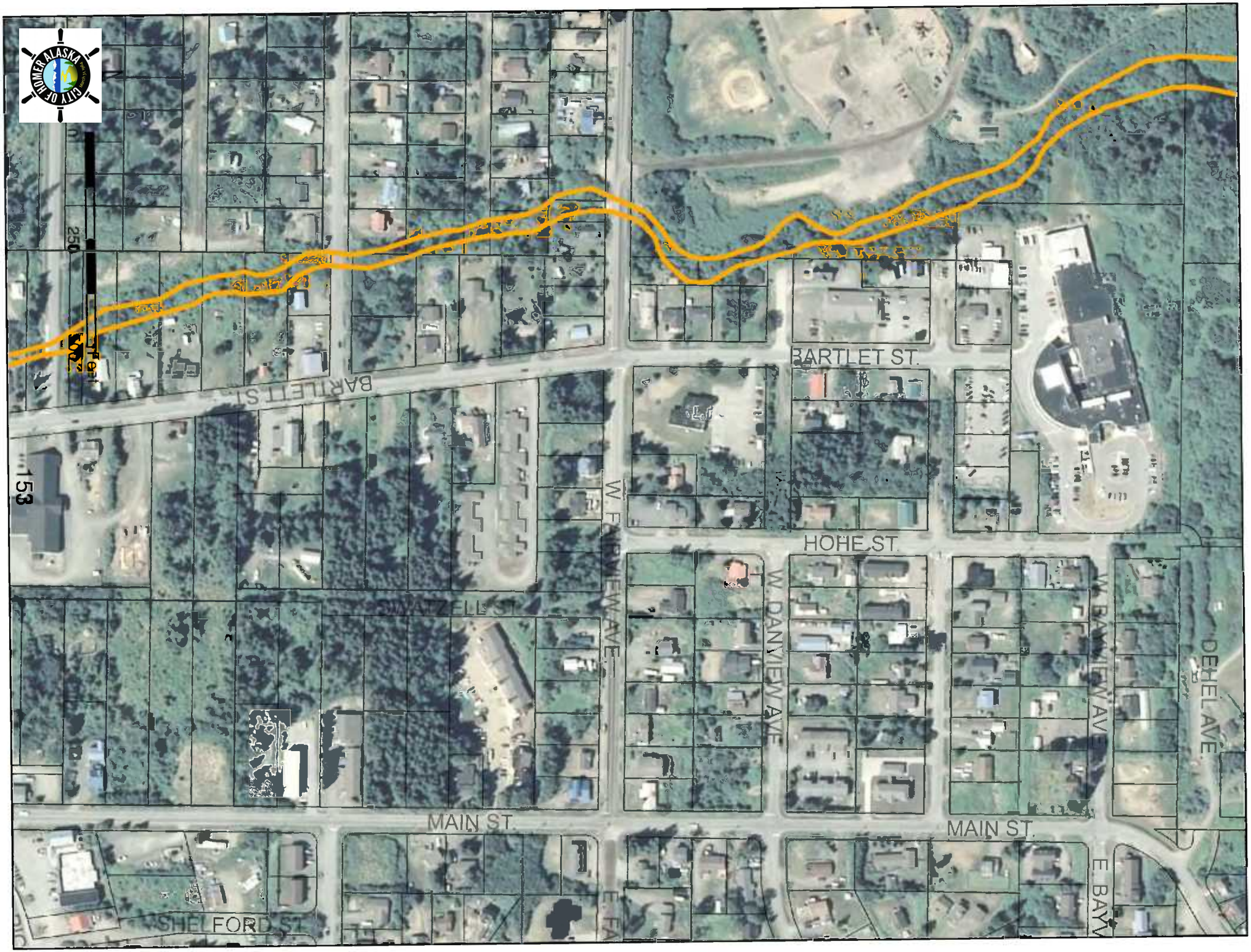
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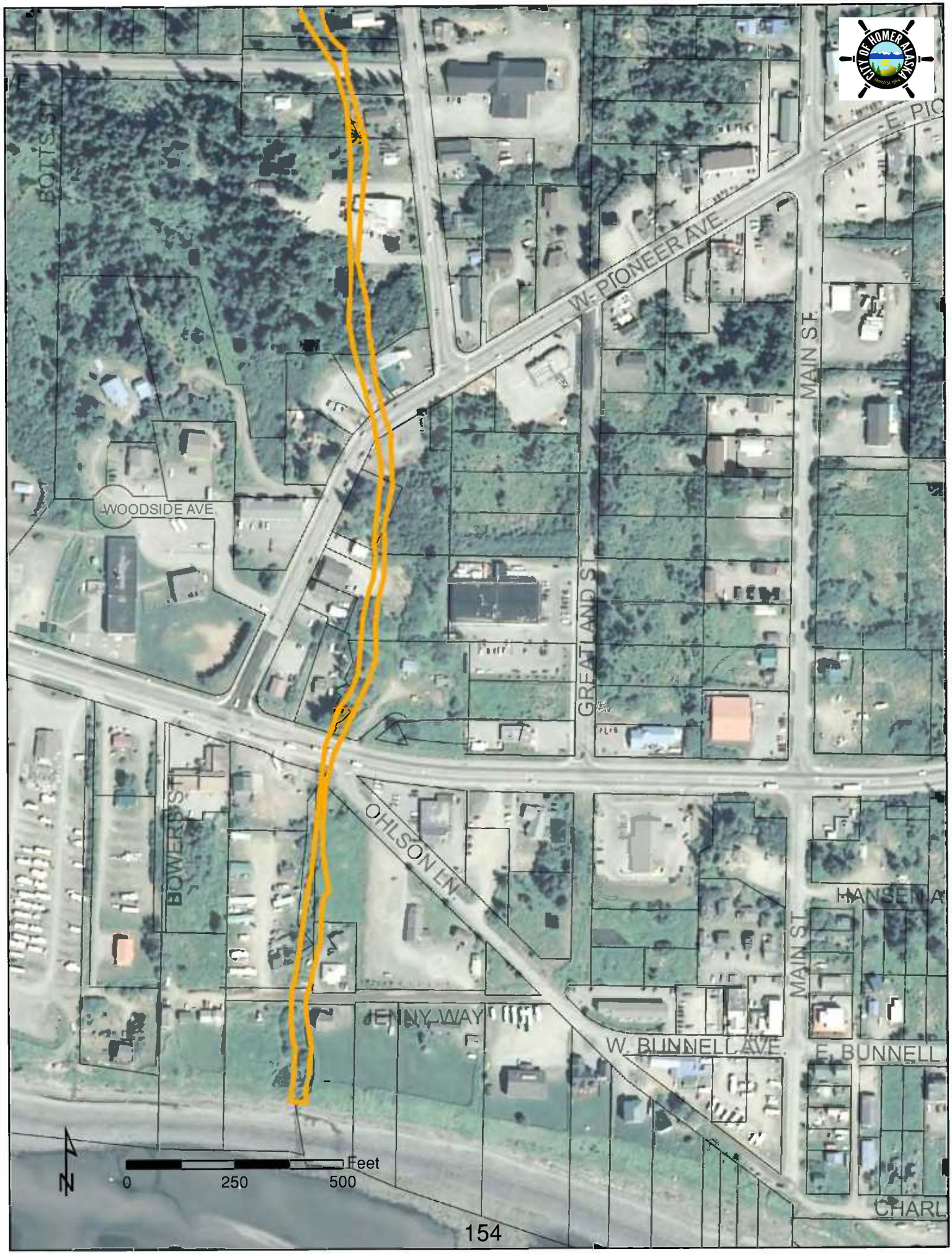
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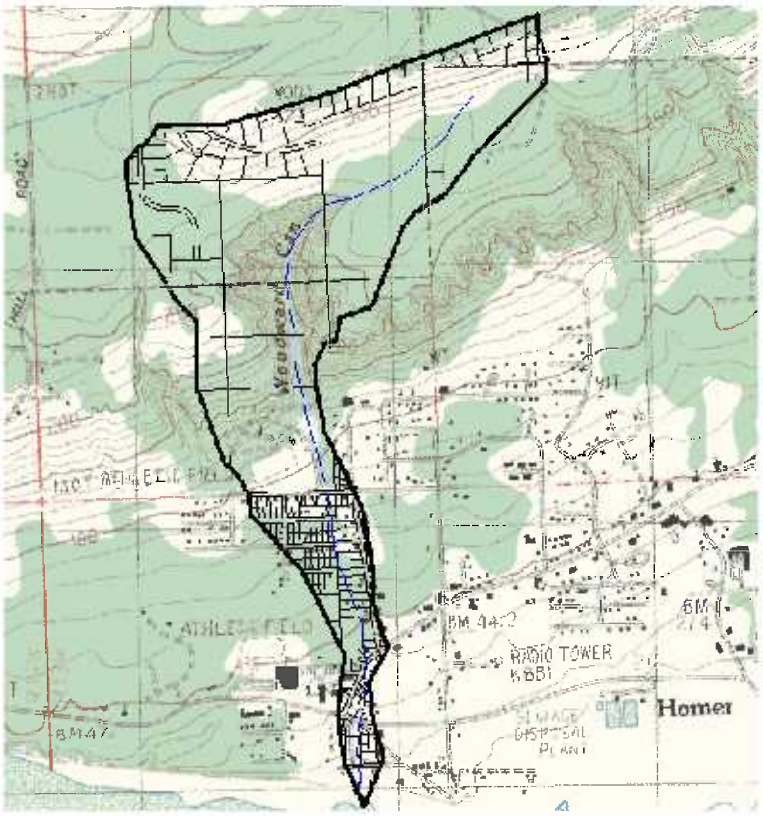
Woodard Creek Watershed Project



Report prepared for

Cook Inlet Keeper

by

Wendy Jo Kroll
Student Conservation Association Intern

Homer, Alaska
August 2000

COOK◦INLET◦KEEPER

Woodard Creek Watershed Project

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Marsh Marigolds at Woodard Creek Headwaters

Homer, Alaska
August 2000

ACKNOWLEDGEMENTS

The author would like to personally thank all the staff at Cook Inlet Keeper. Brad, Tom, Joel, Marla, Kathy, Beth, Mike and Bob not only helped with my project; they created a wonderful work environment and a successful summer work experience.

Many thanks to all the people and agencies who supported the project. Thanks to Betsy Webb and the Pratt Museum, the City of Homer, especially Carey Meyers at Public Works and Pat Cue of Homer City Council.

Special thanks to the residents and homeowners within Woodard Creek watershed for caring about the creek and taking time and energy to attend the meetings. I sincerely hope that Woodard Creek watershed residents continue to work toward the common visions discovered during the course of this project.

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INTRODUCTION

Woodard Creek is one of Homer's few urban streams. It's a valuable resource for those living within its watershed boundaries and presents a real opportunity for the community of Homer to preserve and enhance the quality of life now and in the future.

The Woodard Creek Watershed Project was designed to initiate a community-based discussion to promote the health of this urban stream. The Project was an internship special project through Cook Inlet Keeper. The goal was to bring together residents, businesses, landowners, local government and non-profit agencies to discuss the Woodard Creek watershed.

On July 24, 2000, Cook Inlet Keeper and the Pratt Museum held a community meeting to address the challenges and opportunities presented by this urban watershed. Residents voiced concerns, explored shared values and began to create a vision for the creek's future. Over 30 people attended the meeting and agreed to meet again to discuss possible actions to take to preserve and restore the creek. One action suggested, that could be the foundation for future work, was the formation of a Woodard Creek Watershed Association.

On August 21, 2000, a follow-up meeting was held. Over 20 people attended. After discussion of more concerns, those assembled stated they preferred to form a loosely affiliated "group" rather than a more formal "association." A subsequent meeting was set for September 18, 2000 to plan a stream clean-up day.

This report addresses the specific challenges and opportunities of Woodard Creek, following a discussion of watershed health concerns for urban streams in general. Notes from the community meetings and other pertinent resource materials can be found in the appendices.

WATERSHED DEFINED

A watershed is the land area that drains into a common body of water, such as a stream or wetland. As water flows downhill, it moves over the land or drains through the soil. Along the way, water picks up woody debris, leaves and needles that provide the foundation of food and shelter for aquatic life in the streams. As the tributaries flow into the river, so do pollutants. Water can carry motor oil, fertilizer, pesticides and eroded soil. Small individual actions like driving a car, fertilizing your lawn, and even walking your dog can inadvertently pollute the watersheds you live in.

Watersheds vary greatly in size. They may be as large as the 47,000 square-mile Cook Inlet watershed or as small as the area that drains a creek in your backyard. These smaller watersheds within larger ones are referred to as sub-watersheds. Woodard Creek Watershed is a sub-watershed of Kachemak Bay, which is a sub-watershed of Cook Inlet.

Watershed is a geographic definition that is becoming more widely used for governmental planning and resource management. In the past decade, there has been a national movement of community-based groups forming around watershed issues.

Healthy watersheds are vital for a healthy environment and economy. Our watersheds provide water for drinking, irrigation and industry. Many people also enjoy streams, rivers and bays for their beauty and for boating, fishing and other recreation. Wildlife also need healthy watersheds for food and shelter. Managing the water and other natural resources is an effective and efficient way to sustain the local economy, quality of life, and environmental health.

A key value of a watershed approach is that it honors the fact that everything we do on land impacts the quality and quantity of water and other natural resources. "Nowhere is the concept of cumulative impacts more obvious than at the watershed level." (Houck, 1996)

WATERSHED HEALTH CONCERNS

A healthy watershed has natural vegetation in and along streams and rivers, a diversity of plants and animals, naturally made stream channels and good water quality. Development and urbanization threatens healthy watersheds by replacing natural vegetation with paved roads, impenetrable surfaces and non-native vegetation. These alterations to the natural landscape create further changes that degrade water quality and stream health. Research over the last two decades has revealed that urban development has profound impact on the hydrology, morphology, water quality and biodiversity of urban streams (Scheler, 1995. Table 1).

Table 1: Summary of impacts associated with urban streams

Changes in stream hydrology	**Changes in stream morphology**
Increased magnitude/frequency of severe floods	Channel widening and downcutting
Increased frequency of erosive bankfull and sub-bankfull floods	Streambank erosion
Reduced groundwater recharge	Channel scour
Higher flow velocities during storm events	Shifting bars of coarse sediments
	Imbedding of stream substrate
	Loss of pool/riffle structure
	Stream enclosure or channelization
Changes in stream water quality	**Changes in stream ecology**
Sediment pulse during construction	Shift from external production to internal production
Nutrient loads promote stream and lake algal growth	Reduced diversity of aquatic insects
Bacterial contamination during dry and wet weather	Reduced diversity of fish
Higher loads of organic matter	Creation of barriers to fish migration
Stream warming	Degradation of wetlands, riparian zones and springs
Trash and debris jams	Decline in amphibian populations

Point and Non-point Source Pollution

Pollutants effecting water quality can be classified as point-source and non-point source. Point source pollution can be directly traced to a specific location, such as a pipe or disposal site.

Non-point source pollution comes cumulatively from such activities as urban runoff, land clearing, road building, parking lots, timber harvesting, farming and grazing, boat storage and service, stream side erosion and alteration, septic systems and leaking fuel storage tanks. It can even result from automobile exhaust getting in the atmosphere and falling back to the earth in the rain. Non-point source pollution is far more difficult than point source pollution to identify and regulate. It is generally unmonitored and poorly controlled.

The cumulative effects of non-point source pollution can be very serious. The leading cause of water quality problems nationwide is non-point source pollution (CIK, 1997). Origins of non-point source pollution include sediments, nutrients such as nitrogen and phosphorous, fecal bacteria, oil, pesticides and metals.

Riparian Zones

The vegetation along stream banks, known as riparian habitat, helps filter pollutants from runoff, keeps the streams cool, protects water quality, and provides bank stabilization, wildlife habitat, and aesthetic and recreational benefits. In areas where the natural vegetation has been altered or removed, the stream and the life it supports can be returned to a natural, healthy and functioning state through the application of a riparian buffer program.


Riparian Zone Behind Pratt Museum

Removal of streamside vegetation de-stabilizes the banks. This results in erosion and siltation of the stream. The loss of vegetative stream cover can raise the temperature of the water, affecting dissolved oxygen levels and the types of aquatic animals that can live in the stream. Restoring native riparian vegetation stabilizes the banks and also provides important wildlife habitat, contributes to food supplies for aquatic critters and provides a "filter strip" that intercepts pollutant-laden runoff. (Houck, 1996)

Impervious Surfaces and Urban Runoff

Imperviousness represents the imprint of development on the landscape. Impervious cover is defined as any surface in the urban landscape that cannot effectively absorb or infiltrate rainfall.

Imperviousness is defined as the sum of roads, parking lots, side walks and other impermeable surfaces of the urban landscape, including unpaved, packed down roads and driveways. It is composed of two primary components, the rooftops under which we live, work and shop and the transport system, roads, driveways and parking lots that we use to get from one roof to another. (Schueler, 1995)

Land development alters the natural balance between runoff and natural absorption areas by increasing the amount of impervious surface. Impervious surfaces collect and accumulate pollutants deposited from the atmosphere, leaked from vehicles, or derived from other sources. The result is increased rates and volume of surface runoff.

As a consequence of increased quantity and rate of runoff, greater amounts of pollutants are carried into receiving waters and water quality degradation increases. Storm water picks up pollutants and debris as it traverses developed areas, particularly parking lots and streets. During storms, organic matter, nutrients, metals, hydrocarbons, and bacteria are picked up and flushed directly into local streams and bays without being filtered by the soil or natural vegetative cover.

Because impervious cover is a dominant presence in urban watersheds, pervious areas (where surface water can percolate through the land cover) should be recognized and protected. Pervious areas are very diverse in size and vegetative cover. While many of these pervious areas are green, in some places soils have been highly disturbed and compacted, and tend to produce greater rates of runoff than has been traditionally assumed. Moreover, pervious areas are frequently interlaced with impervious ones, creating an "edge-effect" along roads, sidewalks and parking lots (Schueler, 1995). This leads to the possibility for pollutants to migrate from pervious areas to impervious ones, in the form of fertilizer or pesticides runoff, drift of leaves, pollen and grass clippings, erosion and snowmelt, and creates the potential for ground- water contamination.


Bartlett Street with View of Kachemak Bay

Urban runoff and storm sewers are the second leading source of water quality impairment of lakes and estuaries, and the third leading source of water quality impairment of rivers in the United States (Schueler, 1995). The high, fast flows that result from increased runoff can erode banks, carry pollutants, and damage healthy streams. Streams without vegetation on the banks are even more susceptible to erosion and flooding. Negative impacts resulting from impervious surfaces include increased erosion, hydrologic changes, in-stream and wildlife habitat degradation, and changes to stream water quality, including temperature variations.

Impervious surfaces both absorb and reflect heat. During the summer months, impervious areas can have local air and ground temperatures that are 10 to 12 degrees warmer than the fields and forests they replace. Trees that could provide shade to offset the effects of solar radiation are usually absent around impervious areas.

Water Quality Parameters Effecting Watershed Health

Temperature, nutrients (phosphorus and nitrogen), bacteria, pH and dissolved oxygen are all critical indicators of water quality. A more complete discussion of some of these important criteria is included in the in Appendix 7.

Sedimentation

Fill Eroding Over Side of Parking Lot at Hornaday Park

Soil can get into the water through natural causes, from silt suspended with spring thaw and runoff, in early spring. At any time of the year, silt-laden surface water can flow into the stream from tributaries and storm drains during periods of heavy rain and associated runoff. Upstream construction activities, land clearing, logging, road building, or any other activity which erode the soil may release sediment.

Increased sediment is measured as a water quality parameter known as turbidity. Turbidity, or water clarity, is caused by suspended soil matter, which scatters light passing through the water. Any material mixed and suspended in water will reduce its clarity and make water turbid (i.e. muddy or cloudy). Turbidity affects aquatic life in many ways. Suspended particles may provide a place for harmful bacteria and microorganisms to settle and grow. The particles can also carry pesticides, toxic metals and excess nutrients down the stream into bays and inlets. Suspended particles near the water surface absorb additional heat from sunlight and can raise the surface water temperature. High turbidity levels also interfere with the penetration of sunlight which lowers the rate of photosynthesis for submerged aquatic vegetation, thus reducing oxygen production.

WOODARD CREEK WATERSHED

Woodard Canyon and Kachemak Bay

Woodard Creek begins as springs and snow melt in the meadow along side Fireweed Road. It then flows down Woodard Canyon, past the South Peninsula Hospital and Karen A. Hornaday Park, through a residential neighborhood, past the Pratt Museum and into the business district before reaching its outflow near Bishop's Beach. For ease of identification, the watershed can be thought of as being comprised of five discrete sections: Bluff Development Area, Park Area, Neighborhood Area, Downtown Area, and Open Area.

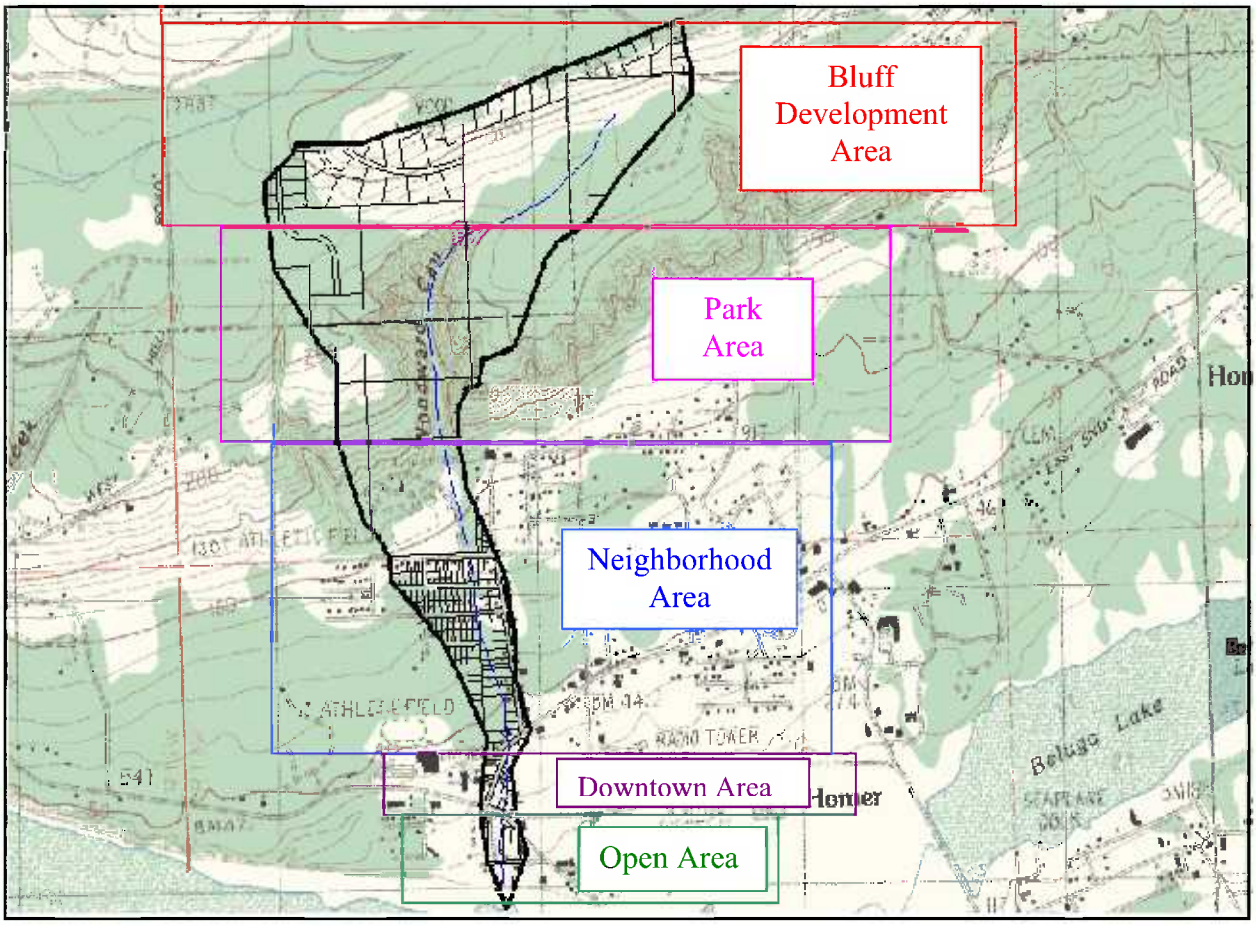


Figure 1. Woodard Creek watershed map.

Starting at the headwaters on the bluff, there is the Bluff Development Area. Here the wet meadows of the headwaters are being developed for residential use. The property has been logged and the preliminary plans map out 1 to 2 acre lots from the 80-acre parcel. Not all 80 acres lie within the city's current boundaries. Due to the current annexation debate, it is uncertain if the portions currently outside the city limits will be annexed. It is also uncertain if city water and sewer will be supplied to the new development, including to those lots inside the city's limits. Whether or not to hook up water and sewer to this development, or to have on-site systems constitutes a detailed debate as to which approach would be the most beneficial for the watershed. Water resource availability, siltation and impervious cover created by sewer and water line installation, septic upkeep and on-site septic options are some of the issues of this discussion.

Moving downstream and through Woodard Canyon, the creek enters the Park Area. This area includes the lower portion of the canyon, the creek bordered by Karen A. Hornaday Park on the West Bank and South Peninsula Hospital on the East. Here, the creek is impacted by fill piles at the park, hospital construction and the construction of a private driveway above the creek going up the canyon.

The Neighborhood Area primarily consists of residential properties but also includes city land, churches, medical buildings and the Pratt Museum of Natural History. The Pratt Museum recently purchased the lot adjacent to their existing property with the expressed desire to develop interpretive trails. The city, in passing a recent ordinance to purchase lot 12-A for water and sewer hook-ups, has become a close neighbor of the Pratt. The City Council's discussion of the ordinance included an expressed interest in developing the land in a way that will preserve the natural features of the creek. With the proximity of the Pratt and City properties and the proposed addition of a sidewalk on Bartlett Street, there exists an opportunity to create a pedestrian route linking the Pratt trail to the city lot and Karen A. Hornaday Park by way of the sidewalk. Such a walkway would not need to infringe on private ownership along the creek, yet could increase the quality of life for those living in the neighborhood area.

The Downtown Area begins at the culvert at the end of the Pratt property. Here the creek enters a culvert that extends beneath Pioneer Avenue to an undeveloped parcel of property slated for development by the University of Alaska. The creek again enters culverts behind the Etude Music Studio. This section ends on the bay side of the Sterling Highway. Much of this section is buried underground within culverts. The only possibilities for preservation in this area exist on the University property. This could be an addition to a pedestrian route, if one materializes.

The creek meets the bay in the Open Area. Here, the creek finds its way through one last culvert and opens into a gully bordered by a trailer park and a church. The creek then passes under Jenny Way and down a steep natural ravine emptying just North of Bishop's beach and flowing over the rock and sand beach to the Bay. This area appears to be largely undeveloped but includes Sterling Highway storm drains and the adjacent Trailside Gas Station. Trailside is in the later stage of clean-up from an underground storage leak and is discussed further in the section, "Ground Water Contamination" on page 11.

CHALLENGES AND OPPORTUNITES FOR WOODARD CREEK WATERSHED

Woodard Creek represents the largest watershed running through Homer's core and is currently experiencing a wide range of urban impacts associated with growing population and development. Due to the unique composition of land ownership within the watershed, it also holds great promise for conservation through responsible development and restoration efforts.

During the months of June and July 2000, the impacts to Woodard Creek watershed were assessed primarily by observation. Public concerns expressed to Cook Inlet Keeper and the City Council were also considered. Early on in the investigation it became apparent that for every negative impact there was at least one attainable positive solution. With this sense of real possibilities, the following view of the challenges and opportunities for Woodard Creek watershed was created.

Pressures from New Development

Although much of the lower area of the creek is already developed, pressures from new development within and above the undeveloped canyon threaten to impact watershed health. New development requires vegetation removal, including logging, and increases impervious surface. From the above discussion, we know that these processes introduce sediment and pollutants into the stream, increase runoff volume and velocity, change water temperature and affect overall watershed health in a multitude of delicately interconnected ways.

Lower Tulin Terrace Viewed from Fireweed Road

Major effects of logging and associated road building are from sedimentation, runoff, and the introduction or loss of vegetative debris to streams and coastal waters. Road building (even "temporary" roads) fills wetlands, impacts streams and alters drainage patterns. (CIK, 1997)

Planning Development to Preserve Natural Areas

Though even the smallest development project will affect the watershed, the negative impacts can be lessened through responsible development and thoughtful planning. Although the current development project in the headwaters of Woodard creek poses challenges, it also exemplify efforts to lessen the impact. Among the dirt work around future house sites, the new subdivision on Fireweed Road includes an undisturbed vegetative riparian zone. This will not only add to the quality of life for future homeowners, but will help to maintain their property values as well.

There are many opportunities to preserve natural areas and practice responsible development in the lower stretches of the watershed. The city recently passed an ordinance to purchase Lot 12-A on Bartlett Street. This lot is completely undeveloped and occupies both sides of the stream. At the city council meeting on June 26, 2000, City Council members expressed a desire to preserve the natural riparian zone while they develop the land.

Other measures that can be employed to maintain creek-side vegetation include local area zoning for creek preservation, building to minimize impervious surface, designing roads to minimize erosion, and using stream-side silt filters during construction. An example of a successful stream protection ordinance can be found as close as Anchorage.

Storm Drains on Sterling Highway Draining to Bay

Damage to Stream Banks

Fill pushed into streambank at Hornaday Park

Vegetation removal and dirt work in riparian zones damage stream banks. Vegetative removal depletes shade covering which affects water temperature, removes the natural filter-strip that intercepts pollution, introduces sediment into the water, affects bank stabilization thus increasing erosion and limits wildlife habitat, including moose habitat.

In Woodard Creek watershed, stream bank damage is most prevalent at Karen A. Hornaday Park and the above mentioned driveway construction. The piles of fill that serve as parking lots at the park impact the creek's physical health in the above mentioned ways. The steep bank that is created not only impacts the creek's physical health, but also creates a visual barrier that separates people from the creek. Many people seem unaware of the creek's existence and think of it as simply a drainage. In order to support people's relationship to the creek, it must be recognizable as a natural body of water, something of value worthy of concern.

Stream Bank Enhancement and Vegetation Restoration

Healthy Riparian Habitat in Downtown Area

A solution to the above problem is vegetation restoration and stream bank enhancement. There are re-vegetation grants and technical support available through the federal government. Information on erosion control methods is available through Homer's local Natural Resources Conservation Service (NRCS.)

A riparian buffer program is a systematic attempt to maintain or create a "green corridor" along the banks of a water body, particularly rivers or streams. The term buffer itself refers to the actual strip of land that separates one land use from another. In the case of urban buffer programs, the separation is typically between water bodies and developed uses, and is meant to provide protection from the potentially harmful impacts of such uses on water quality. A riparian buffer also provides critical habitats for urban wildlife, and provides protection for the natural floodplains and wetlands. Most buffers are likely to provide some aspect of pollution prevention; if they remain well vegetated and well maintained. Buffers provide pollution prevention by limiting the amount of impervious surface and stabilizing stream banks.

Changes to Natural Flow By Roads, Culverts and Storm Drains

Roads, buildings, storm drains and culverts change the flow, volume and velocity of water entering and moving through the watershed. Impervious surface, as we know, increases volume and velocity of runoff and greatly limits groundwater infiltration.

Additionally, the introduction of streets and storm drains invites pollutants into the watershed from outside its natural boundaries. A study of traffic volume in 1995 revealed 17,910 vehicles per day travel within Woodard Creek Watershed (ADOT, 1995). When we extend the boundary to include 300 feet of diverted runoff from Sterling Highway, the traffic volume increases by 6,160 vehicles, totaling 24,070 vehicles driving in the watershed per day in 1995.

Culvert and Paved Lot along Pioneer Avenue

Some solutions to this problem include applying storm water filters on storm drains, decreasing the number of culverts in developing areas through bridges, and removing culverts where possible.

Community Enrichment Through Green Spaces

Pratt Museum: Future Site for Interpretative Trail

To counteract the amount of paved and developed surfaces, there is the opportunity for community enrichment through green spaces, interpretative trails, parks and environmental education. As mentioned previously, a wonderful opportunity exists in Homer in the neighborhood Area of Woodard Creek for the development of a pedestrian route. The Pratt Museum has a nature and art interpretative trail and is planning to expand their existing system into their recently purchased property. Any trail system would recognize private property rights along the creek and elsewhere.

Ground Water Contamination

Ground water is water that fills the cracks and pore spaces in rocks and sediments that lie beneath the surface of the earth, much the way water fills the open spaces and saturates a sponge. Ground water, like all water on earth, comes from precipitation, rain and snowfall. It moves from places where it enters the earth's surface to points where it is withdrawn, either entering a surface stream or being extracted for human use. Gasoline and other harmful liquids can leak from underground storage tanks into the groundwater supply. Pollutants can seep into groundwater from poorly constructed landfills or septic systems. Other pollution sources include runoff from fertilized fields, salted roads, and people dumping household chemicals and car oil down drains or on the ground.

Trailside: Underground Fuel Clean-up Site

Trailside gasoline station on the Sterling Highway is in the Woodard Creek watershed. In 1999, an underground fuel storage leak was discovered.

The contaminated soil was excavated in Spring 2000 and the gasoline was not carried through ground water to the creek. Soil tests conducted in July 2000 by American Environmental, a Soldotna-based consulting firm, revealed no contaminated ground water entering the creek at this time.

Though this is good news, the clean-up efforts are not complete. It is essential that the clean-up process be completed to ensure that contamination from the leak does not enter the creek in the future. Gasoline, oil and gasoline additives enter the creek through surface water runoff from all roads in the watershed, including the Sterling Highway.

Community Involvement

With increased public awareness, communities become educated about the challenges facing their watersheds and begin to see what positive changes are possible. People acting together can create real change, bringing to reality a vision of a healthy watershed. "Neighborhood organizations are one of the most traditional and effective avenues for citizen action in local land use and transportation planning. Most importantly, watershed groups are becoming stewards of their own backyards." (Houck, 1996)

Watershed associations and councils have sprung up around the country in the past decade and continue to be a strong force for watershed health. Many groups advocate at the local government level, pressing their elected officials to incorporate stronger storm water treatment standards, pass stream protection ordinances and raise community awareness of watershed issues. Some groups commit themselves to establishing formal councils with mission statements, bylaws and the like. Other groups meet periodically to take on specific projects like tree planting, storm drain stenciling and water quality monitoring.

Water Quality Monitoring

Volunteer Monitoring at Beach Outfall in Stream (Site KB-110)

In 1996, Cook Inlet Keeper established the first comprehensive volunteer water quality monitoring program in Alaska (Citizens Environmental Monitoring Program, CEMP). Keeper's initial efforts to implement volunteer monitoring in Cook Inlet have focused on surface water monitoring in the Kachemak Bay watershed (CIK, 1998). There are currently five monitoring sites in the Woodard Creek watershed. Two sites were established in 1996, one was established in 1997 and the last two were added in 1998.

RESULTS OF WATER QUALITY MONITORING

Data gathered from the Woodard Creek watershed from 1996 to the present indicates good water quality in general with few water quality violations. Sampling at the sites is not necessarily equally distributed over a year. In accordance with CEMP protocol, sampling occurs twice as frequently in summer as in winter months, and sampling frequency may be effected by a variety of other variables.

In this report, data from three sampling sites are compared for five water quality parameters. The sampling sites under consideration are sites KB-180, KB-150 and KB-110. KB-180 is located West of the Hospital and was established in 1998. KB-150, located at the Pratt Museum was also established in 1998. KB-110 is one of the original sites, established in 1996 and is located at the beach outfall stream, west of Bishop's beach. All sites were mapped with Global Positioning System (GPS) coordinates.

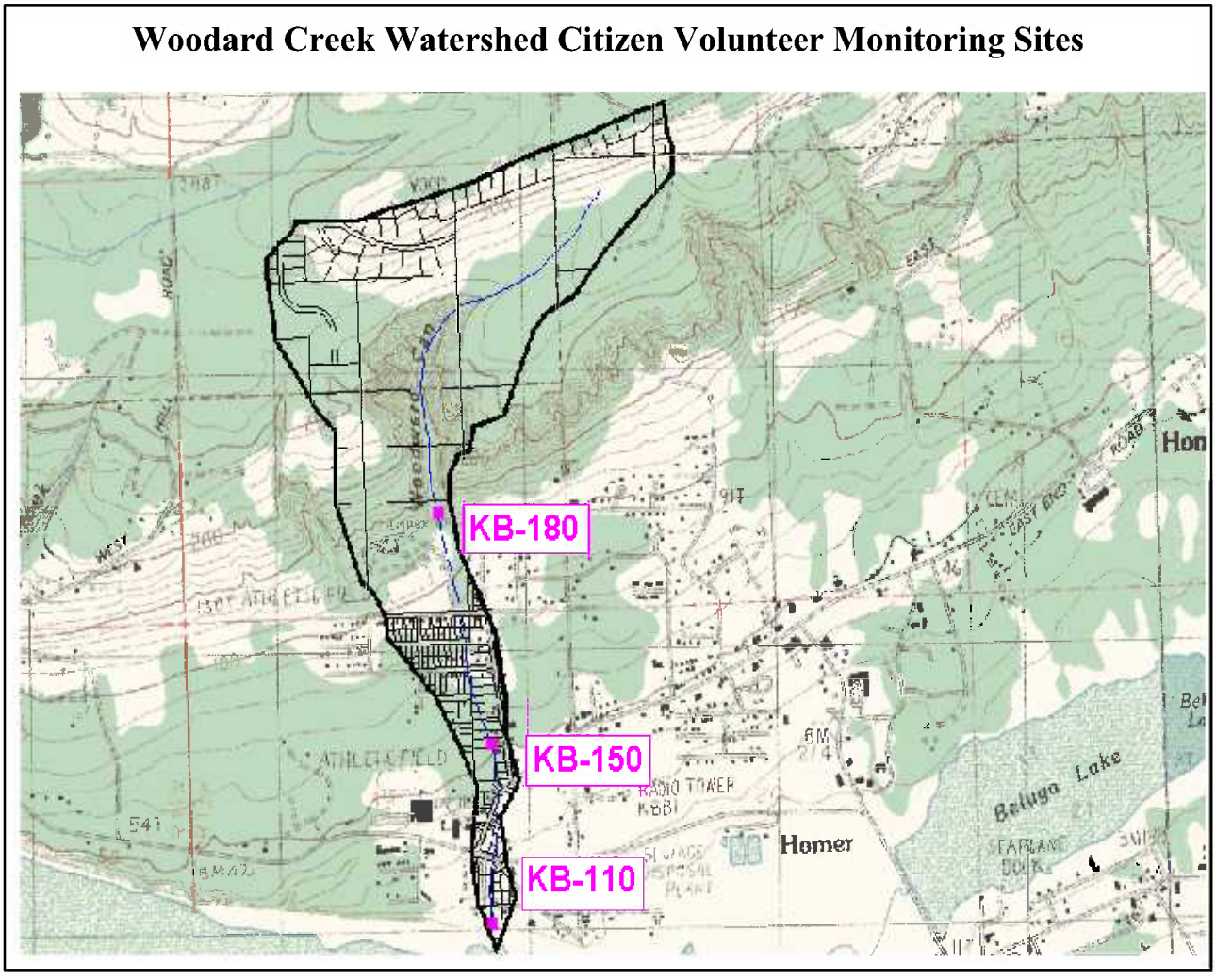


Figure 2. Woodard Creek monitoring sites map.

The following three parameters were chosen for evaluation due to their significance in Woodard Creek watershed: Temperature, turbidity, E. coli (Coliform bacteria), nitrate and Ortho-phosphate. A complete reading of the importance of these parameters to water quality health can be found in Appendix 10, "Water Quality Parameters." Gaps in data are due to lack of monitors.

Temperature

Many factors influence water temperature including seasonal changes, groundwater, quantity and velocity of flow and human contributions such as water released from dams and industrial facilities. The following data from Woodard Creek represents normal seasonal variations in water temperature at the selected sites. (See Figure 3 on page 16).

Tubidity

Turbidity, as mentioned in the above section of the report "Sedimentation," is a measurement of clarity and reflects the amounts of suspended solids in the water. State of Alaska environmental standards for surface water turbidity for water recreation, which is defined as contact recreation, states that, "Turbidity may not exceed 5 NTU (an exact equivalent to JTUs) above natural conditions when the natural turbidity is 50 NTU or less, and may not have more than 10% increase in turbidity when the natural turbidity is more than 50 NTU, not to exceed a maximum increase of 15 NTU" (DEC, 1999).

The natural turbidity for Woodard Creek, as reflected in the data, is 50 NTU or less. Using the estimated value of 40 NTU, the measurements of turbidity in Woodard Creek at the three sites represented are mostly within this standard, with some occasional peaks (figure 4, on page 17). Data for KB-180, west of the hospital, show a spike in turbidity occurring once in two years of sampling on May 5, 2000. The weather that day was sunny. The field notes form the sampler state, "Lots of construction at the hospital, much soil turned up in piles, erosion up from canyon." The hospital construction and canyon erosion may be the source of this particular isolated spike. KB-150, at the Pratt Museum, experienced a spike in turbidity on May 4, 2000. The field notes state, "No snow. Water flowing fast out of culvert. Can't see bottom, very murky water." Data for KB-110, at the outfall west of Bishop's beach, have shown turbidity spikes on four occasions. The first two occurred in the winter of 1996/97; the first, on December 19, 1996 after several days of snow and freezing rain, the other on February 20, 1997, also following several days of snow. The other two spikes in turbidity measurements at KB-110 occurred in the spring of 1999. High turbidity was recorded on April 8, 1999 with the notes, "erosion, earthquake earlier this morning. The sampling date occurred after a week of steady rain." The last spike, on May 13, 1999 was accompanied by the following field notes, "Sever erosion, winter snow melt down complete. Water rushing very hard and fast." This report was also taken after a week of steady rain.

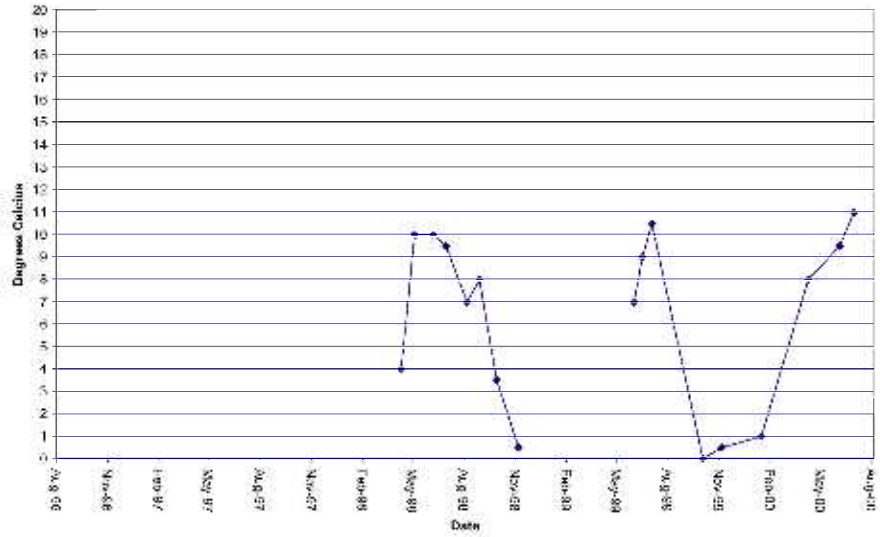
From the above field notes, a picture can be created that a combination of erosion, possible construction and rain and snow run off contributed to the spikes in turbidity readings.

E. Coli

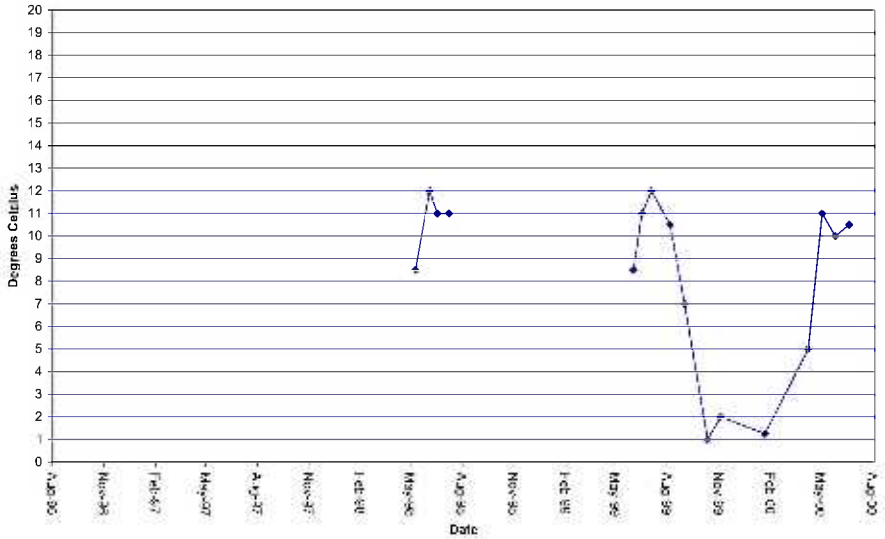
The presence of E. coli, fecal coliform, in the water does not absolutely indicate that the bacteria are from septic systems. All warm-blooded animals eliminate fecal coliform bacteria in their feces. When there is a steady input of animal waste feeding into the sediment, this sediment becomes a reservoir that can re-suspend the fecal coliforms into the water during a storm, high wind or high tide event (Heufelder, 1997). As a local example, a neighbor at the August 21 community meeting stated that she has observed a beaver damn on a tributary to Woodard Creek, near her property on the bluff.

The data results found in Woodard Creek are compared with the Water Recreation Standard for contact which is 200 cfu/100 ml. Most of the data points are below this standard with a few peaks above (figure 5 on page 18). Site KB-180 spikes on October 29, 1999 in snowy weather; KB-150 on July 14, 1998 in sunny conditions; and KB-110 on July 12, 1999 after a week of rain, and again on August 22, 1999 and September 19, 1999 following similar weather conditions. The trend seems to indicate a correlation between storm events and high E.coli readings on these three sites in Woodard Creek.

Water Temperature Readings at KB-180, Woodard Creek at West of Hospital



Water Temperature Readings at KB-150, Woodard Creek at Prat Museum



Water Temperature Readings at KB-110, Woodard Creek at Beach Outfall in Stream

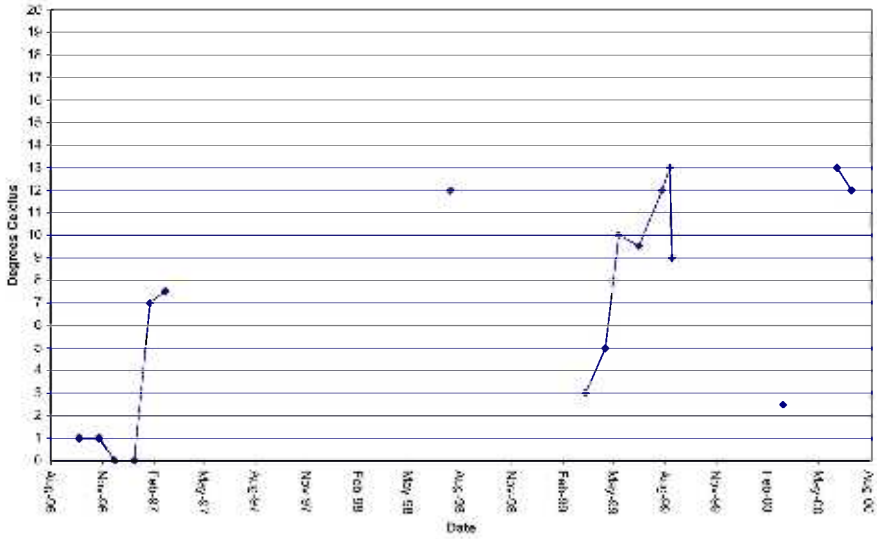
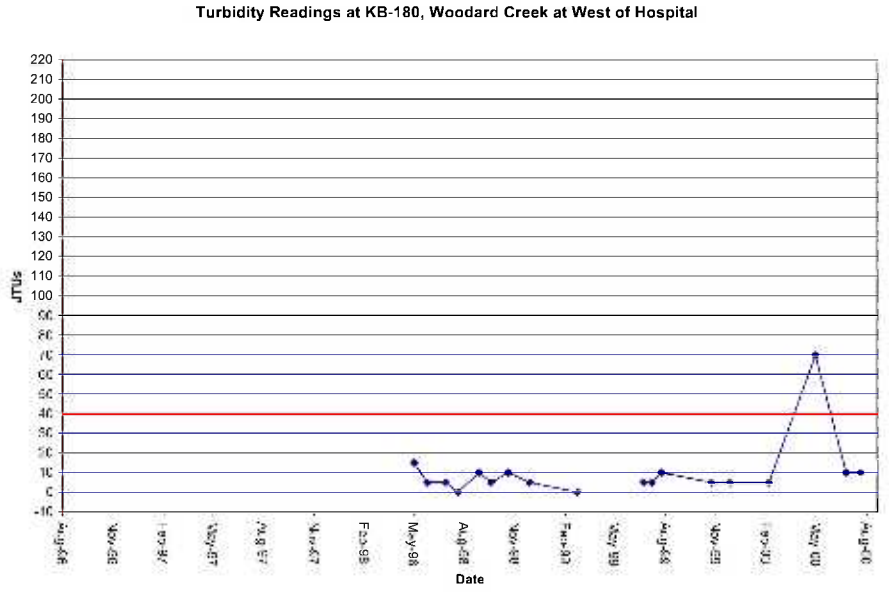
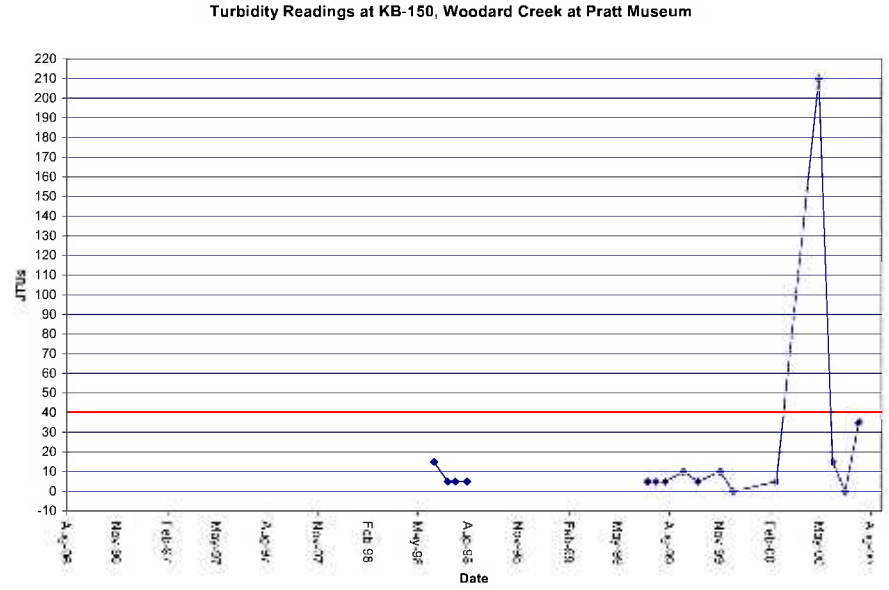


Figure 3. Water temperatures measured at sites KB-180, KB-150 and KB-110 on Woodard Creek.





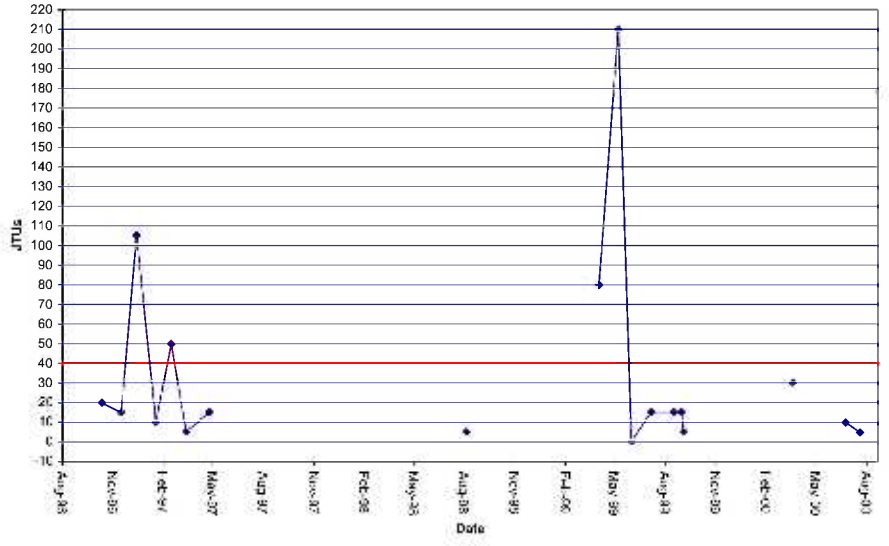


Figure 4. Turbidity measured at sites KB-180, KB-150 and KB-110 on Woodard Creek.

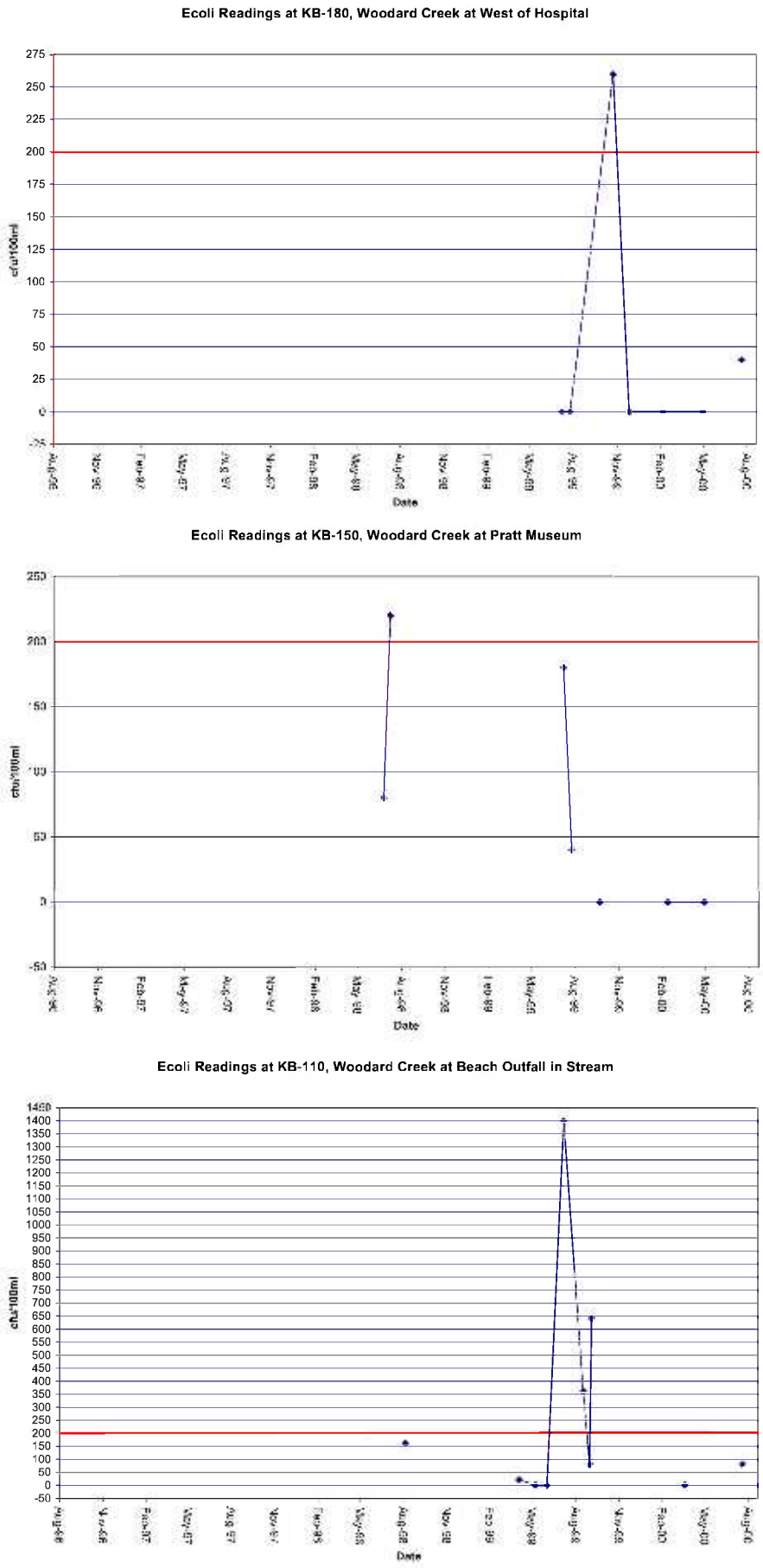


Figure 5. E. coli measured at sites KB-180, KB-150 and KB-110 on Woodard Creek.

CONCLUSION

The possibilities for restoration and preservation in Woodard Creek watershed are significant. With forethought and planning, future development can occur in now undeveloped areas with minimal impacts. Damaged stream banks in some areas are prime candidates for restoration and re-vegetation. The presence of impervious surfaces, culverts and storm drains create changes to the natural landscape which can be balanced by encouraging green spaces and planned development. There is real possibility for community involvement through the formation of a watershed group, participation in volunteer water quality monitoring, stream clean-ups and other community events.

The goal of this project was to initiate a community dialogue that could help residents and homeowners identify and fulfill a vision for the future of Woodard Creek watershed. At the heart of this vision is personal responsibility and a sense of stewardship for the watershed and the Creek. It's the people who value the Creek and are invested in its future who will come forward and do the work required. In only two meetings, over 40 individuals, prompted by a postcard and their care for the creek, have formed a loosely affiliated group.

By setting attainable goals and working together to achieve them, the vision established at these first community meetings can be made a reality. While respecting the important distinction between private and public land, this group can secure a future for Woodard Creek that preserves the nature of the creek and the quality of life for the inhabitants of one of Homer's few urban streams.

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APPENDIX 1

Woodard Creek Watershed Project Work Plan

Goal:

To bring together residents, businesses, landowners, local government and non-profit agencies to initiate a community-based discussion focused on promoting the health of the Woodard Creek watershed, one of Homer's few urban streams.

Objectives and Tasks:

OBJECTIVE 1: Research and document environmental impacts to Woodard Creek Watershed.

Task Summary: Intern will work with Keeper staff, community members and agencies to research and document the current impacts on the Woodard Creek Watershed. Impacts include both potential threats and conservation efforts.

Deliverables: Summary Report of challenges and opportunities within Woodard Creek Watershed.

TASK 1: Study maps of Watershed.
COMPLETION DATE: 6/9/00

TASK 2: Tour the watershed with Research Coordinator.
COMPLETION DATE: 6/9/00

TASK 3: . List known Impacts.
COMPLETION DATE: 6/30/00

TASK 4: Investigate known and potential impacts and document in computer database.
COMPLETION DATE: 7/7/00

TASK 5: Prepare draft summary report.
COMPLETION DATE: 7/14/00

OBJECTIVE 2: Inspire and gauge support of primary interest groups.

Task Summary: Intern will work with Keeper staff, community members and agencies to identify primary interest groups. Intern will meet with representatives of Pratt Museum, Kachemak Bay Heritage Land Trust: Land and Easement committee, Town Square Project, concerned neighbors of Karen Hornaday Park, and others identified during the process. Intern will inform these parties of the project and assess their interest and possible involvement.

Deliverables: Summary report of groups interests.

TASK 6: Identify and meet with primary interest groups.
COMPLETION DATE: 6/30/00

TASK 7: Include discussion in summary report.
COMPLETION DATE: 7/7/00

OBJECTIVE 3: Bring interest groups together in a watershed meeting.

Task Summary: Intern will work with Keeper staff, community members and agencies to host an evening meeting of residents, home, land and business owners, and other interested groups to discuss the potential for the Woodard Creek Watershed to become a conserved urban watershed through education, planning and action.

To ensure the most response possible, Intern, with guidance from Keeper Program Director, will prepare mailing to residents, businesses and land owners, write press release and radio announcement, contact local calendars, write a letter to the editor, and invite local news reporters to the event.

Deliverables: Summary report of meeting. A list of interested people for future contact. An assessment of interest and determination whether to set a date for a second meeting.

Possible Deliverables: Spawned interest and commitment from neighbors and others toward the creation of a sustained Woodard Creek watershed effort.

TASK 8: Set a date for the Meeting
COMPLETION DATE: 6/27/00

- Check with Council on Arts, Community Schools, City Clerk, and Pratt to establish Date for event.

TASK 9: Create Meeting Agenda
COMPLETION DATE: 7/7/00

TASK 10: Identify stakeholders
COMPLETION DATE: 6/23/00

- Using most current database in GIS.

TASK 11: Design Mailer
COMPLETION DATE: 7/7/00

TASK 12: Write Letter to Editor
COMPLETION DATE: 7/14/00

TASK 13: Invite local Press
COMPLETION DATE: 7/14/00

TASK 14: Contact radio and news calendars.
COMPLETION DATE: 7/14/00

(ORIGINAL) OBJECTIVE 4: Create museum quality exhibit to display at watershed meeting and for possible exhibit at the Pratt Museum. The purpose of the exhibit is to promote watershed awareness and community involvement.

Task Summary: Intern will work with Keeper and Pratt Museum staffs to create a museum quality educational exhibit about Woodard Creek Watershed. The exhibit will consist of GIS maps, photos and information. The current working title of the exhibit is: "Woodard Creek Watershed: Conservation Opportunities."

Deliverables: An awesome exhibit!

TASK 15: Take Photos.
COMPLETION DATE: 6/22/00

TASK 16: Contact museum.
COMPLETION DATE: 6/22/00

TASK 17: Draft exhibit.
COMPLETION DATE: 6/22/00

TASK 18: Create GIS maps and figures for exhibit.
COMPLETION DATE: 6/23/00

TASK 19: Draft educational copy.
COMPLETION DATE: 6/30/00

TASK 20: Present exhibit for initial review.
COMPLETION DATE: 7/7/00

TASK 21: Second Draft of exhibit displayed and reviewed at meeting.
COMPLETION DATE: 7/24/00

TASK 22: Submit final exhibit.
COMPLETION DATE: 8/15/00

(AMMENDED) OBJECTIVE 4: Create high quality informational poster to display at watershed meeting and for possible exhibit at the Pratt Museum. The purpose of the poster is to promote watershed awareness and community involvement.

Task Summary: Intern will work with Keeper staff to create a professional quality informational poster about Woodard Creek Watershed. The poster will consist of GIS maps, photos and information. The current working title of the exhibit is: "Woodard Creek Watershed: Challenges and Opportutnites."

Deliverables: An awesome poster!

TASK 15: Take Photos.
COMPLETION DATE: 6/22/00

TASK 16: Contact museum.
COMPLETION DATE: 6/22/00

TASK 17: Hand Draft poster.
COMPLETION DATE: 6/22/00

TASK 18: Create GIS poster.
COMPLETION DATE: 7/14/00

TASK 19: Present Draft One of poster.
COMPLETION DATE: 7/19/00

TASK 20: Present Draft two of poster.
COMPLETION DATE: 7/20/00

TASK 21: Third Draft of poster displayed at meeting.
COMPLETION DATE: 7/24/00

TASK 22: Submit final poster.
COMPLETION DATE: 8/14/00

OBJECTIVE 5: Support the establishment of a sustained Woodard Creek watershed effort comprised of residents, land and business owners within the watershed boundaries.

Task Summary: Intern will work with Keeper staff, community members and agencies to research issues raised at first meeting and plan for a follow-up meeting.

Deliverables: Summary report of meeting. A list of people for future contact. An assessment of interest in further meetings and action.

Possible Deliverables: Formation of a sustained Woodard Creek watershed effort

TASK 23: Set a date for the follow-up meeting.
COMPLETION DATE: 7/24/00

- Check with Pratt Museum and City Council Meeting Schedule

TASK 24: Research issues raised at first meeting that need follow-up.
COMPLETION DATE: 8/21/00

TASK 25: Create a Meeting Agenda.
COMPLETION DATE: 8/20/00

TASK 26: Design Mailer.
COMPLETION DATE: 8/9/00

TASK 27: Design Postcard.
COMPLETION DATE: 8/9/00

TASK 28: Send Mailer.
COMPLETION DATE: 8/10/00

TASK 29: Send Mailer and Postcards.
COMPLETION DATE: 8/15/00

TASK 30: Invite Government agencies listed at 1st meeting: DNR, Planning, Parks & Rec.
COMPLETION DATE: 8/9/00

TASK 31: Write letter to editor.
COMPLETION DATE: 8/4/00

TASK 32: Write blurb for Community Calendar.
COMPLETION DATE: 8/4/00

TASK 33: Prepare statement and letter for City Council Meeting.
COMPLETION DATE: 8/8/00

TASK 34: Fax letter to editor.
COMPLETION DATE: 8/9/00

TASK 35: Contact radio and news calendars.
COMPLETION DATE: 8/9/00

TASK 36: Present at City Council Meeting.
COMPLETION DATE: 8/14/00

TASK 37: Facilitate 2nd Meeting.
COMPLETION DATE: 8/21/00

APPENDIX 2

Recap of First Community Meeting, July 24, 2000

Challenges and opportunities presented at the meeting:

- pressures from New Development
- planning to preserve natural areas
- damage to stream banks
- stream bank enhancement and vegetation restoration
- impacts to roads and buildings and changes to flow by culverts and storm drains
- community enrichment through greenbelts, parks and trails, including interpretative trails and environmental education
- ground water pollution
- citizen-based water quality monitoring

Other actions and concerns to be brought up included:

- tree removal,
- storm drain filters,
- community education,
- work with city council to influence DOT Bartlett project; pass ordinance to protect urban stream and re-vegetating Karen A. Hornaday Park.
- continue discussion,
- sponsor stream clean-up day,
- in-depth study of new development impacts on creek,
- steep slope of bank limits people's interaction with stream, contributing to a de-personalized relationship which increases dumping and thinking of stream as drainage ditch.
- flooding and flood control
- septic inspection
- extent of vegetation removal going over side of hill at new development
- fill pile on Fairview (from hospital) near entrance of park
- re-vegetation
- spruce bark beetle dead trees on private property
- who owns the creek?
- name; Wood(w)ard Creek
- water resource availability into the future and pressures of population on water resources, particularly ground water.

Values of Woodard Creek given voice at the meeting included:

- ability to step into a completely natural environment just yards from roads and houses adds significantly to the quality of life, as does the soothing sound of the naturally flowing stream;
- natural vegetation is valued for the wildlife habitat, privacy and serenity the natural setting provides for those that live near the creek and

- knowledge of the watershed's natural topography gives a sense of pride and facilitates sewardship.

Vision for the watershed included:

- restoration, preservation,
- community projects to help property owners: tree and trash removal, conservation easements,
- community involvement in city planning with such issues as sewage control, water resource management, stream bank restoration/re-vegetation, stewardship;
- City and State Government in passing ordinances to protect the stream, enforcing requirements for storm water filters, storm drains on Bartlett Street widening project, and city planning and development with vision in mind.
- personal responsibility.

APPENDIX 3

Recap of Second Community Meeting, August 21, 2000

The following concerns/comments were added to the list from the first Woodard Creek meeting which took place on July 24th:

- Storm drain filter clogging
- Culvert clogging and flooding (esp. culvert behind Expresso Express)
- What is the historical flow?
- What ordinances, permit requirements, and regulations are already on the books??
- "Buried creek" : What is the diameter/lengths of culverts of Woodard Creek?
- Concern about the decrease in biodiversity. Desire to see biodiversity reestablished.
- Concern that future Hospital development could fill creek in completely
- Privacy: big concern about respect for private property; need to ask permission to come onto someone's property; concern and strong desire to not have public use on private land.
- Expand vision to include all of Homer's urban streams
- Campbell Creek in Anchorage: model ordinance/model stream clean-up, successful restoration project.
- "Let's send the list of names to every person on the list and we'll talk to each other on our own."
- Liability of watershed "Association."

Next meeting scheduled for Monday, September 18, 7:00 PM, Pratt Museum

Agenda:

Planning stream clean-up day

1. What's a healthy creek look like? Possible presentation by Keeper or NRCS
2. Enlisting Boy/Girl Scout help.
3. Doing creek assessment/survey while doing a clean-up. Create forms to fill in base-line information about the health of creek at various stretches.

APPENDIX 4

Wood(w)ard Creek & Canyon: the Story Behind the Name

One interesting concern that came out of the July 25th meeting was the correct spelling and pronunciation of the creek's name. On government topographical maps, the canyon is named "Woodward." Yet after some research, we found out what many of the meeting participants already knew: the canyon, and later the creek, was named for Mr. and Mrs. Woodard who lived here in the early 1900's and were some of the earliest permanent residents of present-day Homer.

Woodard Creek and Canyon were named for these early residents but, over the years, the creek name reverted to its earlier name, Cooper Creek. This information came from a long time Kenai Peninsula resident, Lillian Walli, who passed through Homer in 1914. She was unsure of the spelling and in Janet Klein's book, "A History of Kachemak Bay," Woodard is emphasized with Woodward cited as a variation. (Klein, 1981)

In a recent telephone conversation, Klein said the name confusion was probably caused by recording variation in early records. Although there is a long history in Alaska, "Most local names are of more recent origin. To be absolutely sure of the correct spelling, you would need to research public land records and the 1920 census to find the earliest or most frequently recorded name."

This said, the records at the US Board of Geographic Names, the ultimate authority on place names, show the official name of the canyon is Woodard.

The name Woodward was originally taken for this project from a 1987 USGS map. The USGS has now given assurances that future versions of government maps will list the correct name: Woodard. This should take place within the next ten years.

APPENDIX 5

List of Participants From First and Second Meetings

First and Last Name	Address	City/State	Zipcode
Mary Epperson	315 W. Pioneer	Homer, AK	99603
Michael Hawfield	PO Box 1916	Homer, AK	99603
Charlie Franz	SPH 4300 Bartlett	Homer, AK	99603
David S. Anderson	Box 475	Anchor Point, AK	99556
Betsy Webb	3779 Bartlett Street	Homer, AK	99603
Bob Shavelson	Box 3269	Homer, AK	99603
Gail Philips	Box 3304	Homer, AK	99603
Beth Cumming	4206 Gavin Court	Homer, AK	99603
Jim Preston	Box 394	Homer, AK	99603
Jack & Wanda Baxter	Box 503	Homer, Ak	99603
Margeret Guldseth	515 W. Fairview	Homer, AK	99603
Tom Keffer & Marsha Korpi	Box 1033	Homer, AK	99603
Carey Restino	Homer News 3482 Landings St	Homer, AK	99603
Bob Shroyer	344 Soundview	Homer, AK	99603
John Fenske	Box 2112	Homer, AK	99603
Donna Bondioli	Box 66	Homer, AK	99603
Alan J. Parks	Box 3339	Homer, AK	99603
Dixie Hart	545 Rangeview Avenue	Homer, AK	99603
Vicky Gordon	Box 2516	Homer, AK	99603
Alen, Andrea & Amy Blatchford	313 Jenny Lane	Homer, AK	99603
Brad van Appel	Box 2276	Homer, AK	99603
Joel Cooper	Box 3585	Homer, AK	99603
Pat Cue	3982 Mullikin Street	Homer, Ak	99603
Wendy Jo Kroll	120 Hawks Peak Road	Aptos, CA	95003
Jaque Botkin	347 City View	Homer, AK	99603
Ole Anderson & Jane Handy	33030 Skyline Drive	Soldtna, AK	99669
Lou Stewart	344 No View	Homer, AK	99603
Barbara Seaman	PO Box 2400	Homer, AK	99603
John Crowder	PO Box 2411	Homer, AK	99603
Judy Hansen	PO Box 490	Homer, AK	99603
Tad and Linda Martin	364 Rangeview Dr.	Homer, AK	99603
Don Brugman	PO Box 2222	Homer, AK	99603
Jody Murdock	365 West Pioneer Ave.	Homer, AK	99603
Michael and Shelli Gordon	2207 Sorbus Way	Anchorage, AK	99508
Marie (Walls) Alexson	PO Box 661	Homer, AK	99603

APPENDIX 6

Background and Physical Setting

HISTORICAL BACKGROUND

The first European settlement in the Homer area occurred on the 4.5 mile long Homer spit. The first post office was opened in 1886. In 1889, 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. Homer prospered as a company town, selling coal to local canneries and passing ships (PRP, 1983). In 1902, CICFC was sold due to financial difficulties, and from 1902-1915 the remaining residents moved from the spit to the benchlands. During the 1920's new homesteaders came to work the land, fish and raise crops. The settlement of the community occurred gradually. Following the opening of the Sterling Highway in 1951, linking the Kenai Peninsula with Anchorage, Homer began to grow more quickly. At Homer's average growth rate of 7 percent over the 1970's and early 1980's, it is doubling every seven years.

Over less than four decades, Homer has grown from a small, agricultural and fishing village to a bustling center of fishing, tourism, service and government on the South Kenai Peninsula (Riscassi, 2000). Along with social and economical changes come structural and environmental transformations.

Woodard Creek was historically known as Cooper Creek (Klein, 1981). It supplied water for cattle on the Delphina Woodard Ranch located near today's corner of Pioneer and the Sterling Highway By-Pass, in 1917-1920.

PHYSICAL SETTING

Though not an indicator of health on its own, the physical setting (climate, hydrology, soils etc.) of a watershed defines how and why water (and its associated pollutants) moves through a system. It provides the key to understanding the health of an environment.

Climate

The climate of Kachemak Bay and Homer is moderated by the maritime influence of the northern Gulf of Alaska waters. The winters are mild (mean annual minimum air temperature of 30°F) and summers are cool (mean annual maximum temperature at 44°F). Extremes are 81°F and –24°F (Riscassi, 2000). Homer receives about 28 inches of precipitation annually, with the lightest in late winter and spring, and the heaviest in summer and fall. Annual snowfall averages 101 inches. The growing season is about 100 days (Riscassi, 2000). Wind speeds at Homer average 5.7 knots in the winter, with extremes up to 50 knots and occasionally as high as 75-100 knots.

Hydrology

Homer's cool summers and moderately cold winters result in low rates of both evaporation and transpiration. The relatively light rainfall in the early part of the growing season generally is offset by the large amount of soil moisture that comes from melted snow.

Much of the precipitation either runs off at the surface or enters the groundwater system. In well-drained areas, precipitation percolates through the soil and is effective in leaching the surface soil horizon while recharging the groundwater supply. However, in areas with fine–grained deposits, which have low permeability, there is greater runoff and frequently saturated soil conditions, with the water table near the surface (Riscassi, 2000).

Major Drainages

A Drainage Management Plan for Homer was conducted by Quadra Engineering in 1982. All information presented in this section was obtained from that report. The investigation addressed the Sterling South Area including the section of Woodard Creek south of Sterling Highway. Although not located in the West Hill Area, the geology, terrain and soil descriptions included here are similar, if not identical, to these features within the Woodward Creek watershed. The methodology used in the study combined field surveys with the interpretation of aerial photography.

According to the Quadra report (p. 5), "Because of the highly erodible soils predominating in this part of the West Hill basin, great care must be taken in planning, designing, and constructing new development projects or serious drainage and erosion problems will result." (p. 6) "Steeply sloping sites are extremely susceptible to accelerated erosion. Soils in such areas are typically highly erodible and this characteristic, coupled with the steepness of the slope, poses severe development limitations. Development in these areas must be carefully designed and planned in order to avoid problems. In general, new development should be located away from the edges of bluffs or streambanks to avoid decreasing slope stability, and to allow an erosion buffer zone. Major drainage channels should be maintained in their natural condition to the greatest possible extent. Easements should be established to protect these drainage-ways. The vegetative cover should be maintained to the greatest possible extent, and exposed soils should be re-vegetated as soon as possible."

Soils

The Homer area is underlain geologically by the Kenai formation, a gently folded, freshwater deposit several thousand feet thick. It consists of a sequence of moderately-to- weekly hardened, fine-to-medium sandstone, interbedded with silt-stone and clay-stone layers and lenses of lignitic and sub-bituminous coal, ranging from a few feet to seven feet in thickness (Riscassi, 2000). Sedimentary rocks are frequently exposed in deep, torrential gullies that dissect the hillside. A thin cap of glacial till covers the Kenai formation on the top of the hills and covers much of the lower part of the study area around Beluga Lake and part of the way up the hillside. The till varies from coarse moranic material to poorly-sorted silty gravels. Soils are closely related to surficial deposits, but frequently intergrade and have complex horizons due to the wide variety of formative processes (Riscassi, 2000).

APPENDIX 7

Water Quality Parameters

Everything that occurs in a watershed impacts its receiving water. The health of that water is therefore the final indicator of what is happening or has happened within the watershed. Not only is water quality a significant piece of the puzzle, it is also regulated by the EPA and therefore can be measured against designated standards for health and safety. Water quality data for both conventional and toxic pollutants are indicators used by the EPA in defining the health of a watershed.

While water quality data is the main focus of Cook Inlet Keeper's Citizen's Environmental Monitoring Program (CEMP), other information is collected to draw a more complete picture of the environmental health of each sampling site and its watershed. Water quality parameters include; water temperature, pH, dissolved oxygen, apparent color, turbidity (clarity), salinity, conductivity, oxidation-reduction potential, dissolved oxygen, nutrients (phosphorus and nitrogen) and coliform bacteria. Other field observations include; air temperature, wind and weather conditions, water surface and tidal conditions, comments and observations along with a photo or sketch. Observations are made throughout the year (twice per month in summer, once per month in winter) as concentrations of substances in the water vary naturally throughout the year, from season to season, and day to day as well as from site to site.

Each parameter and observation provides specific insights into the quality of water and health of the watershed, however an in-depth scientific discussion of all parameters is beyond the scope of this report. The "Results of Woodard Creek Volunteer Monitoring" section of this report focused on three water quality parameters (water temperature, turbidity and E. coli bacteria) as indicators of the health of Woodard Creek. This appendix takes a closer look at the implications of these three measurements.

Water temperature

Water temperature is a critical factor for aquatic life; it controls the rate of metabolic activities, reproductive activities and therefore, life-cycles. Temperature effects the concentrations of dissolved oxygen and also influences the activity of toxic chemicals, parasites, diseases, and the sensitivity of organisms to chemicals. Many factors influence water temperature including seasonal changes, groundwater, quantity and velocity of flow, and human contributions such as water released from dams, power plants and industrial facilities. The drinking water standards for Alaska state that for the purposes of drinking water and the propagation of fish, shellfish and other aquatic life, temperature may not exceed 15°C.

Turbidity

Turbidity affects fish and aquatic life in several ways. High turbidity levels interfere with the penetration of sunlight. Submerged aquatic vegetation (SAV) needs light for photosynthesis. If suspended particles block out light, lower rates of photosynthesis produce less oxygen. SAV provide important habitat for a diverse community of aquatic life. If light levels get too low, photosynthesis can stop all together and the vegetation will begin to die off.

Suspended particles can also provide a place for harmful bacteria and microorganisms to settle and grow. The particles can carry pesticides, toxic metals and excess nutrients. Suspended particles near the water surface absorb additional heat from sunlight and can raise the surface water temperature.

There are several ways to test turbidity. One turbidity test involves an electronic instrument called a nephelometer, which uses scattered light to measure turbidity in Nephelometric Turbidity Units (NTUs). Another involves the use of a Secchi Disk - a small (20 centimeters in diameter) disk divided into black and white quadrants which is lowered into a waterbody. The level where the disk disappears is recorded, and the measurement correlates to turbidity.

Keeper volunteer use the Secchi Disk method at sites where water depth is three meters (approximately 10 feet) or greater. In shallower areas such as Woodard Creek, Keeper monitors perform a comparative turbidity test, which uses a chemical reagent in a tube to measure turbidity in Jackson Turbidity Units (JTUs). (Note: JTUs correlate with NTUs).

E. coli and Other Coliform Bacteria

Many human diseases caused by pathogens are transmitted by the feces of an infected person or animal. One way this may occur is through contaminated water. A variety of pathogens (disease causing organisms and viruses) may be present in water.

Laboratory analysis for pathogens is difficult to perform and can be quantitatively unreliable. For some pathogens, there are no reliable testing methods. Therefore, the microbial quality of water is based on testing for an indicator organism, i.e. a microorganism whose presence is evidence that the water has been polluted with the feces of warm-blooded animals. Nonpathogenic fecal coliform bacteria reside in the intestinal tract of all warm-blooded animals and are excreted in large numbers in feces. Pathogenic microorganisms causing diseases in humans originate from fecal discharges of diseased persons. Consequently, water contaminated by fecal pollution is identified as being potentially dangerous by the presence of coliform bacteria.

The state standards for Fecal Coliform (FC) Bacteria state that for water supply (drinking, and food processing) *"in a 30-day period, the geometric mean may not exceed 20 FC/100 ml, and not more than 10% of the samples may exceed 40 FC/100 ml."* For water recreation (contact) the standard states *"in a 30-day period, the geometric mean of samples may not exceed 200FC/100ml, and not more than one sample, or more than 10% of the samples if there are more than 10, may exceed 200FC/100ml."* These are Alaska's strictest standards for fecal coliform

Keeper's monitoring program uses the "Coliscan" method to sample for both total and fecal coliform bacteria. A test sample is added to the designated medium, then it is poured into a petri dish and incubated at a controlled temperature. Samples are counted after a 48-hour incubation period. General coliform will produce colonies that are pink in color, while fecal coliforms will produce purple colonies in the medium. Monitors count the number of general and fecal coliforms in their petri dishes and record their information on data sheets. While this method is a simple, accurate quantitative way to measure coliforms, inherent problems include contamination of supplies and personal perspective in identifying the color of the colonies.

Frequently there is a preconceived notion that the source of a high count of fecal coliform bacteria is septic systems. While this is sometimes true, it is important to remember that all warm blooded animals eliminate fecal coliform bacteria in their feces.

Furthermore if there is a steady input of animal waste feeding into the sediment, this sediment becomes a reservoir that can re-suspend the fecal coliforms into the water during a storm event. Once fecal coliforms get into the sediment they can persist for a long time.

While all of this information is crucial to take into account when interpreting fecal coliform data, there is another key factor. A good sense of the natural variability of the water system, as well as the variability in results of the collection and analytical methods is necessary for a clear interpretation. Taking five samples in the same spot, minutes apart would result in different counts of fecal coliform. This is due in part to the fact that fecal coliform in stream water is not perfectly or uniformly mixed (natural variability). The other type of variability is inherent in the laboratory method (as stated previously). The fecal coliform indicator is a very conservative method to protect human health, and while it has its faults, it is the best method available.

Citizens' Environmental Monitoring Program
Watershed Overview

Woodard Creek

Cook Inletkeeper is a community-based nonprofit organization that combines advocacy, outreach, and science toward its mission to protect Alaska's Cook Inlet watershed and the life it sustains.

Citizens' Environmental Monitoring Program
Watershed Overview
Woodard Creek
August 2012

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Introduction

Citizens' Environmental Monitoring Program

With nearly a million miles of streams and rivers in Alaska, the lack of baseline water quality information—especially in populated regions such as Southcentral Alaska, home to the vast majority of Alaskans—may result in an inability to provide adequate oversight on future development. In response to this gap in knowledge, Cook Inletkeeper's volunteer water quality monitoring began in 1996 with the formation of the Citizens' Environmental Monitoring Program, known to many by its acronym—CEMP. The Citizens' Environmental Monitoring Program, the first of its kind in Alaska, is designed to meet the need for baseline water quality data for local watersheds around Southcentral Alaska. Baseline data collection is the primary aim of the CEMP model. Many waterbodies in Alaska have not been polluted, and we rely on these systems to support our fish, wildlife, and human communities. Inletkeeper created the CEMP to provide Alaskans with the tools needed to be active stewards of our water and watersheds for future generations. By training citizen volunteers to monitor water quality we are empowering the community to keep its eyes and ears tuned to changes that may impact and threaten Alaska's water resources.

Baseline Reports

As we complete baseline data collection for a given waterbody, we create a baseline water quality report to compile watershed-specific information. Each report covers background on the CEMP methods and quality assurance measures, GIS analyses of the individual watershed, and the water quality data we've collected through the years. Finally, each report provides suggestions for future monitoring efforts. It is our intention that these reports will become a comprehensive baseline water quality library which will provide landowners, city councils, developers, and communities with valuable information for responsible decision-making.

Watershed Overviews

These sub-reports cover information on the history of CEMP at each individual creek currently being monitored and various watershed-specific GIS analyses, such as land cover, land ownership, etc. This information is important to gain a more broad understanding of what factors are playing a role within the watershed. Once CEMP data analyses are completed, the information within these reports will be used to complete the baseline water quality reports for each creek.

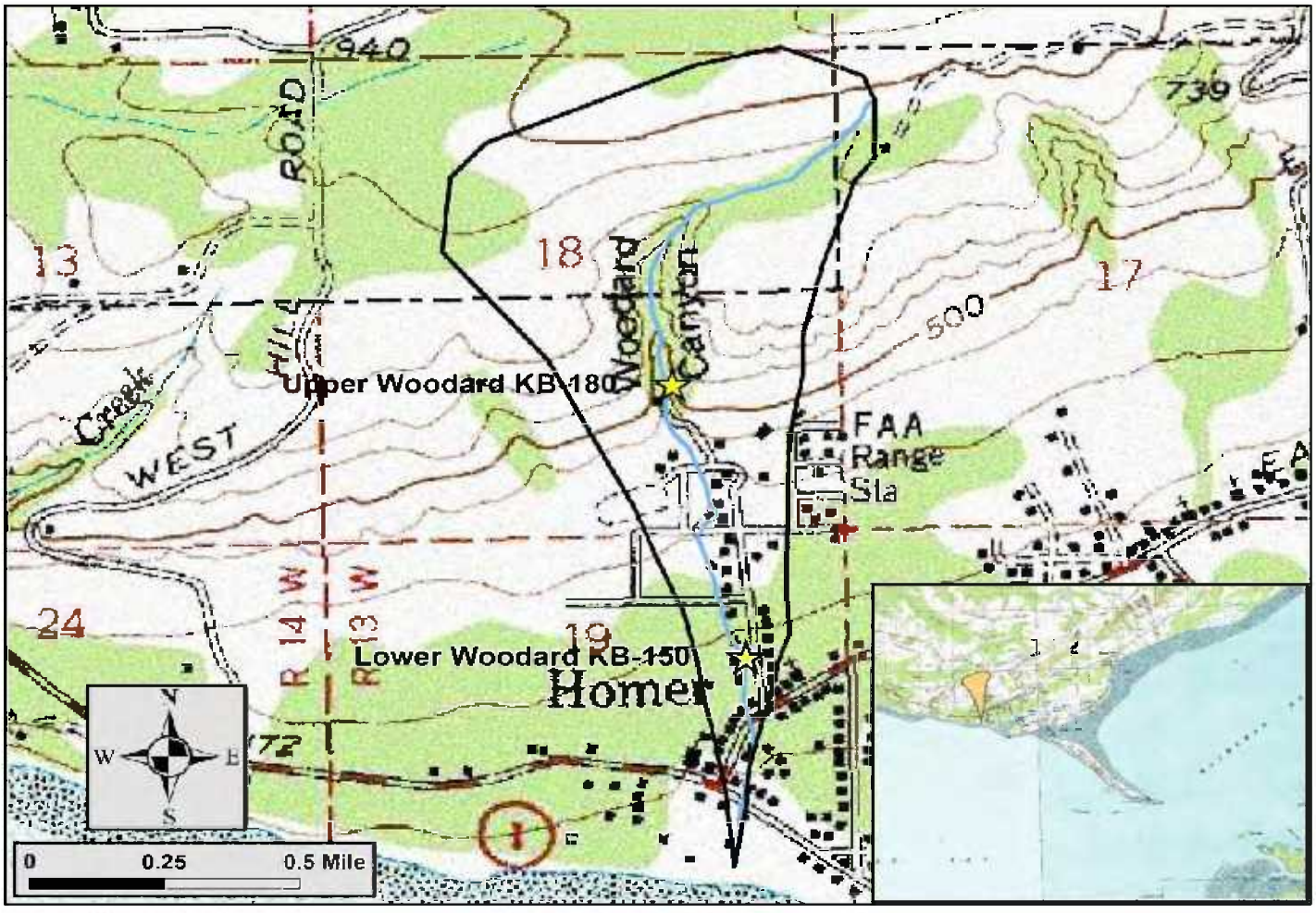
Woodard Creek

The Woodard Creek watershed is the greatest-developed watershed monitored by Cook Inletkeeper, draining about 0.6 square miles (384 acres) into Kachemak Bay.

CEMP History

For decades, Woodard Creek and the canyon were referred to as either 'Woodard' or 'Woodward Creek', and even 'Cooper Creek' prior to the 'Woodard' naming. After going through records from the US Board on Geographic Names in 2000, it was confirmed that the official name of the creek and canyon is 'Woodard'. This process is documented in the *Woodard Creek Watershed Project* from 2000.

The greatest threat to Woodard Creek, and the reason it was chosen for CEMP, is urban development. With over 28% of the watershed considered 'developed', Woodard Creek watershed is the most-developed watershed monitored by CEMP. In 2002, a GIS impervious surface analysis, conducted by Inletkeeper staff, concluded that 11% of the watershed is considered impervious surface. With high urban development, impervious surfaces and



(Watershed boundary: National Resources Conservation Service Watershed Boundary Database, 2010; Topographic maps: United States Geological Survey)

culvertization in the lower reaches, and storm water draining from Bartlett Road and Pioneer Avenue, great concerns for Woodard Creek are exceedances in fecal coliform counts, temperature, and turbidity.

Woodard Creek has been monitored since the start of CEMP in 1996, starting with two sites at the mouth of the creek. A site off of Jenny Way was added in 1997, and two more in 1998 near the ends of Bartlett Road (our current CEMP sites). A sixth site was chosen in 2000 in the headwaters of Woodard Canyon. Within the last few years, CEMP monitoring sites were reduced to our two current sites: KB-180 by the hospital and KB-150 at the Pratt Museum.

Events of Concern

In urban areas, creeks face many risks as a result of construction and development.

In 1999, a leak was discovered in the underground fuel tank at the gas station on Sterling Highway. Contaminated soil was excavated in spring 2000, and soil samples analyzed by American Environmental concluded that Woodard Creek was not being contaminated from the leak.

In the early 2000's, Woodard Canyon was repeatedly threatened by fill piles sloughing down the canyon from Karen Hornaday Park and the construction of a private driveway (see photographs at right). Upon site visits, CEMP volunteers observed sediment inputs into Woodard Creek from these piles. Erosion control fences were erected in futile efforts to control the slough material, and are still somewhat intact today.

The two 100-year storms of fall 2002 had a high impact on Woodard Creek.

(Top) Picture taken during private driveway construction in 2000, viewing steep slope and soil sloughing into Woodard Canyon/Woodard Creek; (Bottom) Birds-eye view of driveway, accessed from Google Maps 26 July 2012

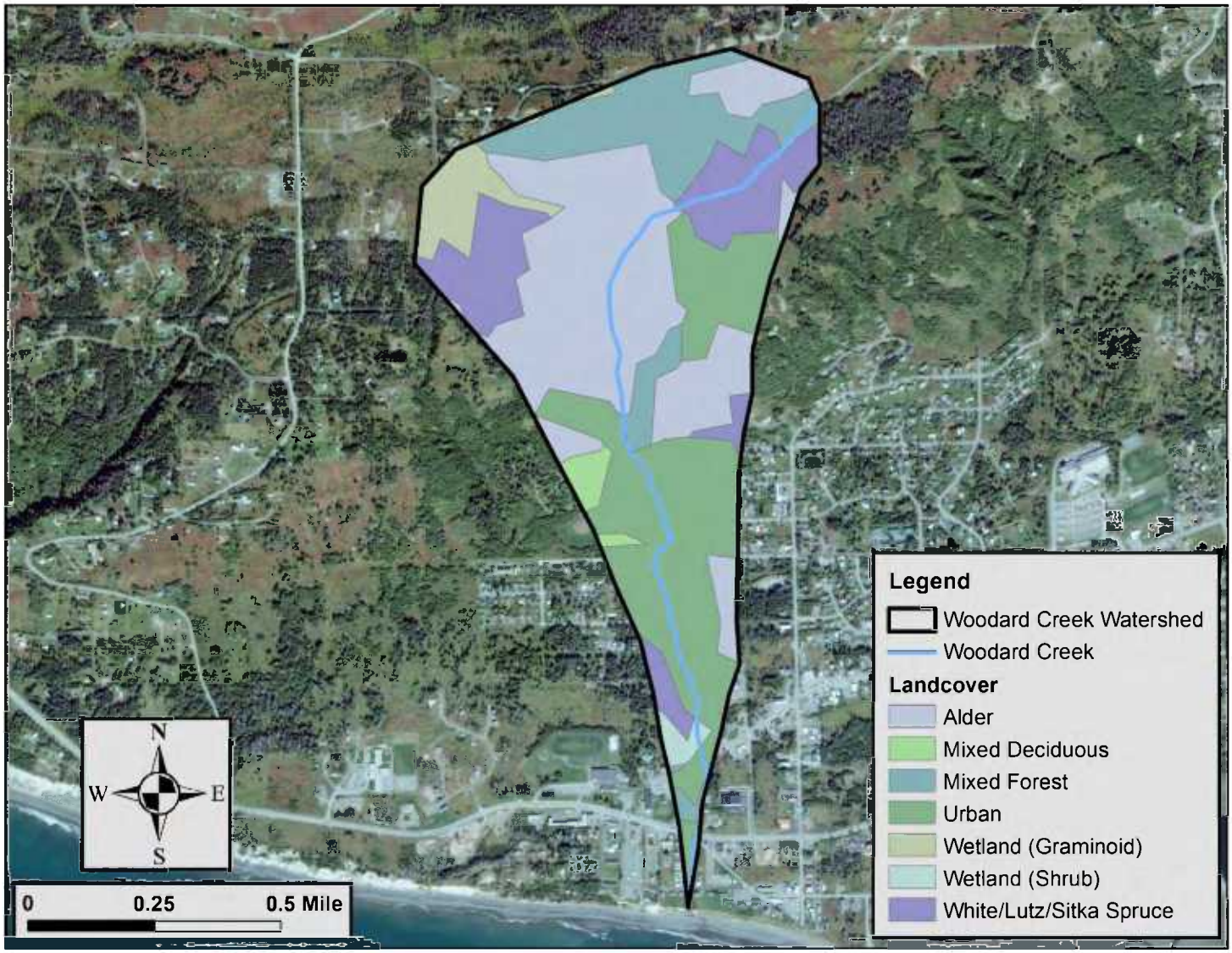
Normally a low-flow system, inputs caused the creek to swell, blowing out many culverts along its flow path. The floods severely disrupted the bed sediment of Woodard Creek, wiping out the intact macroinvertebrate populations. Upon the first bug assessment of KB-150 in June 2003, only five EPT (pollution 'sensitive') individuals were found, out of a total of 286 macroinvertebrates. By August, the population made a swift rebound, and EPT's made up 59% of the total macroinvertebrate sample.

From spring 2005 to 2006, the Bartlett/Hoho Rehabilitation Project took place along Bartlett and Hohe Streets to improve the roads and install a storm water filter along the Bartlett Street for the storm water drainage system. To view the effects of road construction practices on Woodard Creek, Inletkeeper staff monitored the creek for turbidity, temperature, zinc, lead, discharge, specific conductance, and suspended solids. The effectiveness of the new storm water filter was also monitored. Results revealed that, as is to be expected in an area of high impervious surfaces, turbidity levels in Woodard Creek were high and construction practices worked well to keep excess solids from entering the creek. The new storm water filter was also found to be effective. To view the full results of the monitoring project, see *Bartlett/Hohe Rehabilitation Project Water Quality Monitoring Report*.

Watershed Overview

Land Cover

The upper half of the Woodard Creek watershed is fairly undeveloped and offers a variety of habitat types. Alder stands are predominant throughout Woodard Canyon and are scattered throughout the upper reaches of the watershed, along with mixed forest and spruce stands. The lower reaches are mostly urban, making up about 28% of the watershed.



Vegetation types within Woodard Creek Watershed (Watershed boundary: National Resources Conservation Service Watershed Boundary Database, 2010; Basemap: ArcGIS Server Service, Quickbird satellite imagery, 2003; Landcover: Kenai Fish and Wildlife Service)

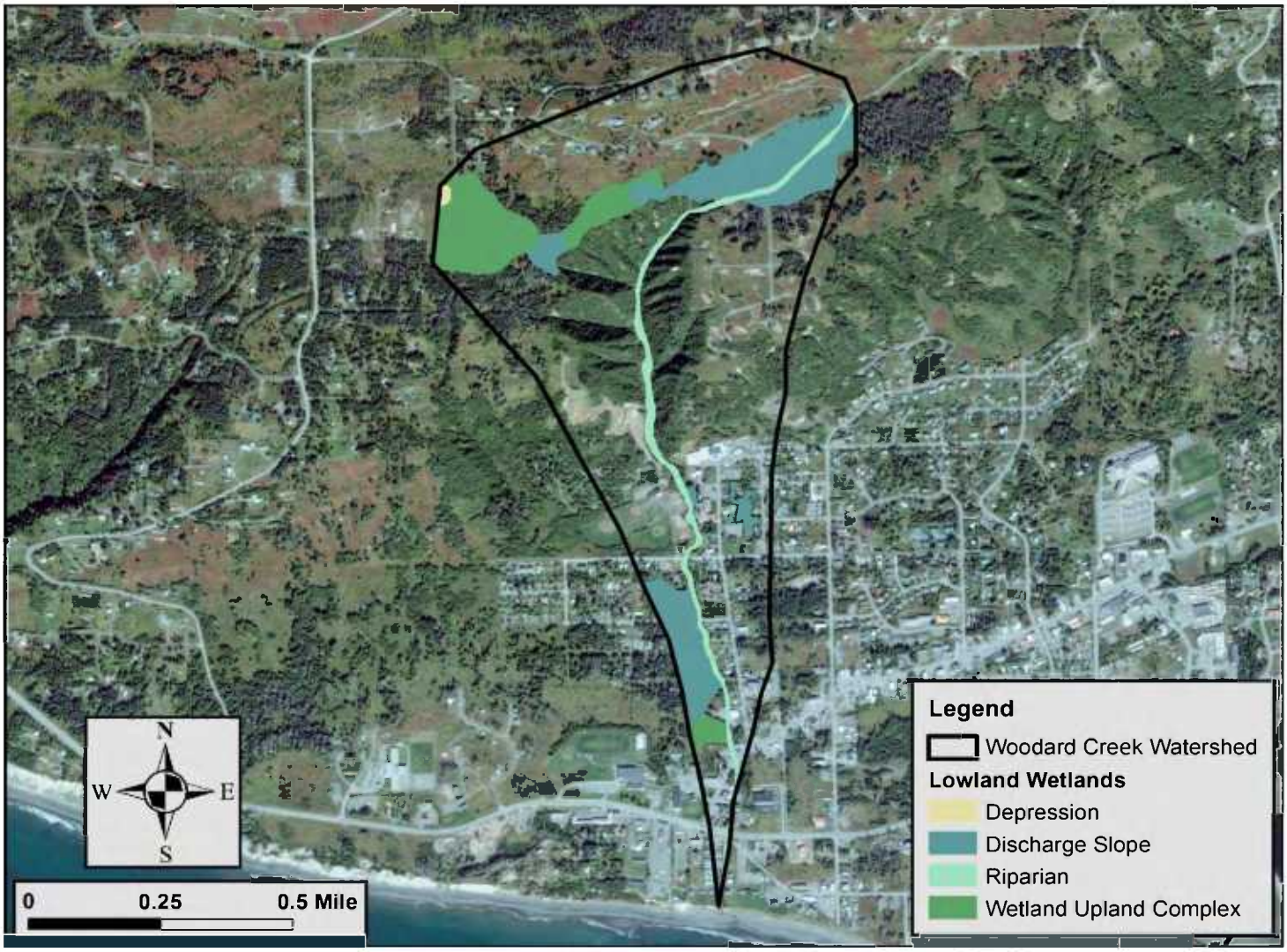
Wetlands

Wetland features make up about 20% of the watershed. Most are located above Woodard Canyon, but some are within town in the lower reaches (see image below).

Wildlife

Since the lower reaches of the watershed are heavily developed, this does not provide good habitat for terrestrial wildlife. Moose have been observed browsing and dropping young in forested patches of town. Eagles and other birds have been seen nesting in the area as well. The upper, undeveloped reaches provide much more appropriate habitat for these animals.

Woodard Creek does not support salmon populations.

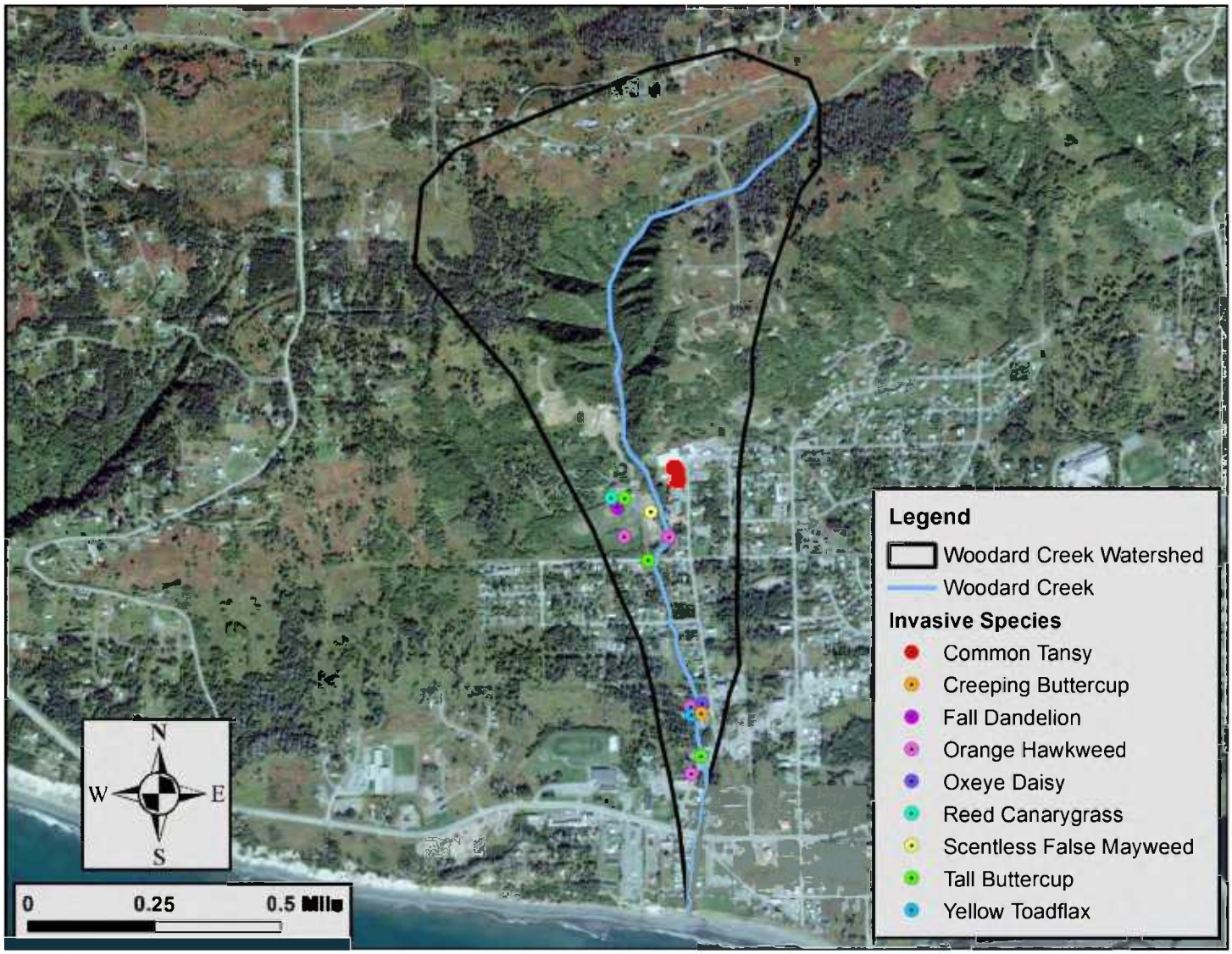


Wetland features in Woodard Creek watershed (Watershed boundary: National Resources Conservation Service Watershed Boundary Database, 2010; Basemap: ArcGIS Server Service, Quickbird satellite imagery, 2003; Wetlands: Wetland Mapping and Classification of Kai Lowland, Alaska, 2007)

Invasive Species

Fifteen observations of invasive species have been reported within the Woodard Creek watershed (see map below). Most have been observed around the South Peninsula Hospital, Karen Hornaday Park, and the Pratt Museum.

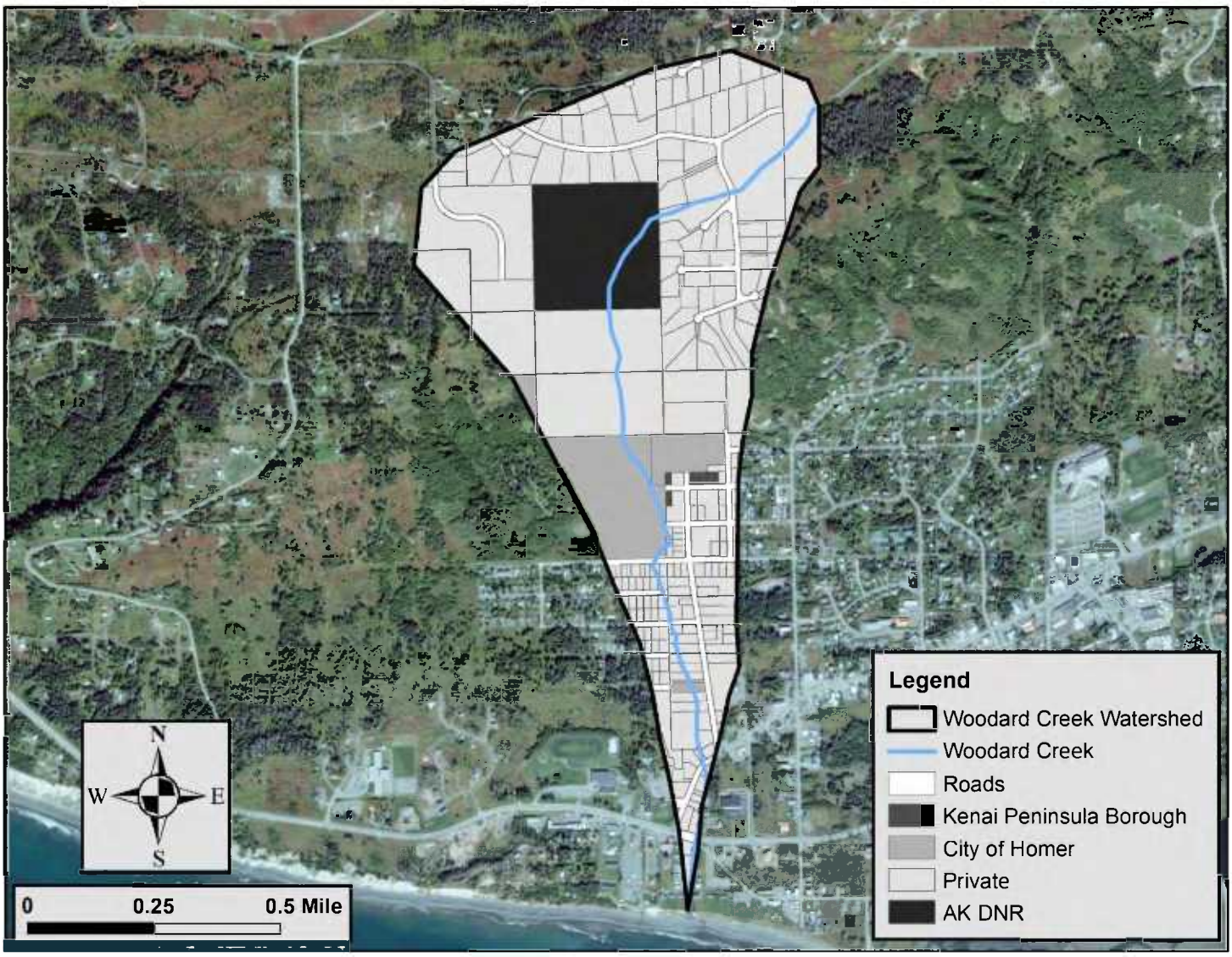
As is to be expected, most observations are made where people tend to frequent, either along roads or trail systems. The upper reaches of Woodard Creek are less developed, and thus are not visited often for surveys.



Invasive species reported within the Woodard Creek watershed (Watershed boundary: National Resources Conservation Service Watershed Boundary Database, 2010; Basemap: ArcGIS Server Service, Quickbird satellite imagery, 2003; Invasive species: Alaska Exotic Plants Information Clearinghouse Data Portal, accessed July 2012)

Land Ownership

Private-owned parcels make up about 78% of the watershed ownership. City of Homer-owned parcels make up about 10% of ownership, including land surrounding the South Peninsula Hospital and Karen Hornaday Park and a parcel just up the street of the Pratt Museum on Bartlett Street. Kenai Peninsula Borough owns some small parcels just outside of the hospital area. A large parcel in the upper reaches of Woodard Canyon, owned by Alaska Department of Natural Resources, makes up about 11% of land ownership.



Land ownership within the Woodard Creek Watershed (Watershed boundary: National Resources Conservation Service Watershed Boundary Database, 2010; Basemap: ArcGIS Server Service, Quickbird satellite imagery, 2003; Ownership parcels: Kenai Peninsula Borough GIS Division, 2010)

Stream Walk Habitat Assessment

Habitat assessments for Woodard Creek CEMP sites KB-150 and KB-180 were performed on June 27, 2012, over a 50-meter (164 feet) reach at each site.

Upstream view along reach at KB-180, June 2012.

The 'Stream Walk' habitat assessment is performed to provide the community with a snapshot of the physical environment surrounding a CEMP sampling site. This physical assessment compliments the chemical and biological monitoring done over time by volunteers. Though similar in some aspects to the habitat assessment done during bioassessment, the 'Stream Walk' is designed to provide detailed habitat information outside of bioassessment sampling session. Stream Walks can be incorporated into future monitoring plans on a regular basis and can provide qualitative information on the surrounding stream habitat in a cost- and time-effective manner.

Upper Woodard KB-180

The reach began at the CEMP site and continued upstream for 50 meters, following the curves of the creek. Water level was considered to be 90% of bank full, with fairly clear water. About half of the streambed was composed of gravel, and the remainder was split between silt/clay, sand, and cobbles. Boulders present along the reach were mostly reserved to the few short cascades. Stream width ranged from 2.6 to 6.3 feet, but was normally 4 feet wide. Depths ranged between 3 and 11 inches, and normally flowed at 5 inches deep.

Downstream view along reach at KB-180, June 2012.

Bank stability was mostly ranked as 'stable' for both sides of the reach. Banks were fairly low on the left bank, and both banks were heavily vegetated and secured by root masses. A few areas of bank failure were observed on the right bank, rating about 15% of it as 'moderate'. Failing erosion controls for the right bank were

observed at the upper end of the reach (see image at right).

Failing erosion controls viewed at upper end of reach at KB-180, right bank, June 2012.

The riparian zone extends to over 60 feet up both banks. Riparian vegetation is predominantly alder for both zones, with grasses, ferns, and pushki making up the remainder.

This reach is located within a City of Homer parcel. The only observable human impacts were the erosion controls from the driveway construction and the trail from the hospital to the CEMP site, maintained by volunteers. This section of the creek is not used for human recreation.

Lower Woodard KB-150

The 50-meter reach began at the CEMP site, just below the culvert at the Pratt Museum parking lot, and continued downstream, following the curves of the creek. Water level was at about 90% bank full, with clear water. Stream bed composition was

mostly made up of sand and gravel, with a greater gravel presence. The remainder was composed of silt/clay and cobbles, with a couple boulders dispersed along the reach. Stream width ranged between 2.1 and 7.5 feet, and normally was 4 feet wide. Depth ranged between 3 inches and 1.4 feet, and normally flowed at 6 inches deep.

Upstream view along reach at KB-150, June 2012.

Bank stability was ranked as 'stable' for almost the entire reach, with only 10% of the right bank rated as 'moderate' for some higher banks. The riparian zone extended to over 60 feet on the right bank. The left bank is closely neighbored by the Pratt Museum parking lot and the Homestead Building, yielding a riparian zone length between 24 and just over 60 feet. The majority of the left riparian zone was at 60 feet along the reach. Riparian vegetation was largely composed of alders, dominating the left

bank. Pushki, horsetail and grasses made up about half of the right bank vegetation, and the remainder of the left. A few spruce trees were present at the end of the reach on the left bank.

Downstream view along reach at KB-150, June 2012.

This reach is located within a Homer Society of Natural History parcel. The culvert under the Pratt Museum parking lot appeared intact with no damage or blockages. There is no apparent human activity within this reach of the stream.

With a 60-feet buffer zone up both banks, only 40% of the immediate Woodard Creek area is considered as undeveloped and unprotected. This percentage is located in the mostly undeveloped headwaters.

Future Monitoring

Habitat assessments and photo point monitoring should occur every other year, as close to the same date each time as possible. If change is occurring more rapidly at the site, assessments will be made more frequently.

GIS analysis on impervious cover in the watershed will be performed when new satellite imagery becomes available to Inletkeeper staff.

Culvert under Pratt Museum parking lot at head of KB-150 reach, June 2012.

During future site visits, culvert assessments should be made to monitor for any damage, blockages, or other threatening issues.

If there is substantial development or increases in impervious cover in the watershed, consider landowner outreach to maintain riparian habitat and ensure continued high water quality.

Acknowledgements

We would like to thank Joel Cooper, whose invaluable insight and previous involvement with CEMP helped to piece together some of the CEMP's history with Woodard Creek.

We would also like to thank our over 300+ CEMP volunteers throughout the years. Without their dedication and continued support, we would be unable to do this work. They have taken time to attend training sessions, yearly recertifications, and have gone into the field in all weather conditions to collect these water quality data.

Inletkeeper would like to especially thank Dan Bogan of the University of Alaska Anchorage's Environment and Natural Resources Institute for his ongoing support and training. Dan has volunteered many hours to CEMP and the CEMP Partnership – out program is stronger and the data are better because of his time and efforts.

Funding has come from many sources through the years, including: the Bullitt Foundation, Gigi Foundation, Bannerman Foundation, City of Homer through the Homer Foundation, True North Foundation, Alaska Conservation Foundation, Mountaineers Foundation, Norcross Wildlife Foundation, Homer Soil and Water Conservation District, Giles W. and Elise G. Mead Foundation, Patagonia, The West Wind Foundation, Skaggs Foundation, Kongsgaard-Goldman Foundation, George G. and Jane A. Mifflin Memorial Fund, U.S. Fish and Wildlife Service, *Exxon Valdez* Oil Spill Trustee Council, and in the early years funding from 319 Clean Water Act grants through the Alaska Department of Environmental Conservation. Support from Inletkeeper's members and supporters has been invaluable since the beginning.

HEALING AND REVEALING WOODARD CREEK WATERSHED*

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Design Thesis, Spring 2004
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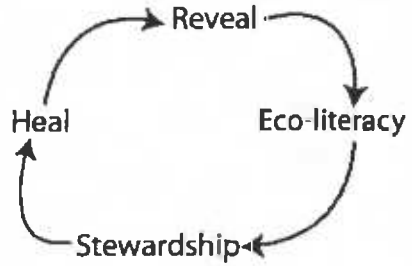
A watershed is geography's immutable boundary. Determined by topography, a watershed is defined by all of the land that drains a particular creek or river, in this case Woodard Creek.

Healing and revealing a watershed takes on a "watershed perspective." This perspective is similar to the idea of holistic medicine, in which a physician looks for what "combination of stresses maybe acting on the body to make it break down. It aims to treat the whole person rather than the symptoms" (Riley 1998).

My thesis takes on the challenge of proposing ways that Woodard Creek watershed can be healed (function and relationships restored) and revealed (processes exposed and made visible) in a holistic way. Healing and revealing are synergistic, as the act of healing reveals processes while the act of revealing invites even more healing. Human cognition and action perpetuate **the healing - revealing loop.**



*A Summary of Strategies from my thesis, "Free Woodard Creek! Poetry, logic, and design for healing and revealing a watershed"

1. DEFINE THE WATERSHED MESSAGE WITH GUIDING PRINCIPLES

The watershed message or vision for healing and revealing a watershed must be led with strong principles. Here are the principles that I've developed:

1 "first, do no harm" - the precautionary principle
2 identify the watershed
3 create a systems-level solution
4 devise multiple interventions as catalysts
5 make it people-scale and experiential
6 guide the evolution

2. PRACTICE THE PRECAUTIONARY PRINCIPLE

The watershed suitability analysis to the right proposes four zones of development in Woodard Creek Watershed that would slow or reverse further irreversible environmental change. These zones are as follows:

1 no development
2 forested development (forest canopy should be maintained OR should be reforested, if already cleared)
3 passive recreation (hiking or non-motorized biking)
4 sports fields and playgrounds

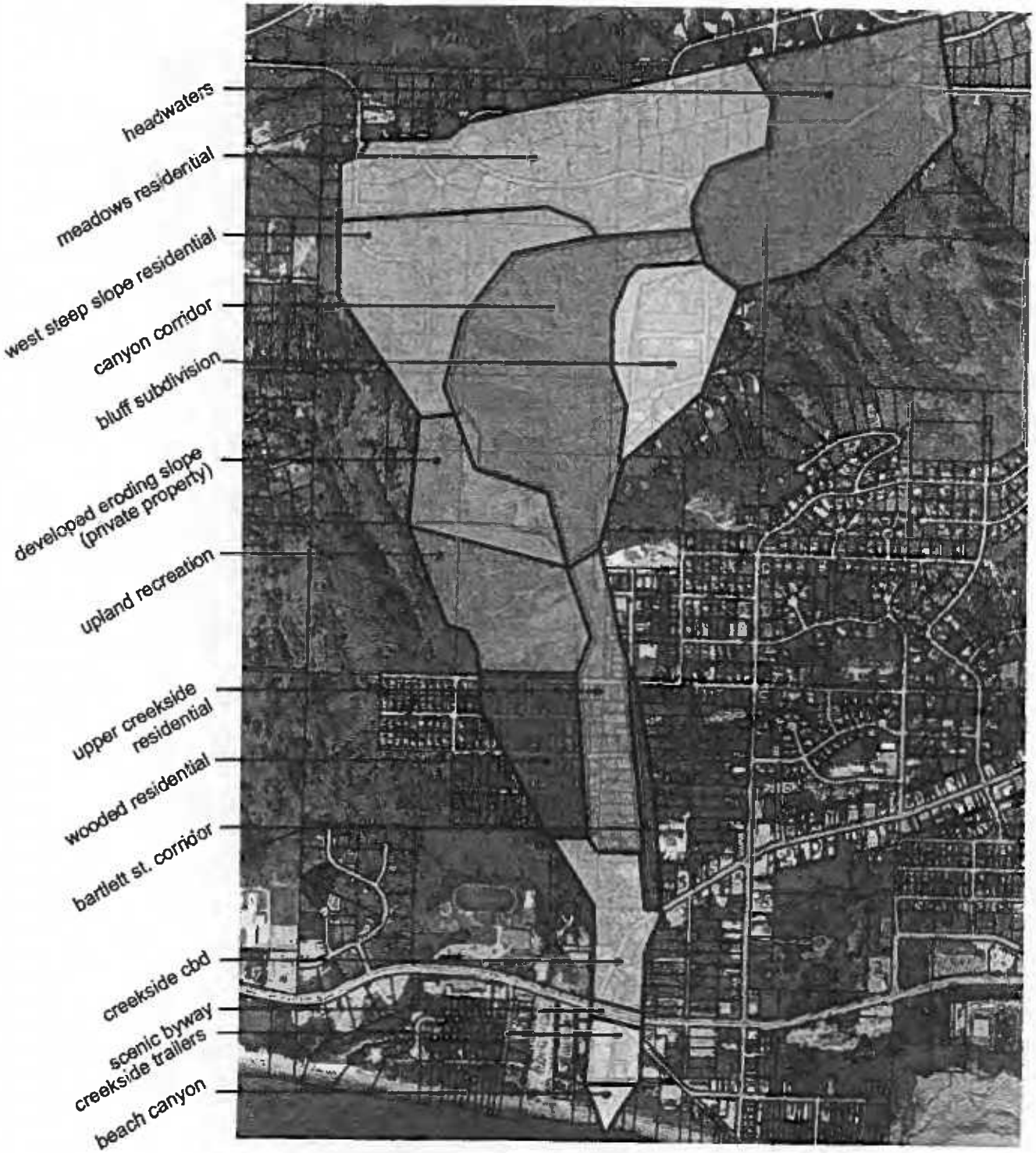
Places with extraordinary views and places of cultural value should also be maintained.

3. CREATE DISTRICTS IN WOODARD CREEK WATERSHED

Creating districts is a way to identify a watershed and break down a big landscape into smaller landscapes. This helps us to effectively talk about the specific issues and opportunities that exist in each part of the watershed and how they can be addressed. While some overlap occurs, each district has a specific feel, use, and set of environmental conditions and natural features that distinguish it from other districts. Naming these districts in a way that quickly summarizes a key feature of these areas further help us communicate about what is going on in that landscape.

The graphic below is an example of creating districts in Woodard Creek Watershed. These districts are based on the topographic relationship to Woodard Creek, vegetative patterns, and the human uses that are happening in certain regions of the watershed.

How would you separate and name districts in the Woodard Creek Watershed?



3. WHAT NEEDS HEALING? WHAT NEEDS REVEALING?

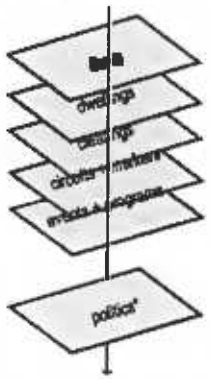
What are the specific issues facing each district? What ecological relationship is in need of healing? What process or relationship can be revealed to the inhabitants that live there?

In my analysis, I've found a great deal of healing and revealing opportunities. Multiple interventions of healing, such as slope stabilization, and revealing, such as trail systems and interpretative strategies, should occur over the entire watershed.

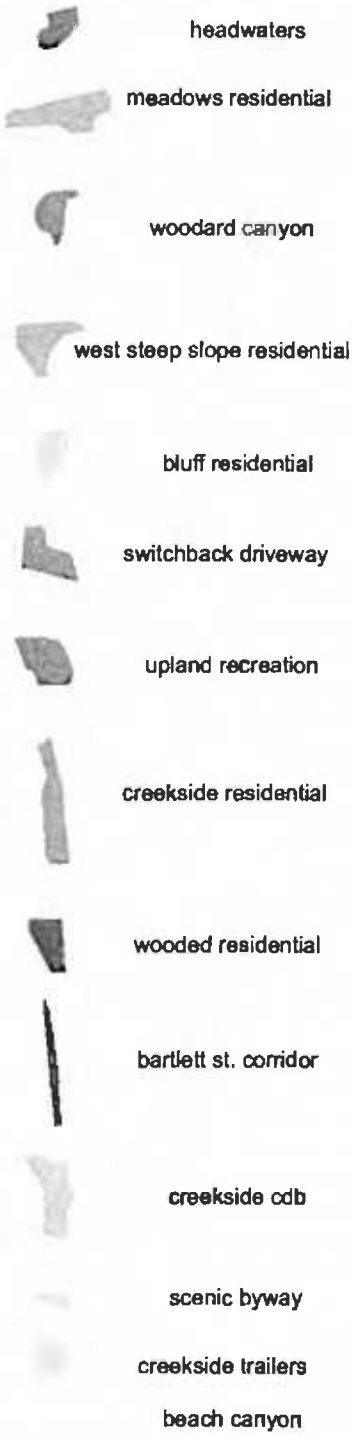
4. DEVISE A SYSTEMS-LEVEL SOLUTION

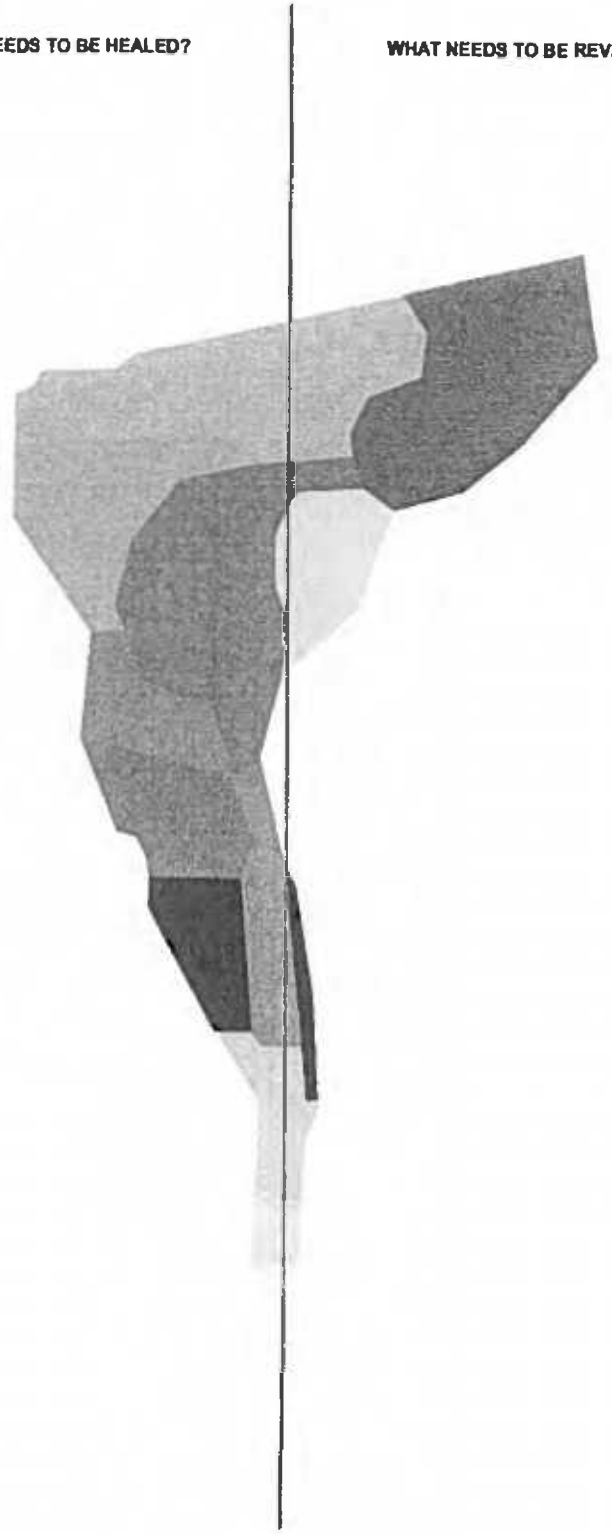
In my thesis, I've taken the Pratt Museum and applied the following framework - or set of systems - in response to the conditions I observed: flows, dwellings, clearings, circuits and markers, events and programs. The same can be done with each district within the watershed. Each of the healing and revealing opportunities outlined for each district fall into one of these systems.

SYSTEMS FOR HEALING AND REVEALING



*Since the Pratt Museum was a private landscape, political issues were not considered within the site-scale design. However, I include the political system within the overall watershed framework because city government should and must play a part in healing and revealing an urban watershed.





Pratt Museum

The goals of the Pratt Museum's expansion project are to ensure the Museum's long-term financial sustainability while better serving our community and visitors long into the future.

Success of the expansion depends on broad community involvement and support. While the scope of the project has not yet been determined, draft project plans include:

Improved exhibits, programs, and collections facilities:

- Addition of a community learning space to provide new opportunities for education and community dialogue;
- Implementation of the final phase of the Pratt's Master Exhibit Plan exhibit renovations; and
- Improvement of collections storage space for responsible care of the Pratt's growing collections.

Improved building efficiencies and accessibility:

- Full Americans with Disabilities Act compliance;
- Improved energy efficiency and reduced carbon footprint; and
- Systems and structural upgrades where necessary.

Expanded interpretive trails, outdoor exhibits, and interpretive stewardship:

- Expanded interpretive trail system through native spruce forest;
- "Daylighting" and stewardship of Woodard Creek, Homer's largest urban watershed; and
- Addition of outdoor, community-generated exhibits, including Alaska Native cultural exhibits and maritime history exhibits.

3779 Bartlett Street, Homer, Alaska 99603-7579 *(907) 235-8635*
Email: info@prattmuseum.org *Web: www.prattmuseum.org* *Fax: 235-2764*

Karen Hornaday Park Improvements

PROJECT DESCRIPTION & BENEFIT: Homer's popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. This project will accomplish several goals in phases. All projects are recommended in the Karen Hornaday Park Master Plan updated in 2008.

PHASE 1: The first phase consists of paving the access road into the park, reconfiguring and paving the parking area and addressing drainage issues west of the access road. Also included in Phase 1 are improvements to the ballfied (backstop replacement, fill, grading, dugouts, etc.)

Cost: $750,000 for parking, access road, and drainage improvements; $200,000 for ballfield improvements. Total: $950,000

Priority Level 1 Schedule: 2011

PHASE 2: The second phase will include construction of new restrooms, concession/storage building, installation of a a bridge across Woodard Creek (connecting to hospital grounds), pedestrian improvements along Woodard Creek, and landscaping of the entire park.

Cost: $500,000 for restrooms/concession/storage; $300,000 for bridge/trail; $150,000 for landscaping. Total: $950,000

Priority Level 2 Schedule: 2014

Karen Hornaday Park is a destination for picnics, ball games, and playground use, as well as special events like Concert on the Lawn and Homer Parks Day.

*RTCA Note: This project has not adhered to this schedule, but the improvements listed are still part of the active CIP list.

Pratt
Museum
Homer Society of Natural History, Inc.

July 25, 2014

Lisa Holzapfel
Program Manager
RTCA, NPS
240 West 5th Ave.
Anchorage, AK 99501

Dear Ms. Holzaphfel,

I am writing to express my support of the Woodard Creek Coalition's application for the Rivers Trails and Conservation Assistance Program. The Museum is a member of this coalition and looks forward to partnering with public and private entities and community members to enhance and care for this community resource. In addition to being an active member of the coalition, the Museum can serve as a fiscal sponsor or provide administrative support.

Approximately 500 feet of Woodard Creek flows across the Pratt Museum's 9.8 acres of property. The long-term vision for the Pratt grounds includes daylighting the section of Woodard Creek currently running through a culvert under the parking area behind and to the west of the current museum building. As a project connected to a larger capital project for a new building, the Museum plans to remove this culvert, convert the asphalt to pedestrian space, rebuild the creek bed, and revegetate the area with native plants.

Benches, a bridge, and paths will provide access as well as quiet, contemplative spaces. This rehabilitation will allow for an abundance of stream-based educational opportunities, and signage and programming around this featured site enhancement will be developed throughout the process. The Pratt Museum's intent is a project that is aesthetically pleasing, ecologically sound, and responsive to the civic concerns of the City of Homer and other property owners.

Sincerely,

Diane Converse, EdD
Museum Director/CEO

3779 Bartlett Street, Homer, Alaska 99603-7579 *(907) 235-8635*
Email: info@prattmuseum.org *Web: www.prattmuseum.org* *Fax: 235-2764*

City of Homer
www.cityofhomer-ak.gov

491 East Pioneer Avenue
Homer, Alaska 99603
(p) 907-235-8121
(f) 907-235-3140

July 24, 2014

Lisa Holzapfel, Program Manager
RTCA, NPS
240 West 5th Ave.
Anchorage, AK 99501

Dear Ms. Holzapfel,

The City of Homer supports the application by the Woodard Creek Coalition for the Rivers Trails and Conservation Assistance Program. Woodard Creek runs approximately a quarter mile within the boundaries of the Karen A. Hornaday Hillside Park, which is owned by the City. In 2010, the City adopted a Park Master Plan, which recommends the restoration of Woodard Creek. The City has already shown commitment to restoring the creek by "daylighting;" removing culverts and replacing with bridges at two locations. The City considers this to also be a disaster mitigation project; preventing flooding and protecting property and infrastructure. The City supports the concept of a coalition of land owners seeking technical assistance to identify and address the issues along the length this watercourse.

Sincerely,

Walt Wrede
City Manager

Engaging and Connecting our Community with the Arts

355 W Pioneer Ave, Homer AK 99603 | hcoa@homerart.org | fax: 907.235.4308 | tel: 907.235.4288

National Park Service
Rivers, Trails, and Conservation Assistance program
1201 Eye Street NW Washington, DC 20005

July 18, 2014

Dear Rivers, Trails and Conservation Assistance Representative,

I am writing to support an application to the Rivers, Trails and Conservation Assistance program on behalf of Homer Council on the Arts, an active partner in the Woodard Creek Coalition. The goal of the coalition is to restore, preserve and enhance public awareness of the Woodard Creek watershed in Homer, Alaska.

Homer Council on the Arts owns property in the Woodard Creek watershed. Currently the creek runs under our parking lot through a culvert. There is significant erosion at the exit end of the culvert. We have recently become aware of the issues related to the use of culverts and have decided to remove the culvert and restore the creek to a more natural flow of water.

We are at the beginning stages of this project. We have a preliminary plan that has been drafted by a local geophysicist in Homer, who has also worked with the Pratt Museum Woodard Creek day lighting project.

HCOA has been involved in the formation of the Woodard Creek Coalition and will continue to support and be involved as a partner. We will be seeking funding for our specific project as well as participating in the overall restoration of the watershed.

Respectfully,

Gail Edgerly
Executive Director

BUNNELL STREET ARTS CENTER

106 west Bunnell, Suite A
Homer, AK 99603
www.bunnellarts.org
Asia Freeman, Art/Exec. Director
asia@bunnellarts.org
"nurturing and presenting innovative art of exceptional quality in all media for diverse audiences since 1994"

Lisa Holzapfel
Program Manager
RTCA, NPS
240 West 5th Ave.
Anchorage, AK 99501

July 25, 2014

Dear Ms. Holzapfel,

I am writing to support an application to the Rivers, Trails and Conservation Assistance Program on behalf of the Woodard Creek Coalition to restore and preserve Woodard Creek in Homer, Alaska.

Bunnell Street Arts Center is a community partner in this project. Bunnell supports restoration and creative placemaking efforts such as improvements to pedestrian access/walkability, communal stewardship and aesthetic enhancement to the Woodard Creek Watershed.

As contributions to the project, we anticipate helping to convene meetings of private landowners, scientists, local conservation groups and individuals interested this effort and writing grants to improve creative placemaking along and access to Woodard Creek through improved walkability, and amenities such as signage, sculpture and benches. Grantwriting and administration may raise up to $250,000 and will require the attention of staff for approximately 100 hours if successful.

Responsibilities will including grant writing and reporting, coordination of meetings and liason between City of Homer, artists, designers and scientists for design and implementation of Woodard Creek improvements and amenities.

Respectfully,

Asia Freeman
Executive Director
Bunnell Street Arts Center

Cook Inletkeeper
3734 Ben Walters Lane
Homer, Alaska 99603

p. 907.235.4068
f. 907.235.4069
www.inletkeeper.org

July 7, 2014 [DRAFT]

Lisa Holzapfel, Program Manager
Rivers, Trails & Conservation Assistance Program
U.S. National Park Service
240 West 5th Avenue
Anchorage, AK 99501

Dear Ms. Holzapfel:

Cook Inletkeeper is a community-based nonprofit group that works with thousands of Alaskans each year to protect the Cook Inlet watershed and the life it sustains. Please accept this letter of support for RTCA assistance for the Woodard Creek Project.

Woodard Creek is a vital asset to the community of Homer, and to visitors from throughout the state and beyond. As the only significant perennial stream in the Homer City limits, Woodard Creek presents enormous opportunities to enhance recreational, aesthetic and conservation values for residents and visitors alike.

In light of Woodard Creek's importance, Inletkeeper has produced two reports on the area – one in 2000 looking at the watershed and identifying concerns and opportunities, and the other in 2012, providing the results of 5 years of citizen-based water quality data collection. Both reports are enclosed for your information.

Inletkeeper will support the Woodard Creek Project by working closely with the project team to contribute legal, policy and scientific expertise toward efforts to expand recreational access in and around Woodard Creek, and to help remove obstacles that prevent the area from realizing its full potential as a more functional watershed.

Thank you for considering this letter of support, and I hope you agree the Woodard Creek Project deserves RTCA support.

Very truly yours,

Bob Shavelson
Executive Director

Date: July 16,2014

To: Heather Rice: National Parks,Rivers,Trails and Conservation Assistance Program

From: Friends of Woodard Creek in Karen Hornaday Park

Subject: Our support for and projected involvement in the Woodard Creek Project

Dear Heather,

Friends of Woodard Creek in Karen Hornaday Park fully supports the Woodard Creek Project. The group foresees at this point our involvement as including, but not limited to, the following:

Supporting both the Pratt Museum and The Homer Council on the Arts in their goal to daylight the portion of Woodard Creek where the creek crosses their properties, as well as assisting in stabilizing and naturalizing the creek banks;

Encouraging and participating in the establishment of a Woodard Creek Trail, knowing that not all of the trail would be able to go directly along the creek, but would follow authorized routes keeping as close to the creek as possible;

Assisting in finding a trail "owner" responsible for both routine maintenance along the trail plus awareness of and appropriate action to be taken regarding the health of the creek itself;

Our goals and accomplishments, outside of those relating specifically to Karen Hornaday Park, included bringing about an awareness of the uniqueness of the creek along, with the desire on the part of many to highlight the creek and perhaps to make it a part of Homer's valued assets.

Our group got The City to discontinue dumping dirt along the creek's extended boundaries, including an area that served as an overflow during periods of flooding. However,much damage had already been done, resulting in the overflow being largely taken up with fill and another area so taken up with fill that the creek was narrowed and extremely deepened.

We raised $8,000, currently held for us by The Kachemak Bay Conservation Society, which we have promised to spend within Karen Hornaday Park, but which we are committed to spend in a way relating to Woodard Creek as it flows through the park.

Perhaps this will give some idea of past goals and actions of FWC, plus projected future involvement in the Woodard Creek Coalition.

Beth Cumming on behalf of Friends of Woodard Creek in Karen Hornaday Park.

Kachemak Bay Conservation Society
3734 Ben Walters Ln, Homer, AK 99603
907 235.8214
kbayconservation@gmail.com

To Lisa Holzapfel, Program Manager
National Park Service-Alaska Region
Rivers, Trails and Conservation Assistance Program
240 West 5th Ave
Anchorage, AK 99524

Dear Lisa,
The Kachemak Bay Conservation Society, (KBCS), a 501C3 Non Profit Organization, representing aprox. 100 individuals, has long been a supporter of improvements to Woodard Creek. We were involved in getting public support for grants that have improved Karen Hornaday Park, which Woodard Creek runs through.

KBCS fully supports the assistance of the National Park Service RTCA Program in hopes that further improvements to the Woodard Creek Watershed can be realized.

KBCS will support this project by helping educate members and the public about the enviroment, protection from erosion and overall project goals.

Sincerely,
Roberta Highland
President, KBCS

Links for additional information on Woodard Creek development and support

City of Homer

City of Homer CIP List. See page 20, Karen Hornaday Park
http://www.commerce.state.ak.us/dca/plans/Homer-CIP-2008.pdf
Karen Hornaday Park Master Plan
http://www.cityofhomer-ak.gov/sites/default/files/fileattachments/khpmasterplan0609.pdf

Pratt Museum

Expansion Summary
http://www.prattmuseum.org/news/Pratt_Museum_Expansion_Summary.pdf
Woodard Creek Daylighting and Landscaping Video
https://www.youtube.com/watch?v=-L82uT6YZMs

Letters to the editor

Group Looking for more Friends of Woodard Creek (08-20-2008)
http://homertribune.com/2008/08/group-looking-for-more-friends-of-woodard-creek/

Woodard Creek is a Treasure (08-20-2008)
http://homernews.com/stories/082008/letters_3a_006.shtml

Supporting Groups

City of Homer: http://www.cityofhomer-ak.gov/
Cook Inlet Keeper: http://inletkeeper.org/
Pratt Museum: www.prattmuseum.org
HCOA: http://www.homerart.org/
Bunnell Street Art Center: http://www.bunnellarts.org/
Homer & Soil Water Conservation District: http://www.homerswcd.org
HOWL: http://www.howlalaska.org/
KBCS: http://www.kbayconservation.org/
MAPP: http://mappofskp.net/
AYEA: http://akcenter.org/ayea/
NatureRocks:
http://www.childrenandnature.org/movement/detail/connecting_children_with_nature_in_homer/

Recreational Events for the Upcoming Month

Event	Date & Time	Location
Melissa Mitchell	8/29-30/14 7:00 p.m.	Seaview Café Hope, AK
Kenai River Marathon	9/28/14 9:00 a.m. Start Time	Kenai Visitors Center Kenai AK

This listing reflects all recreational events scheduled for the upcoming month on the Kenai Peninsula

PARK DAY 2014