

NOTICE OF MEETING
REGULAR AGENDA

1. CALL TO ORDER/ROLL CALL
2. APPROVAL OF THE AGENDA
3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA
4. RECONSIDERATION
5. APPROVAL OF MINUTES of June 8, 2010 p. 1
6. VISITORS
7. STAFF AND COUNCIL REPORT
8. PUBLIC HEARING
9. PENDING BUSINESS
 - A. Homer Spit Comprehensive Plan bring your copy
 - B. City of Homer Capital Improvement Plan p. 7
10. NEW BUSINESS
11. INFORMATIONAL MATERIALS (for discussion only)
 - A. Items of possible interest from recent City Council meeting packets p. 93
12. COMMENTS OF THE AUDIENCE
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCIL MEMBER
15. COMMENTS OF THE CHAIR
16. COMMENTS OF THE COMMISSION MEMBERS
17. ADJOURNMENT/NEXT MEETING DAY AND TIME

Next regular meeting is scheduled for August 10, 2010 at 6 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 10-04, a Regular Meeting of the Economic Development Advisory Commission was called to order at 6:00 p.m. by Chair Erickson on June 8, 2010 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER DAUPHINAIS, ERICKSON, RAVIN, SIMPSON

ABSENT: COMMISSIONER FAULKNER, HOPPE, NEECE

COUNCILMEMBER: WYTHE

STAFF: SPECIAL PROJECTS COORDINATOR HOLEN
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

The agenda was amended to hear pending business item B before item A.

RAVIN/DAUPHINAIS MOVED TO APPROVE THE AGENDA.

The amended agenda was approved by consensus.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

There were no public comments.

RECONSIDERATION

There were no items for reconsideration.

APPROVAL OF MINUTES

A. Meeting Minutes of May 11, 2010

RAVIN/SIMPSON MOVED TO APPROVE THE MINUTES.

The minutes were approved by consensus.

VISITORS

A. Kyra Wagner, Sustainable Homer

Kyra Wagner, a volunteer with Sustainable Homer, explained that it has become a list service network of local and state resource information on subjects like local food, energy efficiency, green building, transportation and those types of focuses. Through the website Sustainablehomer.org Mrs. Wagner also does a weekly list serve that announces happenings around town regarding sustainability. She said she is a member of the Chamber EDC and economic development is something she has always focused on. Local food production is near and dear to her heart and seems to be ripe right now. She has applied for a VISTA position through UACED. They are waiting to see if they are going to get VISTA funding this year, and if it does come to fruition she has a three year work program that is focused in three phases:

ECONOMIC DEVELOPMENT ADVISORY COMMISSION
REGULAR MEETING
MAY 11, 2010

- Data Collection to get information on prices paid for local food, local demand, and local production. It will get the VISTA into the community and building into the network.
- Integration to find out what kind of programs are available for sponsoring local production.

Regarding the integration phase, Mrs. Wagner explained that the South Kenai Peninsula Communities Project did a year long study around town to analyze, in a broad way, the health of the community. The study came up with 3 foci for this year; the violence and substance abuse situation, a community resource center, and healthy lifestyle choices, which got narrowed down to food. With food, there is a serious weak link for transportation and economic dependency on the lower 48 for food. For rock solid economic development, as much of it that can be produced here, stays here. She noted that the state just ratified the Farm to School Bill which gives local producers the ability to sell their food to local schools, something that has been illegal to this point.

- To promote, by working through the Homer Farmers' Market, local food and local economy. One aspect being considering is promoting local currency through the Farmers' Market and participating businesses.

Mrs. Wagner explained that the VISTA is being sponsored by the Homer Farmers' Market and once the VISTA is gone, this network of organizations that have worked together will be established. Councilmember's Roberts and Lewis are talking about a resolution of support for the VISTA, and the Homer Foundation has approved a grant for the first year of housing.

There was discussion regarding information about data collections and ways to expand the ability to grow food locally because of Homer's short growing season.

STAFF AND COUNCIL REPORT

There were no Staff or Councilmember comments.

PUBLIC HEARING

There were no items for public hearing.

PENDING BUSINESS

A. Sitka Economic Development Association-a Model for Homer?

Commissioner Dauphinais commented that the SEDA website is easy to read, very intuitive, and has an inventory of what Sitka has to offer, both in terms of available land, buildings, and services. He said it looks like a unified front of the City, Borough, and Business. In Homer there is an EDC for the City and one for the Chamber. Sustainable Homer is doing some economic development things, all which are good, but there really isn't a place to go for someone who wants to see if Homer is a suitable place for their business. His recommendation would be to bring it all together somehow for a unified front. Discussion points included:

- The City's new website could serve as a unified point for information.

ECONOMIC DEVELOPMENT ADVISORY COMMISSION
REGULAR MEETING
MAY 11, 2010

- Some fundamental points need to be resolved like: What is the economic development body going to be? Is it a policy body? Is it going to actively market the potential for development in Homer? Is it going to be something else all together? Is it a group or a person? Where will their direction come from, Chamber or City? Questions to that effect.
- Homer has done a lot of what Sitka has done, it just hasn't been consolidated.
- This Commissions role is outlined in Code. One responsibility is to develop recommendations on how the community should proceed with planning and encouraging development of the community, and what procedures and processes should be considered. One way of putting this forward is through the CEDS.
- The CEDS can serve as an important document for putting forward recommendations. The current draft has a section that refers to the issues previously brought about a unified point for information on bringing business to Homer.
- The importance of having vocational education in high school to bring awareness of the trades in our area to the local youth. That is an important aspect in keeping our young people here to raise their families.
- Currently the good jobs in Homer have low turnover. Creating jobs is important and how to invite new business in needs to be considered. Without that, how does the community keep their kids here so the community can grow?

Commissioner Dauphinais said he will talk to people in other areas about what they do, including a more urban community for contrast and provide information for discussion at the next meeting.

Chair Erickson noted that there is no meeting in July due to anticipated absences and would like to have this on the August 10 agenda for discussion of where to go next.

Commissioner Simpson suggested that the City could create its own resume to post on the web and send out to businesses.

B. Comprehensive Economic Development Strategy (CEDS)

Special Projects Coordinator Holen explained that she has worked on the first two sections of the outline. It is a very rough draft that will be shaped further by input from the Commission and the public. She noted that previously Councilmember Hogan suggested eliminating the economic sectors but she sees value in including them. It will help keep from having too much emphasis on tourism, and it will show there are other sectors and diversification. The Commission was in agreement to keep the sectors and to consider a priority order for how they would like to see the community develop.

There was brief discussion in support of adding transportation, education and a type of miscellaneous general merchandising to the sectors. It was also suggested that something in line with Commissioner Dauphinais' earlier suggestions be addressed as well.

There was consensus that Special Projects Coordinator Holen continue on with her work and include it on the August agenda for more discussion.

NEW BUSINESS

No New Business Items were scheduled.

INFORMATIONAL MATERIALS

- A. Comments of the City Manager and Port and Harbor Director Re: Proposed Changes to the Lease Policy
- B. Copy of EDC Memo to City Council Re: Store Size Cap
- C. Memo from Sheri Hobbs Re: On the Job Training Program
- D. Correspondence with State Demographer Greg Williams Re: Homer Population
- E. News Articles of Possible Interest
- F. Items of possible interest from recent City Council meeting packets

Chair Erickson referenced the laydown information provided by Commissioner Faulkner. She said she had asked him to provide the Commission with comments on the City Manager's points, but that was not available for this meeting.

Commissioner Ravin expressed his frustration that it appears that several hundred person hours from the Commission working on the lease policy has pretty much been flushed and they are at risk of having completely wasted their time for the last year.

Councilmember Wythe commented that Council has the EDC's information and will continue to proceed through it. Comment has been made that the review is not unlike reviewing the Comprehensive Plan. There is a lot of philosophical change that has to be looked at. It will be a process.

There was brief discussion regarding the demographic information that was provided and whether it would change the age distribution. Special Projects Coordinator Holen commented that the state doesn't go into that specific of detail, but we will know more when the census results are available.

COMMENTS OF THE AUDIENCE

No audience comments.

COMMENTS OF CITY STAFF

There were no staff comments.

COMMENTS OF THE COUNCIL MEMBER

Councilmember Wythe encouraged the Commissioners not to become discouraged when things they promote to the Council don't get approved. She encouraged them to continue looking at things and bringing them forward. The things they are looking at are things that are very large changes in the way the community and City do business. If the advisory bodies never bring up alternative decisions or recommendations, they are things that potentially would never come before the Council to think about. It may be a thought whose time is not yet here, but it has the opportunity to come back at a later time for consideration. Part of the functions of the Commissions and Committees is to do the in-depth leg work that the Council doesn't have time to do. She encourage them not to feel unappreciated if Council doesn't accept the changes, it just may be something that isn't ready yet to come forward.

ECONOMIC DEVELOPMENT ADVISORY COMMISSION
REGULAR MEETING
MAY 11, 2010

Chair Erickson noted the weight of staff input versus the Commission input. Councilmember Wythe commented that in fairness to the Council they look at the whole picture recognizing that we hire staff and expect them to be professionals on the Council's behalf in performing their duties and Commissions are appointed to do the in-depth work. She has encouraged them to bring forth all the detail they went through so the Council has that information to consider. This Council appears to do their due diligence in reviewing the information and asking good questions.

COMMENTS OF THE CHAIR

Chair Erickson thanked everyone and reminded them about the upcoming worksession on the Spit Comprehensive Plan.

COMMENTS OF THE COMMISSION MEMBERS

Commissioner Ravin commented that demographics are the ultimate bellwether of economic trends. If we look at the data in front of us we can look at the future of our community. If we are able to digest the data of the last decade and a half we can see how people move into our community and how they age, what jobs they take, what the employment trends are, we can see the future of our community. To change the future we have to provide the tools for our community to grow, specifically in the 20-35 age demographic, we are losing that. It is a huge demographic hole that we as the EDC need to fill. Business owners need to find help, yet the young people are leaving town to find work somewhere else. We need to find a way to tie those things together.

Commissioner Simpson commented that for a short meeting it was productive. He asked if there was anything the Commission could do to assist Ms. Holen in her work on the CEDS. She responded that they feel free to provide input on any of the sectors that they are familiar with.

Commissioner Dauphinais had no comment.

ADJOURN

There being no more business to come before the Commission the meeting was adjourned at 7:15 p.m. The next regular meeting is scheduled for August 10, 2010 at 6:00 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

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

by Anne Marie Holen, City of Homer Special Projects Coordinator

Q: What is a CIP?

A: CIP stands for Capital Improvement Plan. It is a multi-year document that lays out community priorities for capital projects, including (for each one) a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For City of Homer projects, additional information is provided on the timeline for completion.

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

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of at least two years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by a non-profit organization (e.g., Pratt Museum) or state or federal agency (e.g., Alaska DOT or Kachemak Bay Research Reserve). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Newspaper articles often refer to the CIP as a "wish list." Is that accurate? If so, what's the point of writing up a "wish list"?

A: That's not entirely accurate. In 2007, the Homer City Council undertook an overhaul of the CIP to eliminate projects that were unlikely to be undertaken in the next six years. This makes the CIP less of a "wish list" and more of an actual plan, at least for City projects.

There are several reasons to maintain a CIP, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) A project **MUST** be included in the CIP to be eligible for a state legislative appropriation.

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

A: CIP development is a multi-step process that starts around June 1 of each year and ends in November.

Step 1 is to develop the schedule. The schedule must be approved by the City Council.

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

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

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are encouraged to name their “top 5” projects, and that information is passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

During this time, I will start working on a new draft CIP, to be constantly updated throughout the process. NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

The City Council typically holds a work session to discuss the CIP and also a public hearing at a regular City Council meeting. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 5 is to finalize the CIP as per City Council approval, and make 30 bound copies. These should be ready to distribute before the end of November. The CIP is also put on the City website.

Q: Are the “legislative priorities” the same as the CIP?

A: No, they are a subset of the CIP. The full CIP might contain 50 projects. All of them have been approved by the City Council and can be considered community priorities. However, the City Council also develops a “short list” of projects on which they will focus particular attention during the upcoming legislative session. (The goal is to get at least partial funding for a project included in the state capital budget.) The “short list” and the “legislative priorities list” are the same thing.

The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor’s budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The “operating budget” is different than the “capital budget.”)

The City’s “short list” may have 10-15 projects on it. An attempt is made to include some less expensive projects along with big expensive ones. Most if not all of the projects on the short list will be City of Homer projects (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Projects descriptions are put in special “packets” tailored specifically to legislators and state commissioners. Typically, the Mayor and one or two City Council members will make one or more trips to Juneau to advocate for funding for these projects. Other groups (e.g., hospital, college, non-profit representatives) also lobby for their favorite CIP projects.

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

A: Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6

projects for which we seek federal funding. In recent years, the City has received partial funding for Deep Water Dock expansion and for the proposed East Boat Harbor.

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

A: • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group gives it to me, I will draft a project description to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.

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

Further advice: If you are seeking funding for your project through the state legislature, talk to our local state representative (currently Paul Seaton) about that process.

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

A: • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.

Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan, then focused implementation of that plan.

- Finally, I have to say this: If you think the City should be providing more programs, services, facilities, etc. for the people of Homer and providing more support to non-profit organizations, remember that almost all the money at the City's disposal comes from sales and property tax revenues. Taxes are nothing more than a tool for pooling our resources to buy the things the community wants and needs. Shopping locally helps maintain a healthy revenue stream from sales taxes.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds. There is no free lunch.

GOOD LUCK!



City of Homer

City Manager
491 East Pioneer Avenue
Homer, Alaska 99603
907-435-3102

Fax: (907) 235-3148 E-mail: wwrede@ci.homer.ak.us Web Site: www.ci.homer.ak.us

~~November 2, 2009~~

*Update
for 2011-2016 CIP*

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2010 through 2015 Capital Improvement Plan adopted by the Homer City Council on October 12, 2009. 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. State transportation projects and non-profit projects supported by the City of Homer are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix, along with a table listing all projects for easy reference.

"Long-range projects" are those which are not expected to be undertaken in the next six years but which the Council and community do not want to lose sight of. Those projects are listed in the Appendix but should not be considered as true CIP projects.

The projects included in our 2010-2015 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 our intent to update the CIP annually to ensure our long-range capital improvement planning stays current as well as to determine annual legislative priorities and assist with budget development. Your assistance in this effort is much appreciated.

Sincerely,

Walt Wrede
City Manager

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 09-105(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2010-2015 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2011.

WHEREAS, A duly published hearing was held on September 28, 2009 in order to obtain public comments on capital improvement projects and legislative priorities; 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 2010-2015" 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 2011 State Legislative Request:

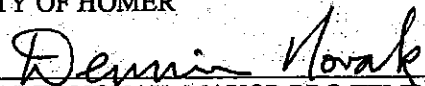
1. Alternative Water Source
2. Sewer Treatment Plant Bio-solids Treatment Improvements
3. Port & Harbor Building
4. Harbor Floats/Ramp 3 Replacement
5. East Boat Harbor
6. Fire Engine 4 Refurbishment
7. Skyline Fire Station
8. Firefighting Aerial Truck
9. Deep Water Dock Expansion, Phase 1
10. Fishing Lagoon Improvements
11. Karen Hornaday Park Improvements, Phase 1
12. Intersection Improvements
13. Kevin Bell Ice Arena Floor
14. Fish Dock Restroom
15. Town Center Infrastructure

BE IT FURTHER RESOLVED that projects for the FY 2011 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate state and federal representatives and personnel of the City's FY 2011 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 12th day of October 2009.

CITY OF HOMER


DENNIS NOVAK, MAYOR PRO TEMPORE

ATTEST:


JO JOHNSON, CMC, CITY CLERK

Replace w/ new reso

ACCOMPLISHED (FUNDED) PROJECTS
FROM 2010-2015 CIP LIST

*We are pleased to note that funding to complete the
following projects has been identified or procured:*

Beluga Slough Trail Reconstruction

Fire Training Facility

Anything else ?

TABLE OF CONTENTS

Accomplished (funded) Projects from 2009-2014 CIP List	ii
Introduction: The Capital Improvement Program	v
CIP CATEGORIES 2010-2015	1
LOCAL ROADS & TRAILS	3
Heath Street - Pioneer to Anderson	4
Land Acquisition for New Roads	5
Town Center Infrastructure	6
Beluga Slough Trail Reconstruction	7
STRUCTURES	9
Ben Walters Park Improvements, Phase 2	10
Deep Water Dock Expansion, Phase 1	11
Downtown Restroom	12
East Boat Harbor	13
End of the Road Wayside, Phase 1	14
Fire Training Facility	15
Fishing Lagoon Improvements	16
Harbor Entrance Erosion Control	17
Homer City Hall/Town Square	18
Jack Gist Park Improvements, Phase 1	19
Karen Hornaday Park Improvements, Phase 1	20
Mariner Park Improvements, Phase 1	21
Port & Harbor Building	22
Public Restroom - Fish Dock	23
Skyline Fire Station	24
UTILITIES	25
Alternative Water Source	26
Bridge Creek Watershed Land Acquisition	27
Kachemak Bay Tidal Power - Feasibility and Conceptual Design	28
Sewer Treatment Plant Bio-solids Treatment Improvements	29
Water Storage/Distribution Improvements	30

EQUIPMENT	31
Brush/Wildland Firefighting Truck.	32
Fire Engine 4 Refurbishment.	33
Firefighting Enhancement - Aerial Truck	34
Fire Pump Testing Trailer.	35
Harbor Float Replacement/Ramp 3 Gangway and Approach Replacement.	36
Passenger Ship Gangway	37
Pioneer Dock Fenders	38
Tide Gauge/Meteorological Station	39
STATE TRANSPORTATION PROJECTS	41
Homer Intersection Improvements	42
Kachemak Drive Rehabilitation/Pathway	43
Main Street Reconstruction/Intersection	44
Pioneer Avenue Upgrade	45
East End Road Rehabilitation - Kachemak Drive to Waterman Road	46
Sterling Highway Reconstruction - Anchor Point to Baycrest Hill	47
Sterling Highway Realignment, MP 150-157	48
PROJECTS PROPOSED BY OTHER ORGANIZATIONS	49
Cottonwood Horse Park	50
Haven House Sustainability/Energy Efficiency Projects	51
Kevin Bell Arena Floor Upgrade	52
Pratt Museum Renovation	53
Roger's Loop Trailhead Land Acquisition	54
Senior Independent Housing.	55
South Peninsula Hospital: Bariatric Equipment	56
South Peninsula Hospital: Enhanced Communication System	57
South Peninsula Hospital: Fire Suppression System Booster Pump	58
South Peninsula Hospital: New Surgery Doors	59
Visitor Information Center Beautification, Phase 1: Parking Lot	60
APPENDICES	A1 - A15

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 improvements needs so the most important projects are given consideration for funding before projects not as urgently needed;
- Plan for maintenance and operations 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; and
- 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 nomination and adoption states 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.

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 fiscal year. The overall CIP and the legislative priority list are approved by resolution.

*Update based on new
Camp Plan*

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 used in project evaluation:

- Goal: Local Government
Establish strong, well-organized, self-sufficient local government which is responsive to community wants and needs.
- Goal: Economic Development
A diversified, growing economy, with year-round job opportunities for residents in businesses which are fulfilling and compatible with the community.
- Goal: Transportation
Provide opportunities for a wide range of reliable, low cost, convenient land, water and air transportation services.
- Goal: Public Utilities
Provide good quality, cost effective, environmentally acceptable water, sewer and drainage management services in Homer.
- Goal: Housing
Safe, comfortable, affordable housing for all residents which expresses individual tastes while respecting neighborhood standards.
- Goal: Central Business District
Provide, through the Central Business District, a focal point for the community that provides a safe, convenient, hospitable environment for residents and businesses, builds upon its positive features, and fosters cooperation in its management between the city, the state, and the private sector.
- Goal: Homer Spit
Wise land management of the Spit and its resources, accommodating its natural processes, while allowing tourist, marine commercial, and industrial development and recreational uses.
- Goal: Land Use
Provide a land use pattern in Homer that maintains the desirable natural features, while allowing room for orderly community growth.
- Goal: Parks and Recreation
Park and recreation opportunities for the residents of the community are to be made available.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. The CIP program involves a process where the City Council, with technical support from the administration and ideas and suggestions from the public, compiles a viable way to implement goals for the community.

CIP CATEGORIES 2011-2016
SUMMARY OF PROJECTS BY YEAR AND COST

CATEGORY	2010	2011	2012	2013	2014	2015	TOTAL \$
LOCAL ROADS & TRAILS	1,550,000	1,750,000	3,600,000	-	-	-	6,900,000
STRUCTURES	5,020,000	7,275,000	106,835,000	23,200,000	9,800,000	175,000	152,305,000
UTILITIES	2,733,935	5,310,000	18,710,000	200,000	200,000	-	27,153,935
EQUIPMENT	1,100,000	3,880,000	150,000	-	-	-	5,130,000
TOTAL \$	10,403,935	18,215,000	129,295,000	23,400,000	10,000,000	175,000	191,488,935

*Update -
end of process*

LOCAL ROADS & TRAILS
SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Heath Street, Pioneer to Anderson	400,000		3,600,000				4,000,000
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure	250,000	1,750,000					2,000,000
Beluga Slough Trail Reconstruction	400,000						400,000
TOTAL \$	1,550,000	1,750,000	3,600,000				6,900,000

Update



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 DOT/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 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, and reduce congestion at existing intersections.

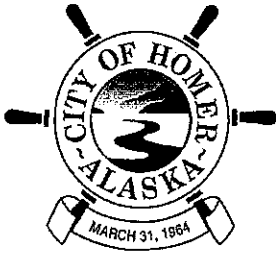
PLANS & PROGRESS: The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT). The City of Homer has agreed to fund 50% of the project.

Schedule and Cost: 2010-2011 (design)—\$400,000

2011-2012 (construction)—\$3.6 M

Priority Level 1





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:

Lake/Heath Street to Anderson Avenue

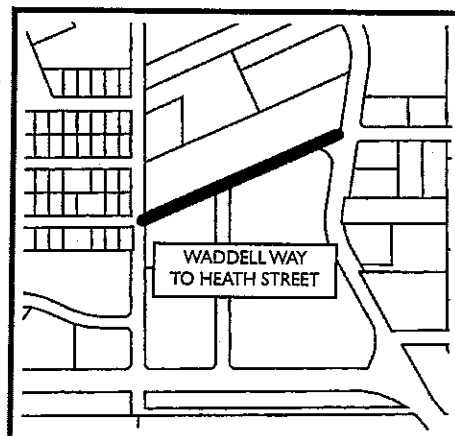
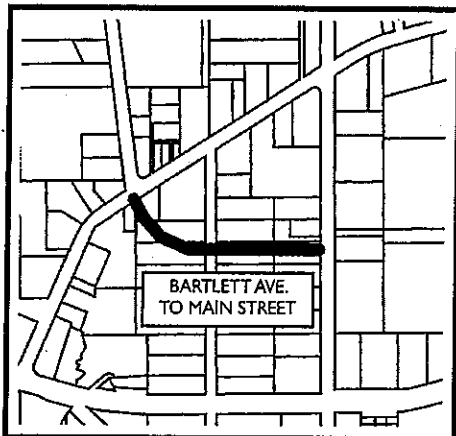
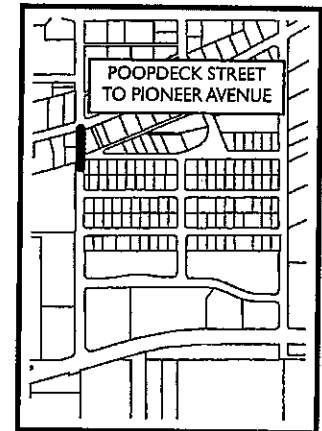
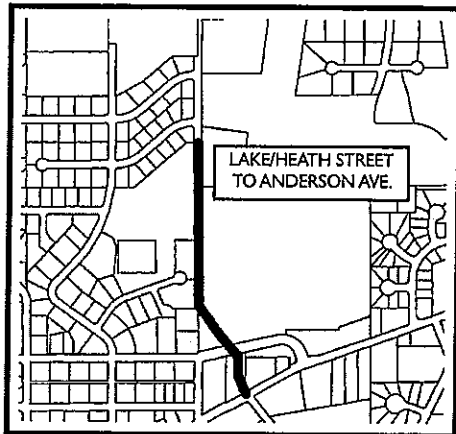
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

PLANS & PROGRESS: All four road projects are recommended in the 2005 Homer Area Transportation Plan.

Cost: \$500,000

Schedule: 2010-12

Priority Level 2





City of Homer Capital Improvement Plan • 2011 – 2016

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. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

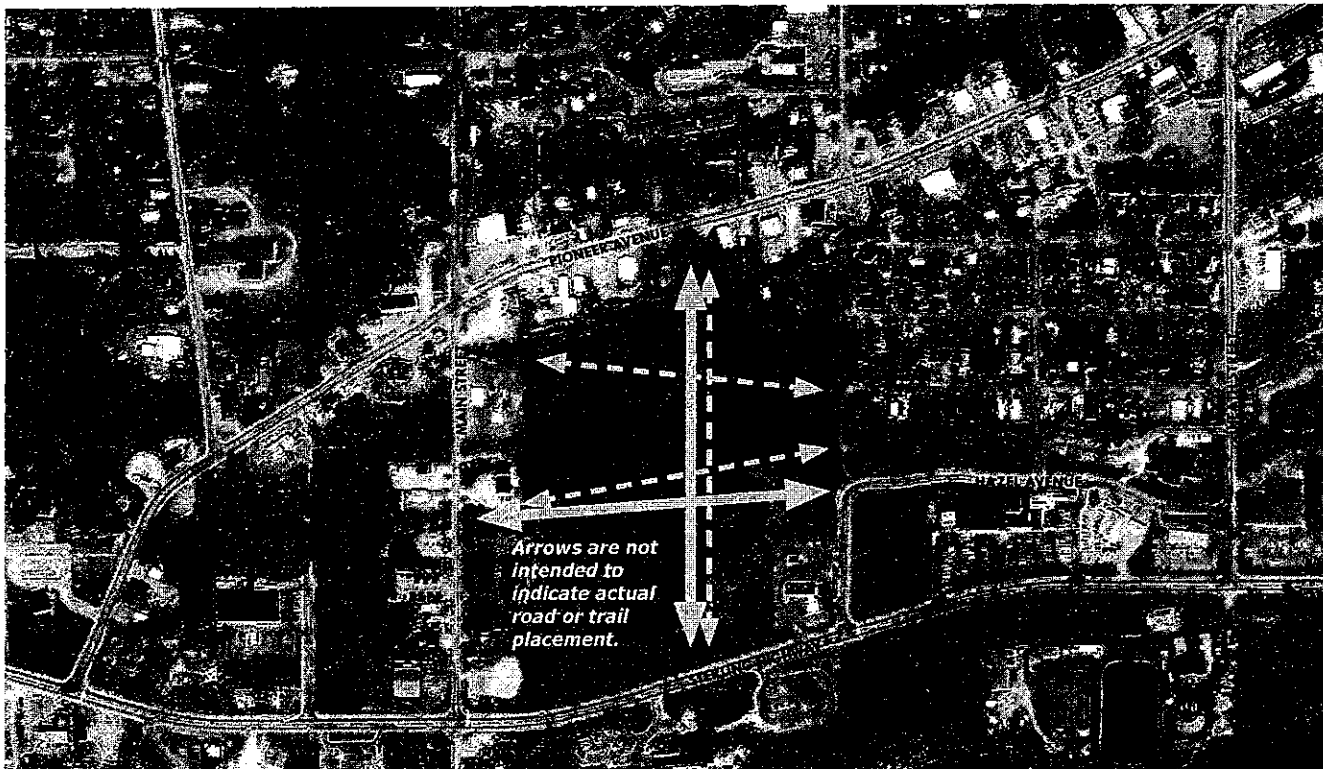
The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. Specifically, it will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property 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."

In April 2006, the Homer Town Center Development Plan was adopted by the City Council as a component of the Comprehensive Plan.

SCHEDULE AND COST: 2010-2011 (DESIGN)—\$250,000

2011-2012 (CONSTRUCTION)—\$1.75 M 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.



BELUGA SLOUGH TRAIL RECONSTRUCTION

PROJECT DESCRIPTION & BENEFIT: This project will reconstruct a major portion (approximately 850 feet) of the Beluga Slough Trail, which connects Bishop's Beach Park and "Old Town" with the Alaska Islands and Ocean Visitor Center. It will replace portions of the built trail that are missing entirely, meet ADA requirements for accessibility, and eliminate harmful impacts to the estuarine environment of Beluga Slough. The popularity of the I&O Center (70,000 visitors a year) and Bishop's Beach Park have helped make the Beluga Slough Trail the most highly used in Homer.

The original Beluga Slough trail material, installed in 1997, was designed to float with the tide. However, it does not work properly, and instead over the years has become mired in the mud and has buckled in numerous places. This has created a very uneven walking surface. Because the plastic material can become slippery, it is particularly hazardous when wet. The buckling and the narrowness of the trail present challenges and create safety hazards to wheelchair users and others with mobility limitations. Placement of the heavy plastic trail material directly on the ground has also destroyed habitat and interfered with the natural processes of the tidal ecosystem.

The new trail will be constructed as an elevated walkway built on a foundation of helical piers which are specifically designed for use in wetlands and other environmentally sensitive areas. The trail surface will be grated galvanized steel that will provide good traction and allow light and precipitation to pass to the ground below, thus encouraging restoration of native saltwater marsh plants. The trail will be almost maintenance free. When snow clearing is necessary, the 8-foot width will easily accommodate the City's "Toolcat" used for this purpose. The elevated design will also allow City maintenance workers access to the underside of the trail, in the event that such access is needed for adjustments or repairs.

PLANS & PROGRESS: The Beluga Slough Trail crosses both City of Homer and U.S. Fish and Wildlife (USFW) property. In 2003, the City of Homer requested and received a preliminary design for "Beluga Slough Boardwalk Replacement" from a local construction company. Although some changes are desired (for example, widening the trail and thus eliminating the need for turnouts), the preliminary design gives the City a headstart in preparing an RFP and in estimating costs. USFW has pledged to provide personnel to demolish the existing trail prior to reconstruction.

Cost: \$400,000

Priority Level 1

Schedule: 2010

Delete



The Beluga Slough Trail has been plagued with problems and is difficult to repair. Some parts of the original trail are missing altogether.

STRUCTURES

SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Ben Walters Park Improvements	200,000						200,000
Deep Water Dock Expansion	1,250,000	1,750,000	26,000,000				29,000,000
Downtown Restroom #1			400,000				400,000
East Boat Harbor	1,520,000		78,500,000	20,600,000			100,620,000
End of the Road Park, Phase 1				1,075,000			1,075,000
Fire Training Facility			285,000				285,000
Fishing Lagoon Improvements	325,000						325,000
Harbor Entrance Erosion Control			600,000				600,000
Homer City Hall/Town Square				1,200,000	9,800,000		11,000,000
Jack Gist Park Improvements, Phase 1			100,000				100,000
Karen Hornaday Park Improvements, Phase 1	1,200,000	950,000	950,000				3,100,000
Mariner Park Improvements, Phase 1		475,000		325,000		175,000	975,000
Port and Harbor Building	375,000	2,500,000					2,875,000
Public Restroom - Fish Dock		400,000					400,000
Skyline Fire Station	150,000	1,200,000					1,350,000
TOTAL \$	5,020,000	7,275,000	106,835,000	23,200,000	9,800,000	175,000	152,305,000

*Add Gasline
Anchor Point to Homer?*



City of Homer Capital Improvement Plan • 2011 – 2016

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 1 of the park improvement project, to replace the dock, was funded in 2008.

Phase 2 will enlarge the parking area and renovate the picnic shelter.

Cost: \$200,000

Priority Level 2

Schedule: 2011



*need
new
photo*

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



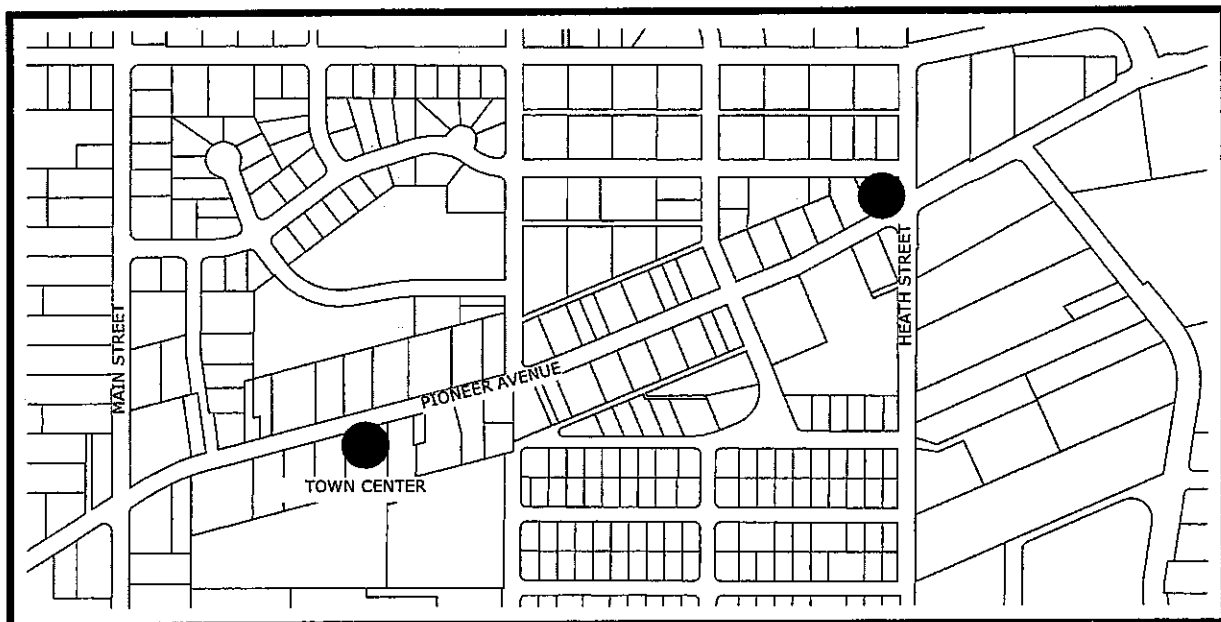
DOWNTOWN RESTROOM

PROJECT DESCRIPTION & BENEFIT: This project will provide the first of two public restrooms in downtown Homer, for the benefit of residents and visitors. Currently, the only public restroom facilities on Pioneer Avenue are in City Hall. With proposed Town Center development, the need for restroom facilities will increase as more people frequent the downtown area. Specific locations proposed for the new restrooms are at the pedestrian trail entrance to Town Center and at WKFL Park, as shown below.

Cost: \$400,000

Priority Level 1

Schedule: 2012





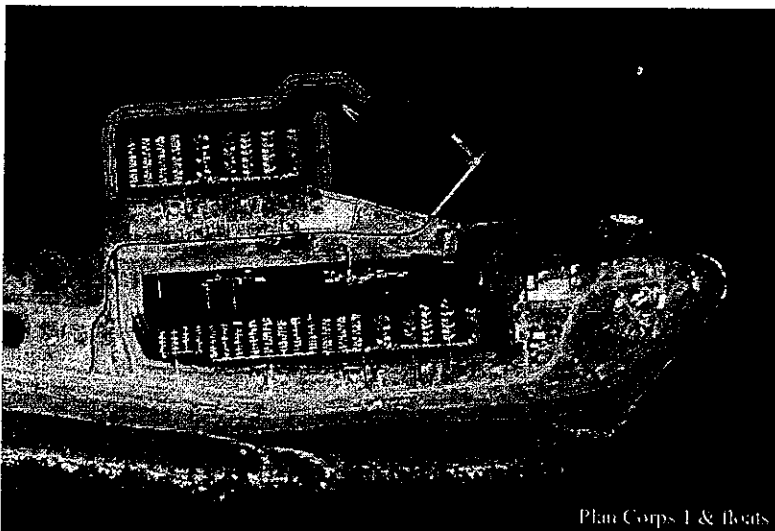
City of Homer Capital Improvement Plan • 2011 – 2016

EAST BOAT HARBOR

PROJECT DESCRIPTION & BENEFIT: In 2004, the U.S. Army Corps of Engineers completed a reconnaissance study and determined there is a federal interest in constructing a new boat harbor at Homer. The proposed new harbor would range 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.

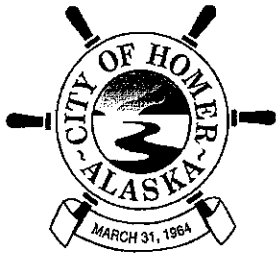
PLANS & PROGRESS: The Army Corps of Engineers completed a reconnaissance study in 2004 and has begun a feasibility analysis. The City of Homer is requesting that the Alaska Department of Transportation and Public Facilities cover 50% of the non-federal share (25% of the total) of the feasibility study.

Schedule and Cost: 2010-11 (design and permitting)—\$1.52 million
2012 (breakwater construction and dredging)—\$78.5 million
2013-2014 (inner harbor improvements)—\$20.6 million

What do we do with this one?

Funding: Federal/direct appropriation as Corps of Engineers construction project; Federal/Homeland Security for TSA U.S. Coast Guard Security; State and Local

Priority Level 1



END OF THE ROAD WAYSIDE, PHASE 1

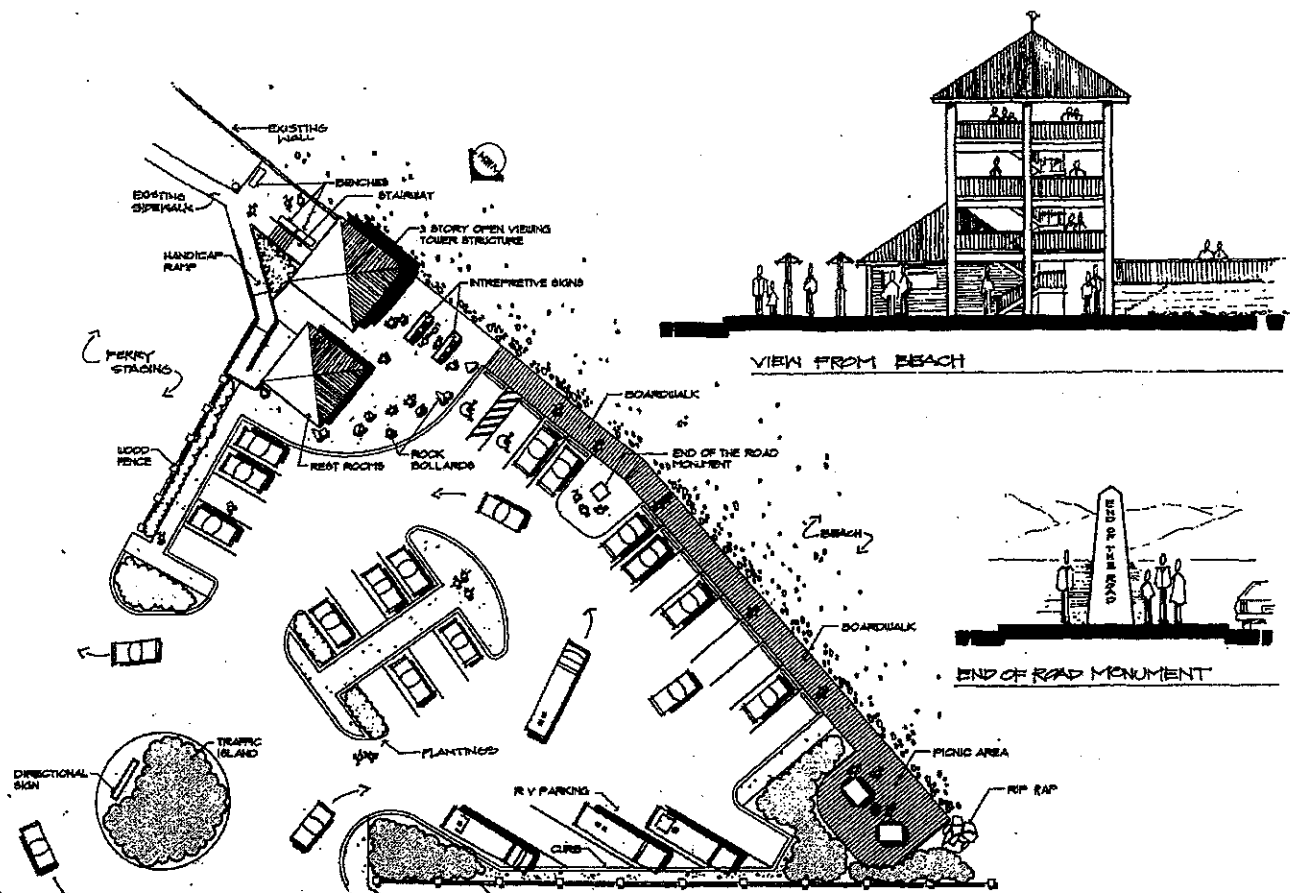
PROJECT DESCRIPTION & BENEFIT: An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction with a marine highway ticket office. But in 1995, the two projects were separated and the park was never built. Since that time, activity on the Homer Spit has increased dramatically, especially in the summer. It is time to replace the existing dusty parking lot with an attractive multi-purpose park that will include landscaping, and comfortable seating for those who want to enjoy the view in this unique and spectacular setting. Phase 2 of this project will construct a restroom facility. *mention turnaround function.*

PLANS & PROGRESS: The Alaska Departments of Transportation and Natural Resources have provided planning and design assistance in the past for this project, which was expected to serve as the terminus for the Homer Spit Trail. The City of Homer received FY 2010 funding to complete the Spit Trail from the fishing lagoon to the ferry terminal. It is possible that some of that funding can be used for improvements at End of the Road Wayside.

Total cost: \$1,075,000

Priority Level 3

Schedule: 2013



This design for End of the Road Park prepared by ADOT in 1994 features a boardwalk, landscaping, picnic area, restrooms, interpretive signs, and viewing tower along with paved parking.

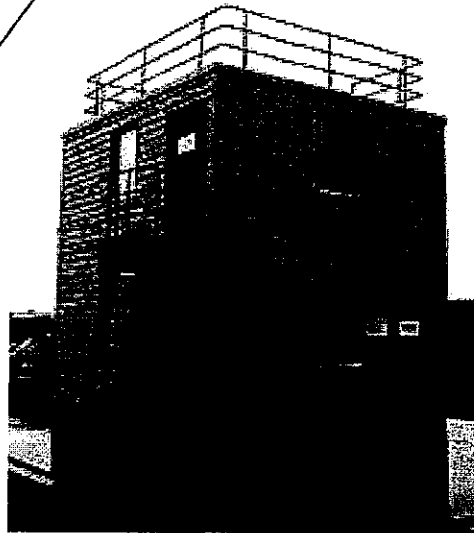


FIRE TRAINING FACILITY

PROJECT DESCRIPTION & BENEFIT: It is true in firefighting as in many other endeavors: If skills are not practiced, they quickly deteriorate. However, the City of Homer does not have a fire training facility and cannot afford to send personnel up to the Kenai Fire Training Center as often as needed to maintain proficiency, due to the cost and the manpower shortages created when groups of local firefighters are out of the response area for 8-12 hours for each training session. In addition, the Kenai training does not accurately replicate the types of fires that HVFD firefighters are most likely to encounter. Thus, local firefighters do not have the benefit of training as part of an HVFD team, nor do they have the opportunity to use equipment and apparatus on "real" fires in a training situation. The lack of local training puts firefighter safety and public safety at risk. The lack of a live fire training site was also partly responsible for Homer's less favorable PPC rating during the 2008 ISO review.

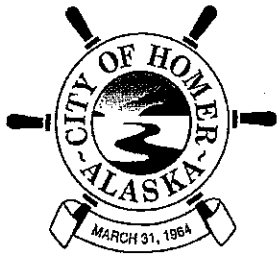
This project will fund the purchase of land and construction of a small building that includes live-burn rooms. Live-burn rooms are constructed of heat resistant materials and have engineered safety controls that allow firefighters to train in a realistic burn environment while minimizing risk of injury. Such exercises would enable Homer to meet state and national standards for firefighter training. The facility could also be used by other public safety agencies and fire departments in the area. A possible location for the facility would be adjacent to the proposed Skyline Fire Station; however, a small burn building located anywhere in the HVFD response area would improve Homer's ISO score and ensure that critical firefighting skills are maintained.

PLANS & PROGRESS: The Homer Volunteer Fire Department Member Association has pledged up to \$35,000 in matching funds to see this project proceed.



Delete

A structure of this type will help provide valuable firefighting training in Homer.



FISHING LAGOON IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: The Nick Dudiak Fishing Lagoon (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters work to ensure robust salmon runs in the lagoon.

Buying salmon smolt is only one of the challenges faced by Fishing Lagoon supporters. The lagoon embayment itself is in need of maintenance work. This project will accomplish the following:

- Dig out (with a backhoe) the gravel bar that has formed inside the north side of the entrance. Estimated cost: \$15,000 if accomplished at the same time as harbor dredging.
- Lengthen and increase the height of the northern-most terminal groin using rip-rap armor stone from the City's small stockpile. Rebuild the north berm using beach nourishment methods recommended by ADOT engineers by moving material that is deposited near the entrance mouth, the gravel bar from inside the lagoon, and from a deposit that has formed near the north berm. Estimated cost: \$55,000.
- Dredge the lagoon approximately 3 feet to remove deposits from tidal action, from settling of the inside banks, and from dead organic matter. Estimated cost: \$250,000. *Bryan will check w/ Ruth on status/cost.*
- Plant wild rye grass sprigs to stabilize the inner basin slope. Estimated cost: \$5,000.

Total cost: \$325,000

Priority Level 2

Schedule: 2010-2011

*update:
Entrance was
cleared out,
groin work done,
north berm
rebuilt in 2009.
and 2010(?)*



The gravel bar that has formed at the entrance to the Nick Dudiak Fishing Lagoon is clearly visible here.



City of Homer Capital Improvement Plan • 2011 – 2016

HARBOR ENTRANCE EROSION CONTROL

PROJECT DESCRIPTION & BENEFIT: The entrance to Homer's small boat harbor is under steady assault from wave action, putting infrastructure at risk from erosion. In 1995, Icicle Seafood and the City of Homer worked together to build a log cribbing revetment structure on the City property where Icicle Seafood was located. Although this project stopped the immediate erosion threat, it was built as a temporary measure until such time as funding could be obtained to build a rock revetment. Since it was built, the log cribbing itself has been hammered by waves and is steadily disintegrating.

Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense. A rip-rap revetment is being proposed that will extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal. (Note: This project could be completed in conjunction with the proposed East Boat Harbor or Harbor Pathways construction.)

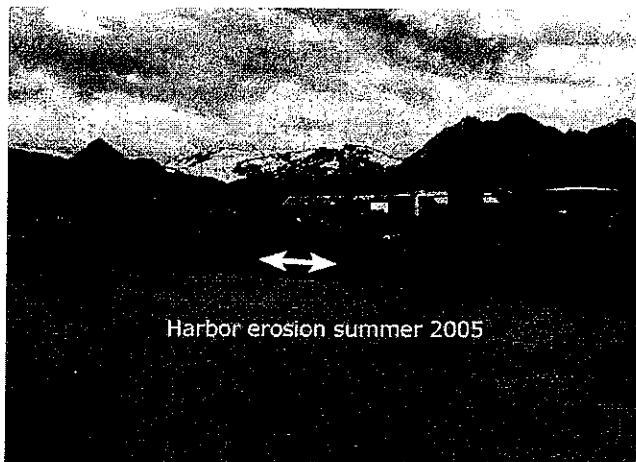
Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor and is located for maximum efficiency. Erosion control is needed to protect the harbor for fishermen, tourists, and other users.

Cost: ~~\$600,000~~

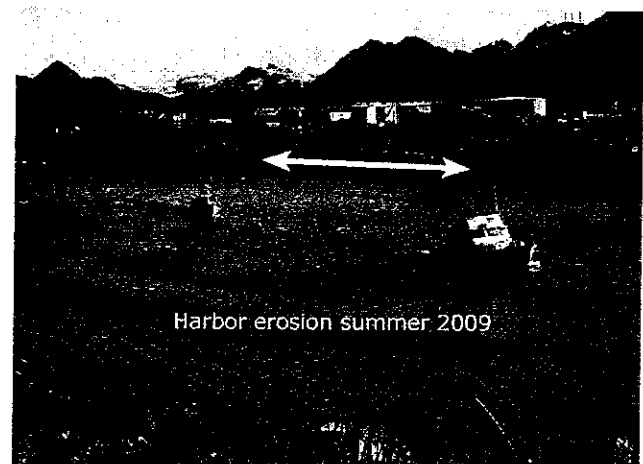
Priority Level 2

Schedule: 2012

*Bryan will get back to me
has been working w/ADOT*

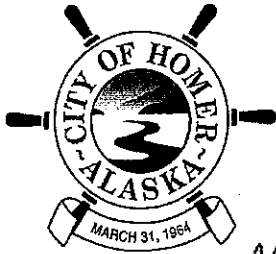


Harbor erosion summer 2005



Harbor erosion summer 2009

A large section of the temporary wooden cribbing built to protect the shore from erosion has been destroyed by wave action. Each year the extent of damage increases.



City of Homer Capital Improvement Plan • 2011 – 2016

HOMER CITY HALL/TOWN SQUARE

Make City Hall expansion/renovation a separate project

PROJECT DESCRIPTION & BENEFIT: This project will replace Homer’s current City Hall with a new building and grounds that include a large outdoor plaza (Town Square). The project will serve several important purposes:

- The new City Hall will eliminate cramped conditions that are impacting services in the current building.
- A new City Hall and Town Square will form the civic anchor for Homer’s Town Center, helping to create a vibrant, pedestrian-friendly downtown district in the heart of Homer. Both City Hall and Town Square will feature public art and design features that will be attractive as well as functional. Town Square will serve as the focal point for outdoor gatherings such as the Summer Street Fair and Winter Carnival activities, and will provide a place for residents and visitors to relax and enjoy themselves in proximity to shops, restaurants, parks, and trails. Together, City Hall and Town Square will generate pride among Homer residents and enhance Homer’s reputation as a town with a great quality of life. The Town Square is envisioned as Homer’s “50 Years of Statehood” Legacy project.
- With a new City Hall, the City of Homer can make the existing City Hall building available for expansion of the local college, another community priority.

Homer’s current City Hall on Pioneer Avenue was built in 1979 as a retail store. It was enlarged to 9,145 square feet in 1985-86 when it became City Hall. Use by the public is extensive. Despite efforts to manage growth, most areas of the facility are now cramped, creating inefficiencies in daily operations. Meeting space, including the City Council Chambers, is inadequate for staff and public needs. Lack of storage space has become a serious problem. A new facility is badly needed to meet the needs of a growing community.



This drawing depicts the east end of a new Homer City Hall. In this view, Council Chambers open onto the Town Square, only a portion of which is shown here. Broader goals of the project are to spur economic development in downtown Homer and make the existing City Hall available for college expansion.

PLANS & PROGRESS: The 2006 Homer Town Center Development Plan recommends that a new City Hall serve as the civic anchor for Town Center development. A preliminary space needs study determined that a building of approximately 20,000 square feet is needed to house existing City Hall programs and services. In 2006, the Alaska Legislature appropriated \$2 million for a new Homer City Hall. In 2007, the legislature approved funding for UAA to purchase and renovate the existing City Hall building. It is expected that the sale of City Hall will net approximately \$1.5 million. The City of Homer is also committed to providing \$500,000 in cash for the project in addition to the land and water and sewer service to the site.

A site for City Hall/Town Square was selected in 2007 and a design/construction team began work on the project, reaching 35% completion in March 2008. The project stalled in April when a ballot measure to authorize the sale of bonds failed to win voter approval.

Schedule and Cost: 2013 (complete design)—\$1.2 M 2014 (commence construction) \$9.8 M Priority Level 1



City of Homer Capital Improvement Plan • 2011 – 2016

JACK GIST PARK IMPROVEMENTS, PHASE 1

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 long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park.

The proposed project will complete Phase 1 of Jack Gist Park by expanding the parking area and constructing a concession stand adjacent to the softball fields, along with a maintenance equipment storage building. Phase 2 of the project will provide a restroom facility.

PLANS & PROGRESS: 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, two out of three infields were resurfaced. Volunteer efforts to improve dugouts and accomplish other improvements are planned for 2010.

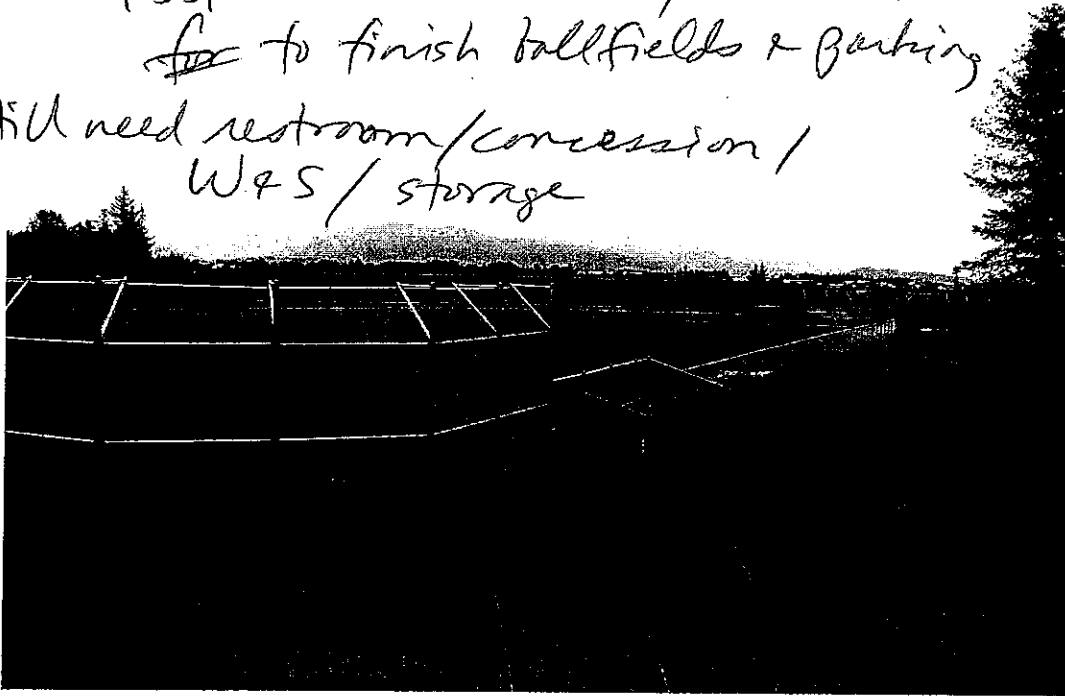
Has this happened?

Cost: \$100,000

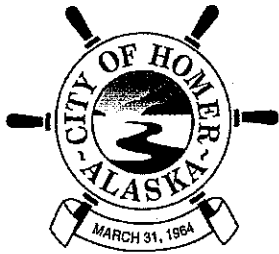
Priority Level 2

Schedule: 2012

*\$55,000 earmarked by Council
for to finish ballfields & parking
Still need restroom/concession/
W&S/storage*



One of the new softball fields at Jack Gist Park



City of Homer Capital Improvement Plan • 2011 – 2016

KAREN HORNADAY PARK IMPROVEMENTS, PHASE 1

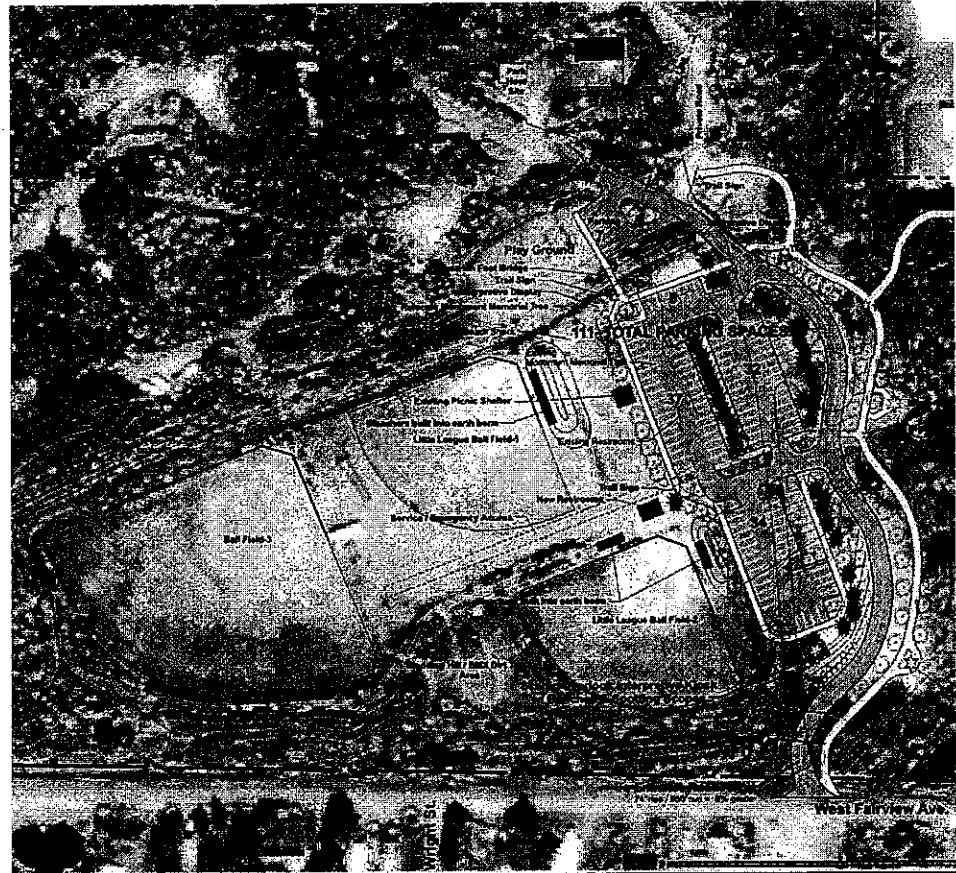
PROJECT DESCRIPTION & BENEFIT: Homer's popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. Phase 1 projects include road, parking, and drainage improvements, a new restroom facility and concession stand, playground and campground upgrades, improvements to the ballfields, and landscaping.

Total Cost: \$3.1 million

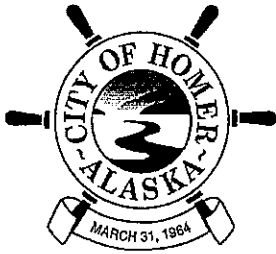
Schedule: 2010 - 2013

Priority Level 1

PLANS & PROGRESS -
\$250,000 by app.
\$5,000 COH
75,000 COH?



The Karen A. Hornaday Hillside Park Master Plan, approved by the City Council in 2009, includes this concept design.



City of Homer Capital Improvement Plan • 2011 – 2016

MARINER PARK IMPROVEMENTS, PHASE 1

PROJECT DESCRIPTION & BENEFIT: This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities.

Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The following have been identified as specific areas for improvement in the next six years:

- Construct a plumbed restroom facility (\$475,000)
- Develop a bike trail from "Lighthouse Village" to Mariner Park (\$325,000)
- Expand the park and move the vehicle entrance to the north, away from the curve in the Spit Road where the existing entrance is (\$175,000)

Phase 2 improvements, to be undertaken in later years, will include construction of a tunnel under the Spit Road to provide safe access to the Homer Spit Trail, fee camping sites, and a picnic/barbeque area.

Schedule and Cost: 2011-2015—\$975,000

Priority Level 1 (restroom facility)/2



At the base of the Homer Spit, Mariner Park provides access to the beach, to the Homer Spit Trail, and to spectacular views.



PORT & HARBOR BUILDING

PROJECT DESCRIPTION & BENEFIT: The Port and Harbor Office was constructed in 1983 by relocating two old buildings and adding another section. The present building is substandard with electrical, lighting, and heating deficiencies, and does not meet current codes and standards for occupancy as an office building. The building had a new roof installed in 2004 to extend its life a few more years; however, the need for a new building remains critical.

Construction of a new port and harbor office will eliminate the safety concerns of the existing building and will also allow better observation of the entire harbor. If constructed as overslope development, a new Port and Harbor building will set the standard for such development, encouraging future construction to the benefit of the harbor area and the Homer economy, addressing the need for additional space for commerce and parking on the Homer Spit.

Schedule and Cost: 2010 (design)—\$375,000 2012-2013 (construction)—\$2,500,000 Priority Level 1



The current Port & Harbor building has never met codes for occupancy as an office building.

*Bryan recommends
changing project to Phase 1 - Design only (shovel
ready)*



City of Homer Capital Improvement Plan • 2011 – 2016

PUBLIC RESTROOM - FISH DOCK

PROJECT DESCRIPTION & BENEFIT: With increased activity on the Homer Spit the need for restroom facilities has also increased. The most urgently needed restrooms are in the vicinity of the Fish Dock and at Mariner Park. (The Mariner Park restroom is addressed in this plan under "Mariner Park Improvements.")

A new restroom in the vicinity of the Fish Dock will provide a public facility for commercial fishermen, cash buyers, dock workers, truck drivers, and others who catch, unload, process, and transport millions of pounds of seafood across the dock annually.

PLANS & PROGRESS: \$120,000 has been set aside to help pay for the restroom at the Fish Dock. Funding secured for completion of the Homer Spit Trail (FY 2010 state appropriation) is another possible source of funding for the restroom.

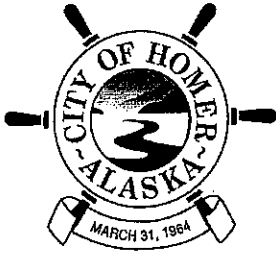
Cost: \$400,000

Priority Level 1 Schedule: 2011



The Homer Fish Dock is one of the busiest places in the Homer harbor, but currently has no restroom facility.

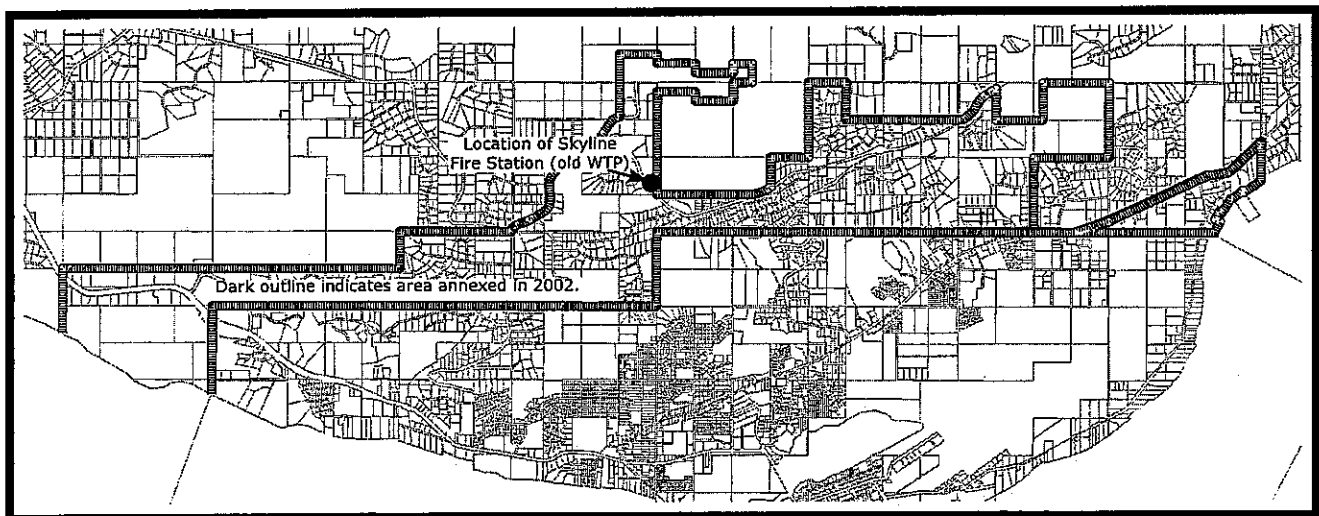
*Carey questioned
this one*



SKYLINE FIRE STATION

PROJECT DESCRIPTION & BENEFIT: This project, which is included in the Transition Plan for annexation, will provide a new substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. It will house an engine/tanker, ambulance, and brush truck and provide for more efficient response to fires on Skyline Drive, Diamond Ridge, and other areas accessible from those roads. An additional benefit of the station will be to assist the Kachemak Emergency Service Area in responding to emergencies.

Schedule and Cost: 2010 (engineering and design)—\$150,000 2011 (construction)—\$1.2 million Priority Level 1



Agency: Commerce, Community and Economic Development
Grants to Municipalities (AS 37.05.315)
Grant Recipient: Homer

Project Title: **Project Type: New Construction and Land Acquisition**

Homer - Anchor Point to Homer Natural Gas Pipeline

State Funding Requested: \$4,800,000
 One-Time Need

House District: 35 / R

Brief Project Description:

Ab 8 inch diameter plastic distribution line to serve Homer. A distribution rated line would enable picking up home and business needs en route. The pipeline would be able to supply 5 million cuft/day to Homer which is adequate for a 30 year customer base buildout.

Cost for 14 miles 8 inch plastic pipe	\$4.5 million
Cost for Regulator Station to feed both Anchor point and Homer	\$300,000

Funding Plan:

Total Cost of Project: \$4,800,000
There is no other funding needed

Detailed Project Description and Justification:

This request is for an 8 inch diameter plastic distribution line to serve Homer with a steady supply of Natural Gas. Enstar recently recieved approval from the Regulatory Commission of Alaska on a Gas Supply Contract with Armstrong Alaska for gas from Armstrong's North Fork Unit. Under the Gas Supply Contract current North Fork gas will not be sent to Homer, where there is growing market demand for natural gas, but is currently limited to diesel and propane for home heating purposes.

A distribution rated line would enable picking up home and business needs en route to Homer. The pipeline would be able to supply 5 million cu ft/day to Homer which is adequate for a 30 year customer base buildout.

Cost for 14 miles 8 inch plastic pipe	\$4.5 million
Cost for Regulator Station to feed both Anchor point and Homer	\$300,000

Project Timeline:

Fall 2010/Spring 2011

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City of Homer

Contact Name: Katie Koester
 Contact Number: (907) 465 -2028

For use by Co-chair Staff Only:
 \$4,800,000
 Approved by
 Legislature - All but
 \$525,000 vetoed by
 Governor
 5:00 PM 6/9/2010

Grant Recipient Contact Information:

Name:	Walt Wrede
Address:	491 E. Pioneer Ave. Homer, AK 99603
Phone Number:	(907)235-3102
Email:	wwrede@ci.homer.ak.us

Has this project been through a public review process at the local level and is it a community priority? Yes No

Contact Name: Katie Koester
Contact Number: (907) 465 -2028

<i>For use by Co-chair Staff Only:</i>
5:00 PM 6/9/2010

UTILITIES
SUMMARY OF PROJECTS BY YEAR AND COST

CATEGORY/PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,000,000				16,750,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Kachemak Bay Tidal Power Feasibility/Conceptual Design	1,258,935						1,258,935
Sewer Treatment Plant Bio-solids Treatment Improvements	525,000	4,720,000					5,245,000
Water Storage/Distribution Improvements		390,000	3,510,000				3,900,000
TOTAL \$	2,733,935	5,310,000	18,710,000	200,000	200,000		27,153,935

Update



ALTERNATIVE WATER SOURCE

NEW 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.



Clean drinking water is essential for public health and providing clean water is one of the core functions of government.

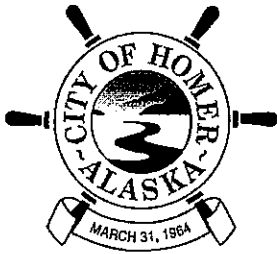
The City has been proactive in addressing the looming water problem by commissioning a new Water and Sewer Master Plan. Based on projected population growth, the plan recommends that Homer develop a new water source; utilizing, for example, an existing stream such as Twitter Creek, Diamond Creek, or Fritz Creek. Planning and design for this project needs to begin as soon as possible.

Schedule and Cost: 2010 (feasibility study)—\$750,000

2010 (design and permitting)—\$1,000,000

2012 (construction)—\$15 million

Priority Level 1



City of Homer Capital Improvement Plan • 2011 – 2016

BRIDGE CREEK WATERSHED LAND ACQUISITION

PROJECT DESCRIPTION & BENEFIT: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the Bridge Creek 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.

PLANS & PROGRESS: Since 2003, the City of Homer has acquired approximately 261 acres in the Bridge Creek watershed. The most recent acquisition (2009) was three parcels totaling approximately 31 acres immediately adjacent to Bridge Creek above the reservoir.

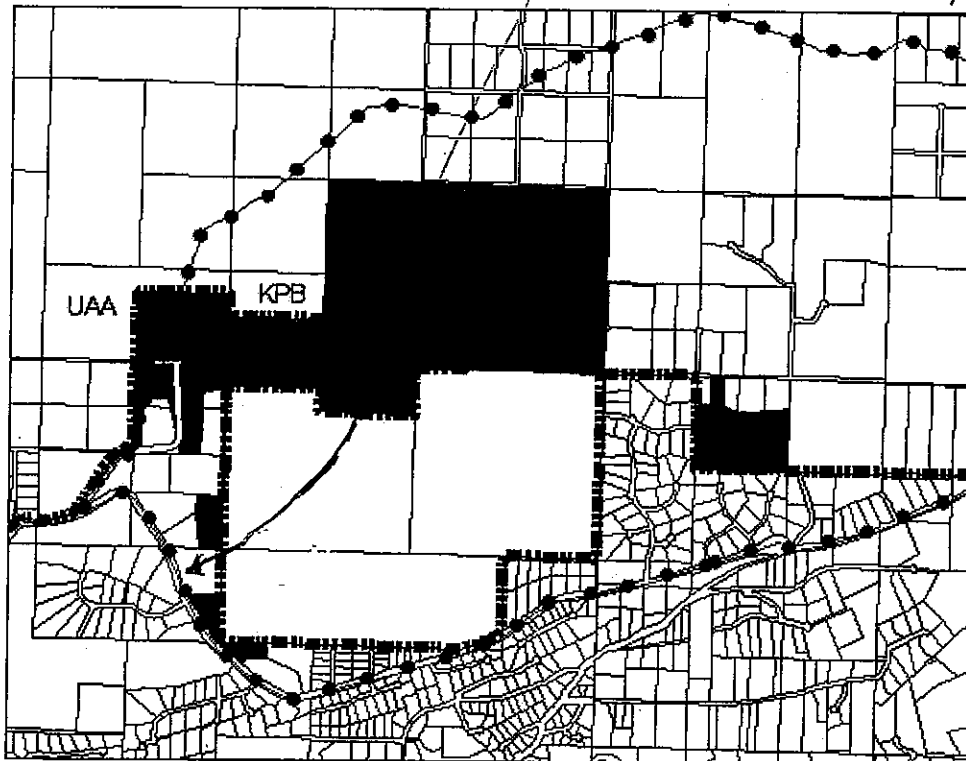
Cost: \$1 million

Priority Level 1

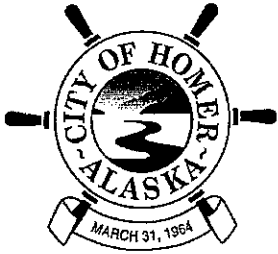
Schedule: 2010 - 2014

Any more land purchased? Yes

How many acres?



Shading Indicates the property already owned by the City of Homer within the Bridge Creek watershed, as of August 2009.



KACHEMAK BAY TIDAL POWER FEASIBILITY AND CONCEPTUAL DESIGN

PROJECT DESCRIPTION & BENEFIT: It is widely recognized that Alaska has some of the best potential in the world for generating tidal energy, a far more constant and predictable source of energy than either wind or solar. The proposed project will help to establish an Alaska-based industry and global leadership in tidal power while reducing dependence on fossil fuels.

The City of Homer proposes to work with multiple partners including the National Oceanic and Atmospheric Administration (NOAA) to assess the tidal energy potential and development feasibility of multiple sites within Kachemak Bay. The project will deploy stationary and roving Acoustic Doppler Current Profiling devices, conduct bathymetric mapping, and integrate other data to construct a comprehensive tidal, energetic, and circulation flow model of the entire Kachemak Bay region. A conceptual design for optimal tidal energy production will emerge from these studies.

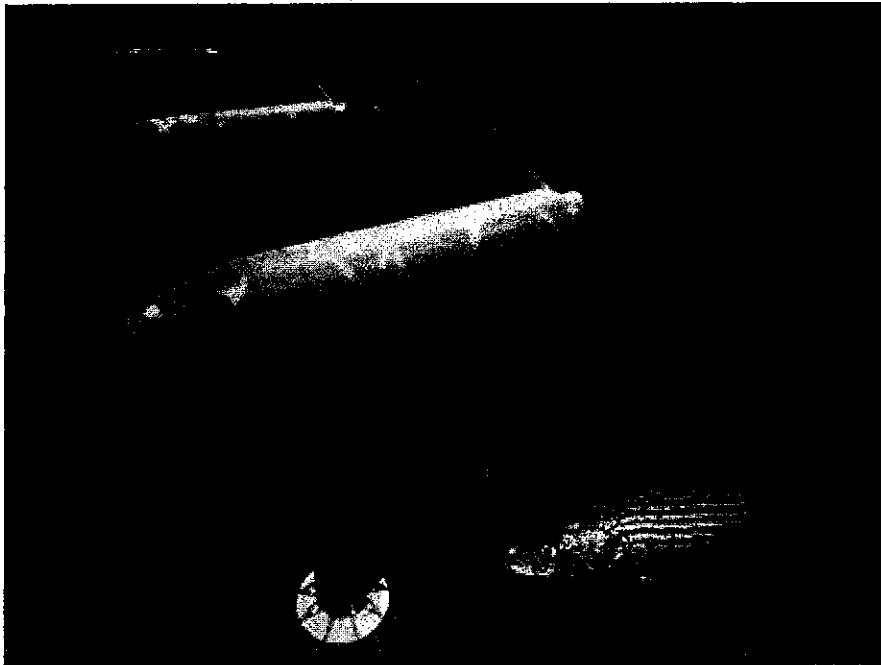
PLANS & PROGRESS: In 2008 the City of Homer submitted an application to the Alaska Energy Authority for funding to be appropriated by the Alaska Legislature for FY 2010. The application documented a 58% cost share, including \$650,000 in research assistance from NOAA. The project was slated to be funded before the budget for renewable energy projects was reduced by half from the amount originally proposed. The City updated and resubmitted the application in November 2009; however, legislative funding is uncertain.

Update w/ latest disappointment

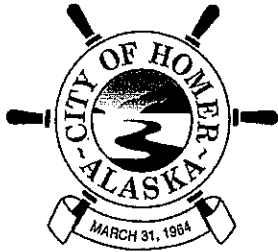
Cost: \$1.15 million

Priority Level 1

Schedule: 2010 - 2011



This illustration depicts turbines currently being used to harness tidal power in New York's East River. The most appropriate technology for use in Kachemak Bay will be determined through a feasibility study.



SEWER TREATMENT PLANT

BIO-SOLIDS TREATMENT IMPROVEMENTS

PROJECT DESCRIPTION & BENEFIT: Currently the Homer sewer treatment plant produces more sludge than the facility can treat or dispose. During wet weather, the collection system delivers more wastewater than the plant is designed to treat. This project is designed to solve both problems, with the following strategies:

- Install mechanical sludge de-watering equipment to provide adequate capacity to treat and dispose of sludge.
- Install a digester, allowing Public Works to abandon the existing sludge lagoon. Abandoning the lagoon will provide for the creation of a wastewater equalization basin, freeing up space for other sewer treatment support and operation activities. In addition, use of a digester opens up new possibilities for energy recovery.
- Slip-line the aging asbestos cement sewer collection mains to reduce infiltration and peak flows to the sewer treatment plant. This will prevent violations of the City's NPDES permit related to unacceptable flow and fecal coliform levels.

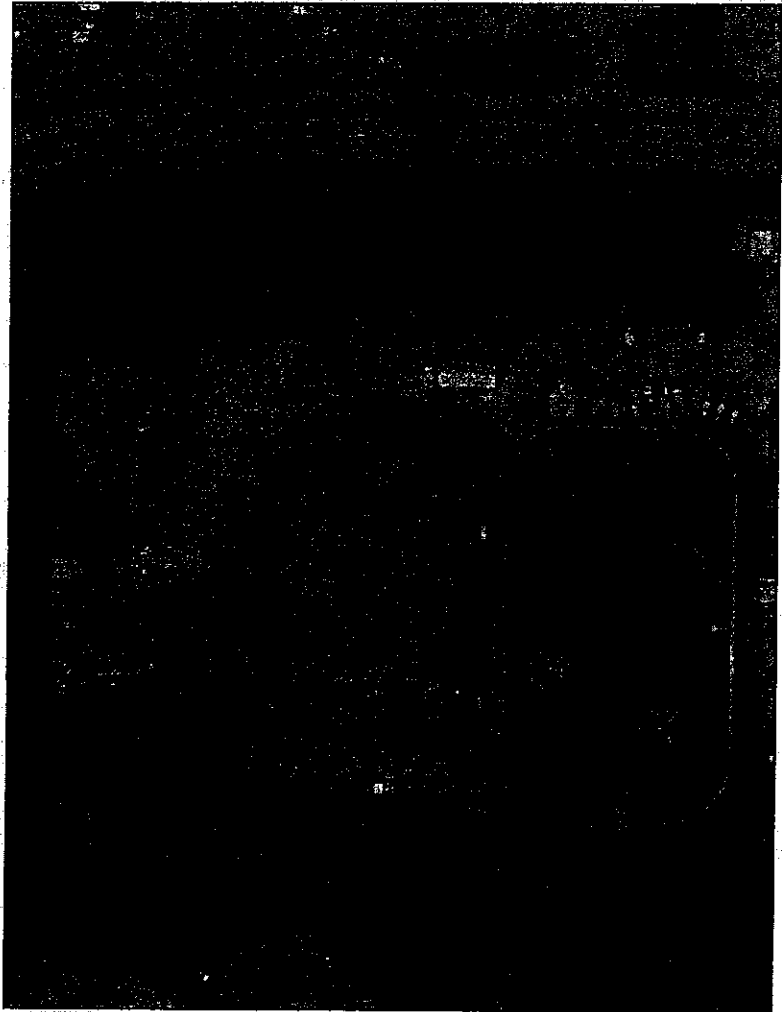
PLANS & PROGRESS: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

Schedule and Cost:

2010-2011 (Design)—\$525,000

2011-2012 (Construction)—\$4.72 million

Priority Level 1



EQUIPMENT
SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 Refurbishment	150,000						150,000
Firefighting Enhancement/ Aerial Truck	800,000						800,000
Fire Pump Testing Trailer	70,000						70,000
Harbor Float Replacement/Ramp 3 Gangway and Approach Replacement		3,550,000					3,550,000
Passenger Ship Gangway			150,000				150,000
Pioneer Dock Fenders	80,000						80,000
Tide Gauge/Meteorological Station		210,000					210,000
TOTAL \$	1,100,000	3,880,000	150,000				5,130,000

Update



BRUSH/WILDLAND FIREFIGHTING TRUCK

PROJECT DESCRIPTION & BENEFIT: The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in a variety of fire situations.

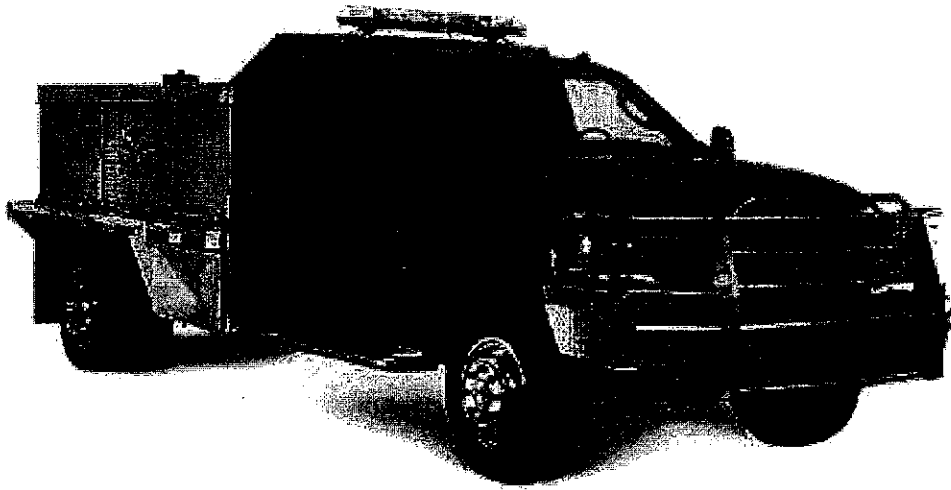
Although HVFD uses the term “brush truck,” in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access the scene and provide initial attack of a structure fire before firefighters can set up long hose lays or otherwise access the site by traditional means, if at all.

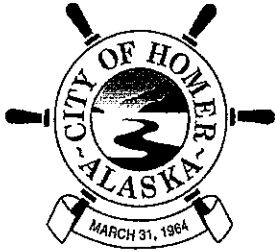
The Department’s existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. This truck is wearing out due to the weight of all the equipment and the age of the vehicle.

Cost: \$120,000

Priority Level 2

Schedule: 2011





City of Homer Capital Improvement Plan • 2011 – 2016

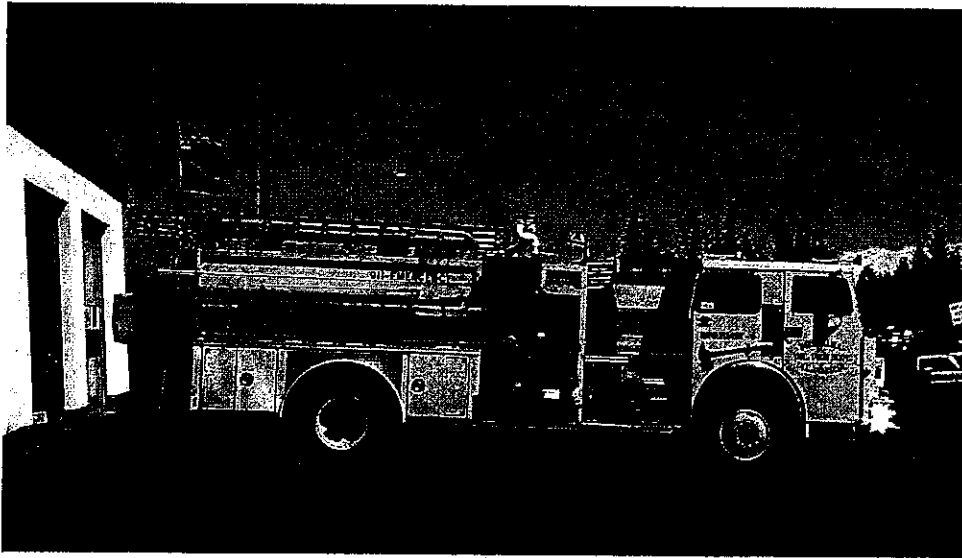
FIRE ENGINE 4 REFURBISHMENT

PROJECT DESCRIPTION & BENEFIT: With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station or the old (refurbished) water treatment plant. A reserve fire engine would help Homer qualify for an improved ISO rating, benefiting all households through reduced homeowner insurance costs.

Cost: \$150,000

Priority Level 1

Schedule: 2010

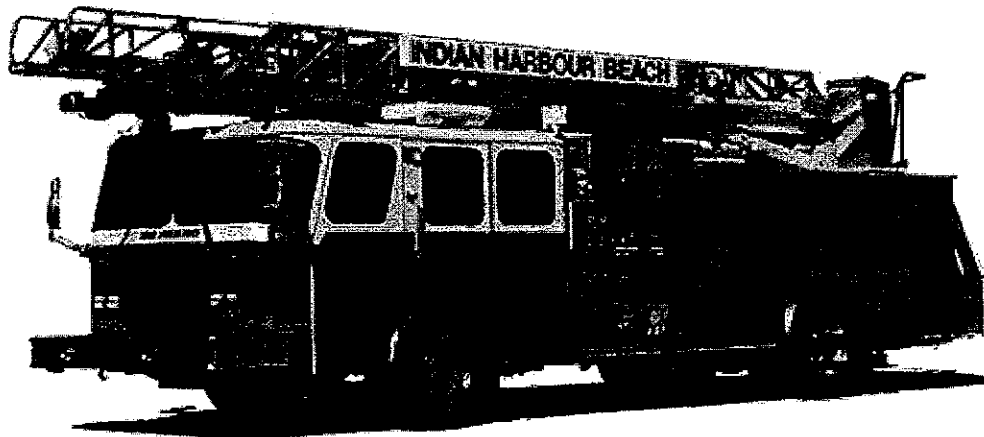




FIREFIGHTING ENHANCEMENT - AERIAL TRUCK

PROJECT DESCRIPTION & BENEFIT: This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. 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 added benefit of the new truck will be more favorable insurance rates for the City of Homer, as determined by community fire protection classification surveys. Since the 1995 ISO survey, several large buildings were constructed in Homer, including West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion. New development in Town Center will add to the list of structures that would benefit from enhanced firefighting capability. An ISO review conducted in September 2007 resulted in an increase in the Property Protection Classification (PPC) rating from a 3 to a 5, meaning that Homer homeowners now face increased fire insurance premiums. The ISO review clearly indicates the need for an aerial truck, which can more adequately respond to fires in buildings of three stories or greater, buildings over 35 feet tall at the eaves, and those that may require 3,500 gallons per





FIRE PUMP TESTING TRAILER

PROJECT DESCRIPTION & BENEFIT: This project will provide the Homer Volunteer Fire Department with a mobile fire pump testing trailer to meet National Fire Protection Association requirements for annual pump testing and ensure that firefighting water pumps used throughout the southern Kenai Peninsula are in good working order when they are needed.

Acquisition of a pump testing trailer, manufactured and sold under the name Draft Commander, would eliminate problems associated with other testing methods. For example, using the City's hydrant system for testing can damage the system or cause erosion at the site. Using surface water from Beluga Lake necessitates getting the heavy fire apparatus close enough to reach the water. In some cases personnel must gain permission to use private land, which may require constructing improvements. There is also the risk of drafting contaminants into the pump, causing damage to the pump and/or engine.

The Draft Commander is a completely self-contained system that can be taken "on the road" to where the apparatus are, such as to the McNeil Fire Station, Anchor Point, or even Ninilchik or Seldovia. This is truly a multi-jurisdictional project with the potential to assist several area fire agencies with mandated testing that they are either not currently doing or have difficulty performing.

Cost: \$70,000

Priority Level 2

Schedule: 2011





HARBOR FLOAT REPLACEMENT/ RAMP 3 GANGWAY & APPROACH REPLACEMENT

PROJECT DESCRIPTION & BENEFIT: This project will replace the most badly damaged floats in the Homer Harbor along with Ramp 3 and the Ramp 3 approach.

The floats to be replaced were originally installed in the 1970s. Age and heavy use have led to areas of marginal freeboard, worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. While on-going maintenance and emergency repairs have kept the floats in service, their condition is such that replacement is the only reasonable long-term solution. The following floats should be replaced as Phase 1 of the project: A Float, connecting E-J; J Float, R Float, and S Float. A combined total of 1,706 linear feet are involved.

Ramp 3 is the last remaining original ramp in the Homer Harbor, dating back to the mid-1960s. It is the steepest ramp and is the most difficult to use during low tides. Ramp 3 is also the most centrally located ramp in the harbor with access to the widest range of stall size classes. This makes Ramp 3 the best candidate for any ADA improvements that would make it easier for individuals with disabilities to access the harbor basin. A new aluminum ramp that is covered would help in keeping the ramp snow and ice-free for year-round access. (Many other harbors in Alaska now include covered ramps.) A 100-foot long ramp would reduce the angle at low tide and ensure that the ramp is adequate to meet future needs. ADA regulations require that ramp gangways be a minimum of 80 feet long.

The Ramp 3 approach, a long narrow wooden structure, is the oldest approach in the harbor and is in the poorest condition. The proposed Spit Trail completion/Harbor Pathways project would tie in perfectly with a newly upgraded Ramp 3 approach.

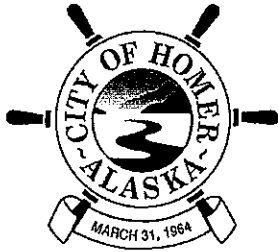
Cost: \$3.3 million for float replacement; \$250,000 for Ramp 3 gangway and approach

Priority Level 1

Schedule: 2010-2011



Ramp 3 is the most centrally located ramp in the Homer Harbor, but it is also the oldest and the most challenging to use at low tide. The old wooden approach to the ramp is also in need of replacement.



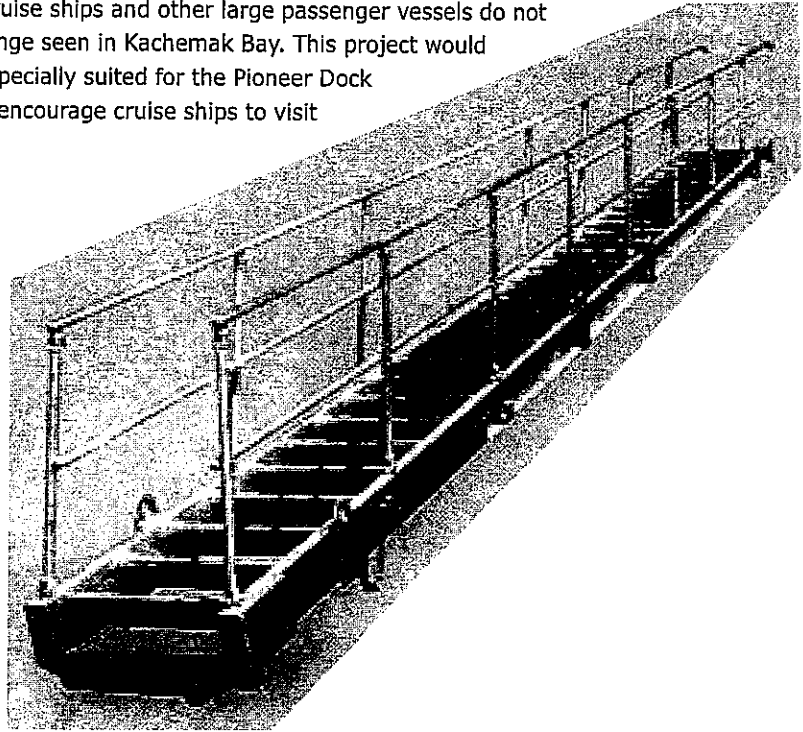
PASSENGER SHIP GANGWAY

PROJECT DESCRIPTION & BENEFIT: Generally, cruise ships and other large passenger vessels do not carry a gangway that is adequate for the tidal range seen in Kachemak Bay. This project would allow the Port of Homer to provide a gangway especially suited for the Pioneer Dock and the large tidal fluctuations seen here. It will encourage cruise ships to visit Homer and help ensure passenger safety.

Cost: \$150,000

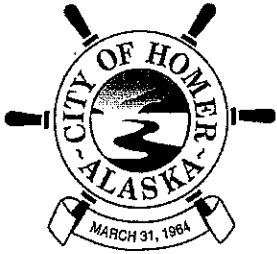
Priority Level 2

Schedule: 2012



*Bryan says
"need to reevaluate
this need"*

*We have a small
38' gangway and
cruise lines are
bringing their own -
e.g. this summer*



PIONEER DOCK FENDERS

PROJECT DESCRIPTION & BENEFIT: This project will provide the Port of Homer with three new non-streak vinyl fenders ("Yokohama" type) that could be placed as needed on existing fenders to provide sufficient "set off" for large flare-sided cruise ships docking at the Pioneer Dock. The new fenders will protect the dock and encourage cruise ships to visit Homer.

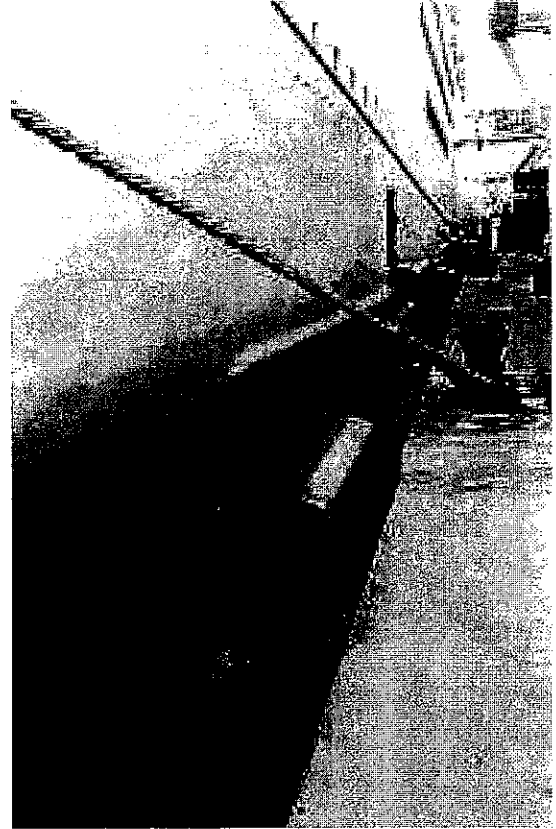
Cost: \$80,000

Priority Level 2

Schedule: 2011

*Bryan says change this
to "outside dock fenders"
not specific to Pioneer Dock.*

See his other notes





City of Homer Capital Improvement Plan • 2011 – 2016

TIDE GAUGE/METEOROLOGICAL STATION

PROJECT DESCRIPTION & BENEFIT: This project will install a Water Level Station (tide gauge) with meteorological sensing equipment at Pioneer Dock and current sensing equipment at the Deepwater Dock. The project will provide important benefits to the Port of Homer, including:

- Enabling the Port of Homer to better fulfill its role as a contingency “back-up” port for handling Port of Anchorage cargo in case of a catastrophic event;
- Enabling deep-draft ships to dock at Homer docks or anchor in the inner bay (the only “place of refuge” anchorage for Cook Inlet and Kennedy Entrance traffic) with more assurance of the actual water depth during minus tides;
- Enhancing navigational safety in the vicinity of the Homer docks and harbor;
- Providing a toll-free phone number plus Internet access for up-to-date tide, wind, atmospheric pressure, and temperature information;
- Providing a display box with electronic/digital readout visible to vessels passing Pioneer Dock;
- Assisting pilots in docking vessels at Homer docks, thus minimizing the damage potential of “hard landings.”

Installation of this equipment will result in the Port of Homer being listed along with the Port of Anchorage as participating in NOAA’s PORTS (Physical Oceanographic Real-Time System) program. Homer can then be listed as a reference station in published tide tables and tide books. With these improvements, Homer will be positioned for further growth as an operational port and better able to fulfill roles as a contingency port and a “place of refuge” for vessels needing assistance with safe navigation during the approach. This project has high potential for federal funding and has the support of the Southwest Pilots Association, Homer Port and Harbor Commission, many representatives of the local maritime community, and other regional stakeholders.

PLANS & PROGRESS: The National Oceanic and Atmospheric Administration’s National Ocean Service PORTS team visited Homer in June 2003 to develop cost estimates and study locations for optimal installation. Funding is now being sought to complete the project.

Cost: \$210,000

Priority Level 2

Schedule: 2012

TYICAL PORTS SITE PROVIDES:

- ♦ Predicted and observed water levels
- ♦ Meteorological information including wind speed and direction, barometric pressure, air temperature
- ♦ Currents
- ♦ Access to the data in graphic and text format via internet and voice
- ♦ All data updated at 6-minute intervals

STATE TRANSPORTATION PROJECTS

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

(Within city limits): Homer Intersection Improvements
Kachemak Drive Rehabilitation/Pathway
Main Street Reconstruction/Intersection
Pioneer Avenue Upgrade

(Outside city limits): East End Road Rehabilitation, Kachemak Drive to Waterman Road
Sterling Highway Reconstruction, Anchor Point to Baycrest Hill
Sterling Highway Realignment, MP 150-157

See following pages for project descriptions.



HOMER INTERSECTION IMPROVEMENTS

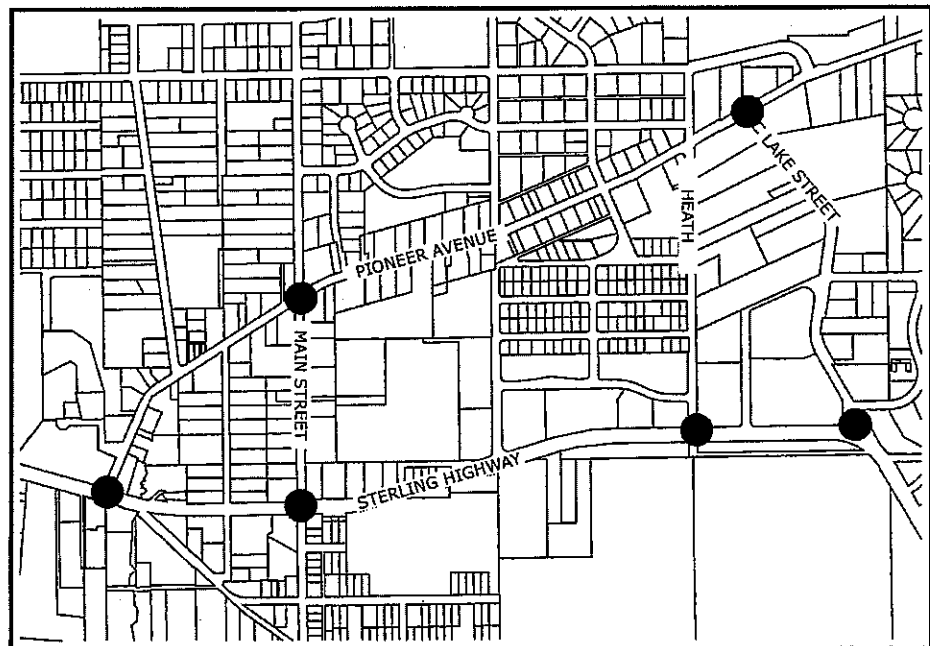
PROJECT DESCRIPTION & BENEFIT: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection 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."

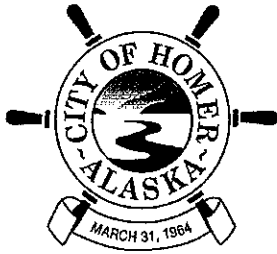
Problem intersections and recommended improvements noted in the study are as follows:

Sterling Highway and Lake Street	Roundabout or traffic signal now (Traffic signal was installed Dec. 2005)
Sterling Highway and Main Street	Roundabout or traffic signal now (\$2 M appropriated by Legislature for FY 2009; DOT estimates total cost at \$4 M)
Sterling Highway and West Hill Road	Add left turn lanes now
Sterling Highway and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Lake Street/East End Road	Roundabout or traffic signal now
Sterling Highway and Pioneer Ave.	Roundabout or traffic signal now
Sterling Highway and Kachemak Drive	Reevaluate in 2010 for roundabout or traffic signal
Pioneer Avenue and Main Street	All way stop before 2011; roundabout or traffic signal in 2011
East End Road and Fairview Avenue	Turn lane improvements in 2011
East End Road and East Hill Road	Reevaluate in 2010 for roundabout or traffic signal

PLANS & PROGRESS: The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection. (See separate project page.) However, ADOT estimates that the Main Street intersection alone will cost \$ million.



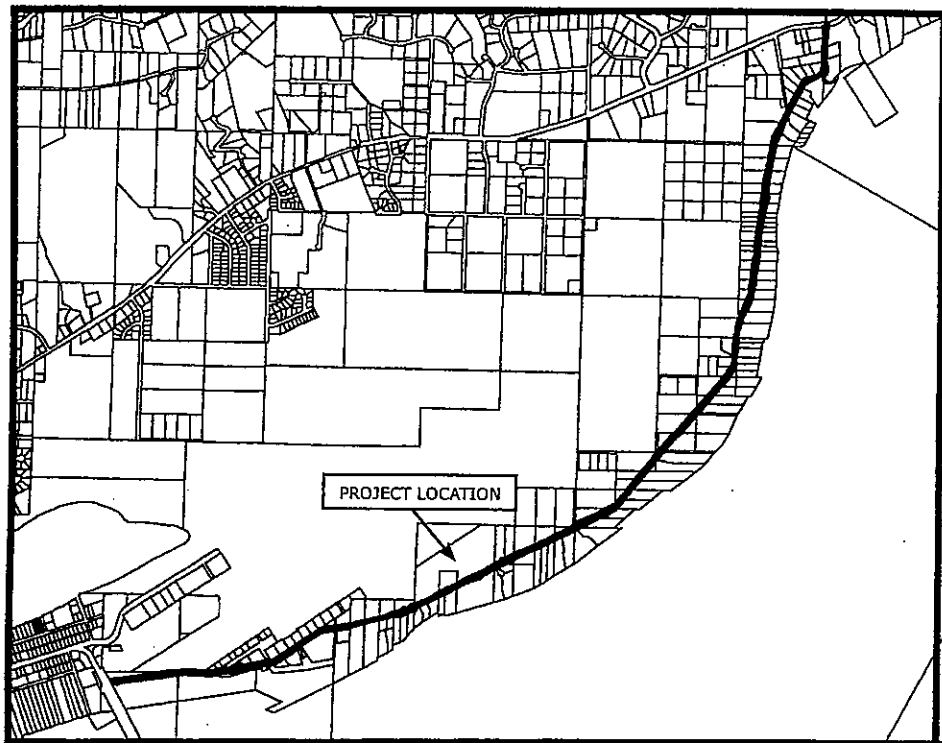
ADOT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.

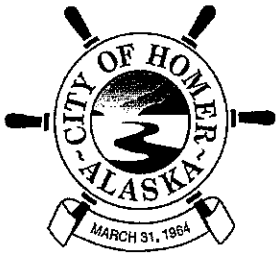


KACHEMAK DRIVE REHABILITATION/PATHWAY

PROJECT DESCRIPTION & BENEFIT: Kachemak Drive provides an alternate route for east-of-Homer traffic to the airport, Spit and harbor, and Ocean Drive commercial district (approximate daily traffic 1,500 vehicles). The road accesses the largest industrial marine storage repair and boat launch complex on the southern peninsula, passes residences, light commercial/industrial businesses, and moose wetlands. Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements.

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, 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, the project to build a separated pathway along Kachemak Drive will take several years to complete.





MAIN STREET RECONSTRUCTION/ INTERSECTION

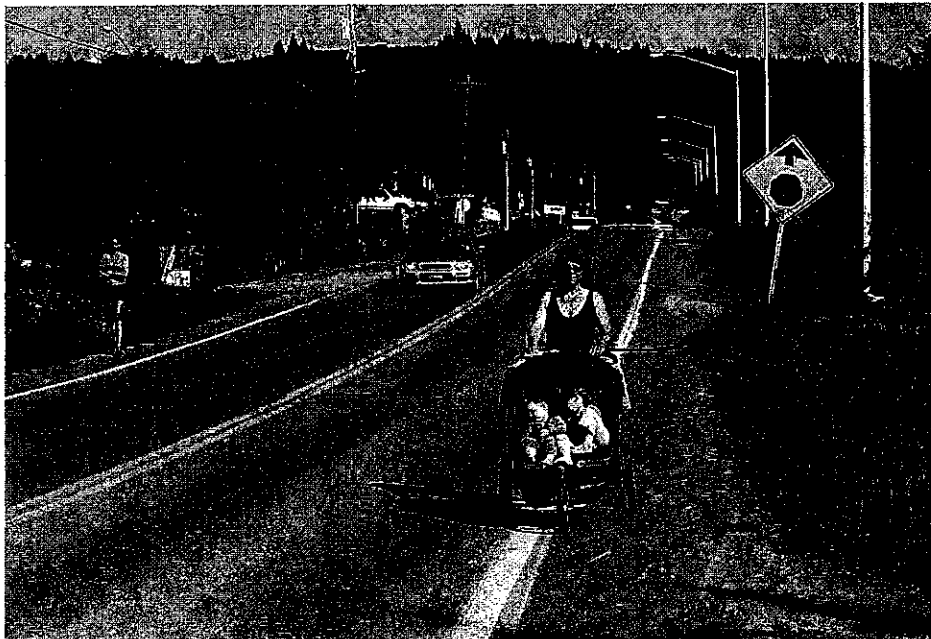
PROJECT DESCRIPTION & BENEFIT: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

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 new 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 City of Homer already has plans to upgrade its portion of Main Street with a pedestrian/bicycle lane in summer 2006. 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 ADOT "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."

The Alaska Legislature appropriated \$2 million to the City of Homer for FY 2009 for this project. However, the Alaska Dept. of Transportation estimates that the Main Street intersection alone will cost \$4 million. Hence, additional funding is needed to complete the project.



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.

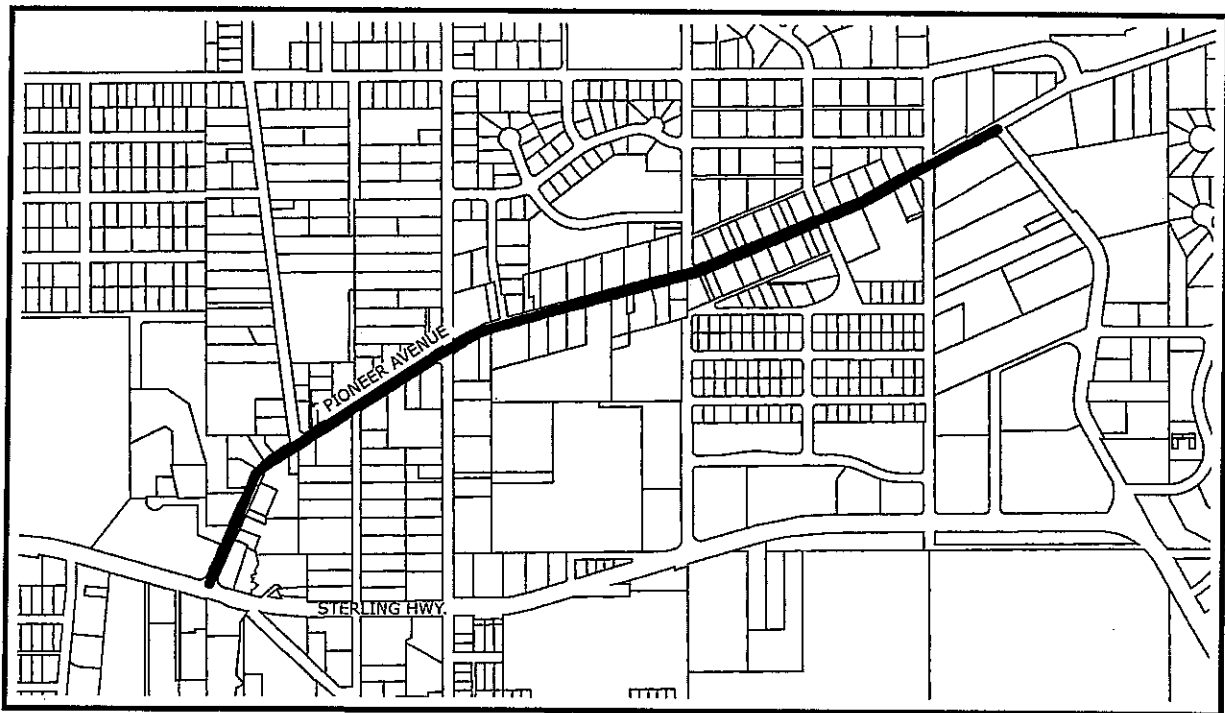


PIONEER AVENUE UPGRADE

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 Draft 2010-2013 Alaska Statewide Transportation Improvement Program.





EAST END ROAD REHABILITATION - KACHEMAK DRIVE TO WATERMAN ROAD

PROJECT DESCRIPTION & BENEFIT: This project will rehabilitate East End Road from Kachemak Drive to just past Waterman Road. The project will include widening the road to 32 feet, including 4-foot wide shoulders, and constructing a separated shared-use pathway, along with drainage improvements.

Completion of this project will improve the road surface and help protect the road against erosion. It will also provide opportunities for walking and biking for recreation and as an alternative to driving.

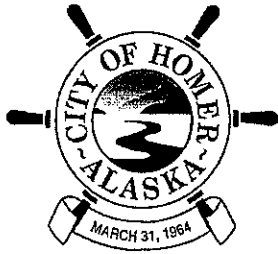
PLANS & PROGRESS: The project as originally described in the 2006-2009 State Transportation Improvement Plan was to rehabilitate East End Road all the way out to McNeil Canyon School. Due to cost increases, reduced federal funding, and opposition from some Fritz Creek residents, the plans were scaled back.

Right-of-way acquisition will begin in late 2009 and is expected to take over a year. Construction is anticipated to begin in 2011.



East End Road is an important transportation corridor for several thousand Homer area residents.

*Check
w/ DOT*



City of Homer Capital Improvement Plan • 2011 – 2016

STERLING HIGHWAY RECONSTRUCTION - ANCHOR POINT TO BAYCREST HILL

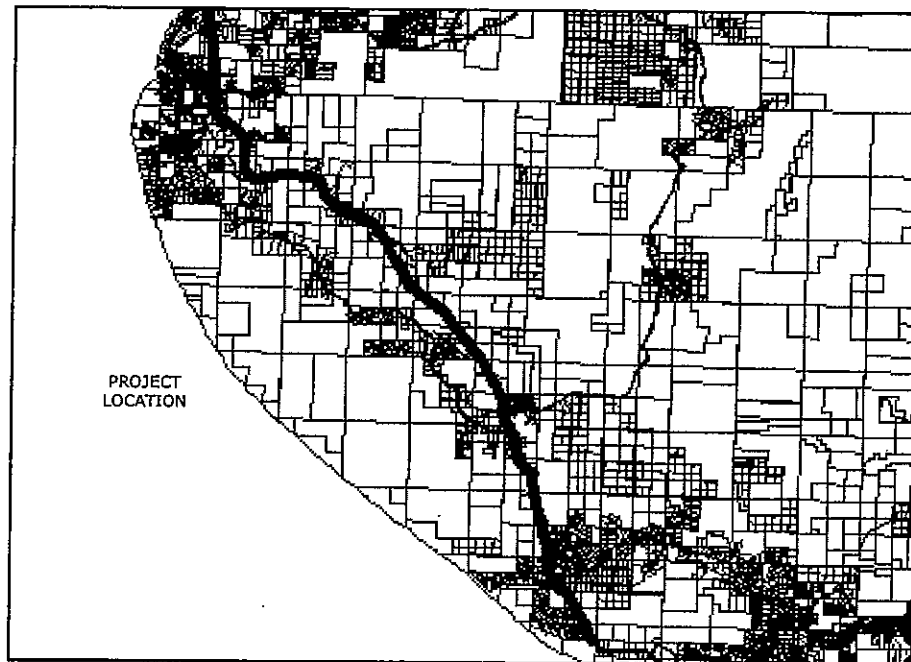
PROJECT DESCRIPTION & BENEFIT: This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills, and blind spots on the existing road. The project has been identified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

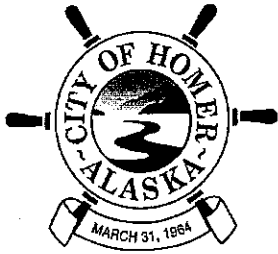
Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more 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 2-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 Draft 2010-2013 Alaska Statewide Transportation Improvement Program (STIP). In September 2009, the Kenai Peninsula Borough reported sufficient funding has been identified for preliminary design and environmental documents, but additional funding will be necessary to proceed. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.

Check w/ DOT





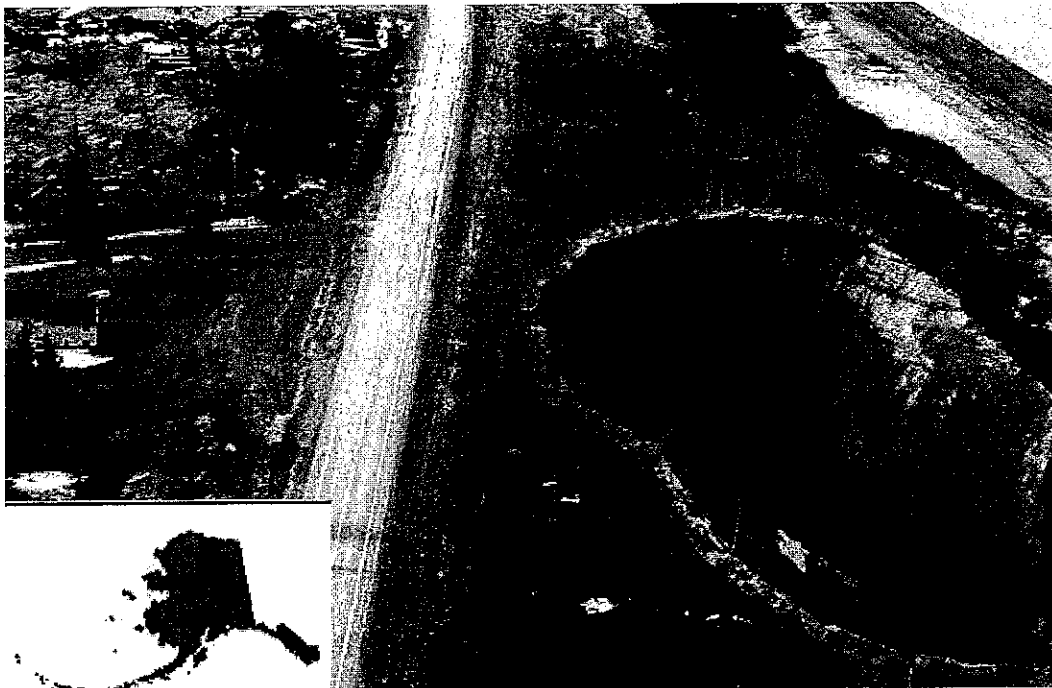
City of Homer Capital Improvement Plan • 2011 – 2016

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 Draft 2010-2013 Statewide Transportation Improvement Program (STIP).



This image is taken from the Draft 2010-2013 Alaska Statewide Transportation Improvement Program, which includes "Sterling Highway Erosion Response MP 150-157." This particular area is at MP 153-154.

PROJECTS PROPOSED 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:*

Cottonwood Horse Park
Haven House Sustainability/Energy Efficiency Projects
Kevin Bell Arena Floor Upgrade
Pratt Museum Renovation
Roger's Loop Trailhead Land Acquisition
Senior Independent Housing
South Peninsula Hospital: New Surgery Doors
South Peninsula Hospital: Bariatric Equipment
South Peninsula Hospital: Enhanced Communication System
South Peninsula Hospital: Fire Suppression System Booster Pump
Visitor Information Center Parking Lot

See following pages for project descriptions.

Waiting to hear from all these orgs



COTTONWOOD HORSE PARK

PROJECT DESCRIPTION AND BENEFIT: Kachemak Bay Equestrian Association (KBEA) is requesting 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 2007, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. Since then, additional progress has been made (see Plans and Progress, below). In the 2008 and 2009 summer seasons, events at the horse park drew 638 participants and 949 spectators. The growing popularity of the horse park can be seen in the 27% increase in participants and 85% increase in spectators from 2008 to 2009.

The Horse Park fulfills a goal identified in past Homer recreation plans (e.g., as part of Jack Gist Park), providing a place for instruction, training, and recreational use for many who own or simply want to ride horses or watch horses and riders in action. The park also has broad community benefit by serving as a multi-use trailhead linking a variety of recreational facilities such as the East End Road bike trail, Jack Gist Park, and the proposed Beluga Lake trail network.

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 provided KBEA raises the necessary funds to complete the horse park. KBEA is now seeking to raise the remaining funds needed to acquire full title to the existing property. With acquisition of this property, KBEA can enhance the multi-use park with an additional picnic area, a natural playground, and green space with a neighborhood trail connector.

PLANS AND PROGRESS: As of September 2009, KBEA has raised \$90,000 towards land purchase and approximately \$69,810 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. 3.29 acres of land were acquired in 2007 through a purchase agreement. Initial development of the property included a 130x200 foot arena, a round pen, horse pens, and handicapped-accessible restrooms.



A young rider competes in a barrel-racing event at Cottonwood Horse Park in September 2007.

In spring of 2008, KBEA was awarded a \$25,000 grant from the Rasmuson Foundation for construction of a parking lot, which was completed in June.

In May 2009 KBEA received a Homer Foundation grant of \$2,470 to upgrade restrooms and build picnic tables and benches. Water is provided through the City water system. Homer Electric Association donated cable to provide electrical service to the property.

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

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000

Amount needed to complete land purchase: \$129,720

They will update



HAVEN HOUSE SUSTAINABILITY/ ENERGY EFFICIENCY PROJECTS

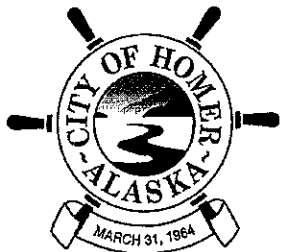
PROJECT DESCRIPTION & BENEFIT: South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy center 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 by 1) establishing a greenhouse to produce fresh vegetables (and provide a soothing, nurturing activity for shelter residents); 2) replacing 27 drafty windows with more secure, insulated windows; and 3) modifying the current entry way and replacing 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 education about recycling, composting, and basic gardening.

Cost: \$5,000 for greenhouse kit, \$8,000 for entry way modifications, \$20,000 for 27 replacement windows, and \$3,000 for ten window quilts. Total: \$36,000.





City of Homer Capital Improvement Plan • 2011 – 2016

KEVIN BELL ARENA FLOOR UPGRADE

PROJECT DESCRIPTION & BENEFIT: The Homer Hockey Association, Inc. (HHA), as owners of an ice rink facility known as the Kevin Bell Arena, is requesting capital improvement funds for the purpose of converting the rink area floor from sand to concrete, thus allowing multiple uses in a year-round facility.

The Kevin Bell Arena was built in 2005 by Homer Spit Properties, LLC (HSP) and leased to HHA under a long-term lease agreement. HHA has recently purchased the facility from HSP through an owner-finance transaction based on a 30-year note. During the design and construction phase, HHA secured grant funds to purchase and install all of the mechanical components of the refrigeration system, boards, glass, and all of the finish work on the interior of the building at a cost of \$1.2 million. In order to stay within budget, the decision was made at the time to install a less expensive sand based floor for the ice area rather than concrete.

The conversion process from sand to concrete requires a demolition phase to remove the existing rink tubing, sand and insulation as well as the excavation of an additional 3.5 inches of sand. The installation phase includes compacting the sand under the rink floor, re-installing the insulation and vapor barrier, installation of reinforcing steel bars, mesh and expansion joint around the rink, re-installation of distribution manifolds across the rink center, and installation of new rink tubing and concrete pour. Once the concrete is cured, reinstallation of the boards, glass and ice can commence.

The Kevin Bell Arena provides residents of the southern Kenai Peninsula with an indoor ice facility as well as programs and activities including Learn to Skate through Hockey, youth and adult hockey programs, as well as figure skating, broomball, public skating, teen skating events and much more. The arena currently allows Homer to host hockey games, tournaments, and other events, providing an economic boost to the community.

The installation of a concrete floor will provide opportunities for year-round use for a variety of groups and events, especially during the off-season, April through August. Possibilities include home, car, and boat shows; concerts, and conventions. The space would attract statewide interest in Homer as a viable venue for such events and enhance Homer's attraction as a destination for tourism and commerce. In addition, it would provide HHA with summer revenue estimated at \$30,000 over a 4-month period.

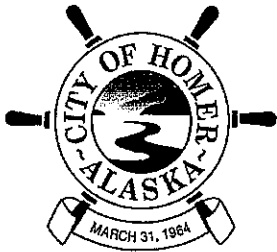
PLANS & PROGRESS: Detailed discussions with an experienced private contractor have provided a clear understanding of the scope of work and costs involved. While the bulk of the demolition can be accomplished with volunteer labor, the installation of the concrete would be done by a contractor. The cost of this project is \$350,000 which includes a \$50,000 contingency for the cost of materials inflation and involvement of an engineer and architect.

Cost: \$350,000

HHA is revising this project and may nominate new project for wind energy



Kevin Bell inspired hockey players of all ages since he began coaching in Homer in 1992. After his death in January 2008, the Homer ice rink was named in his honor. Coach Bell is shown here with one of his "Micro-Bells," the future of Homer Hockey.

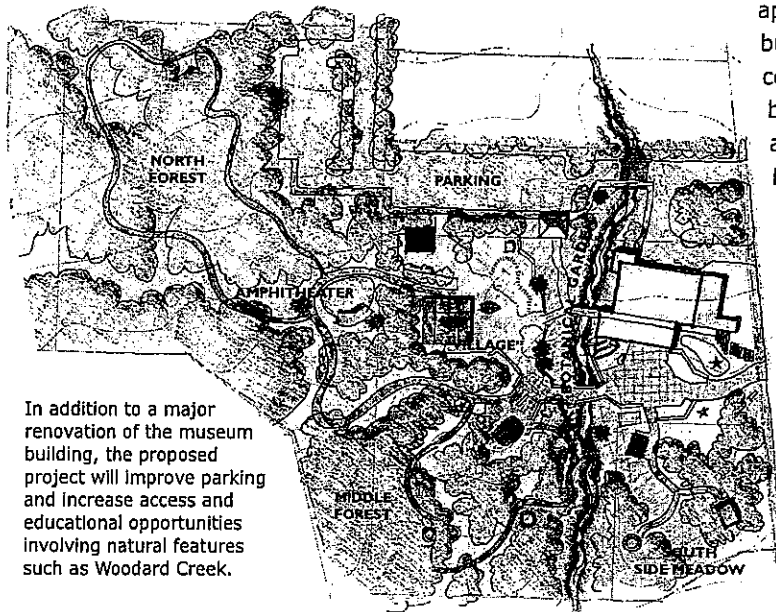


PRATT MUSEUM RENOVATION

PROJECT DESCRIPTION & BENEFIT: The award-winning Pratt Museum is dedicated to helping people explore the Kachemak Bay region through the sciences, arts, and humanities. 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 more than 35,000 visitors and engages more than 4,000 students in its programs. One of only five accredited museums in Alaska and the recipient of the National Award for Museum Service, 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 finds itself in a structure that doesn't meet the Museum and community's needs. The existing 10,500 square foot building is more than 41 years old and is in need of repair and equipment upgrade. Likewise the galleries, collections storage, public meeting, and education spaces don't support the Pratt's goals or embrace current opportunities. The Pratt is now working with its community on a project to achieve long-term financial sustainability for the Museum and better serve the community and visitors long into the future. Benefits of this project will include: 1) improved education programs and exhibits; 2) addition of a community learning space to promote education and community dialogue; 3) expanded trail system, outdoor exhibits, and stewardship of Woodard Creek; 4) ability to serve larger visitor groups; 5) greater investment by and representation of diverse community groups; and 6) full disability accessibility. The Planning Phase is Fall 2007–March 2010. The Design Phase will run April 2010–March 2011. Construction is planned to begin in April 2011 and conclude in 2013. The total budget of this project is \$8.5 million.

PRATT MUSEUM – CONCEPT SITE PLAN "Take Greater Advantage of the World Outside the Museum Door"



In addition to a major renovation of the museum building, the proposed project will improve parking and increase access and educational opportunities involving natural features such as Woodard Creek.

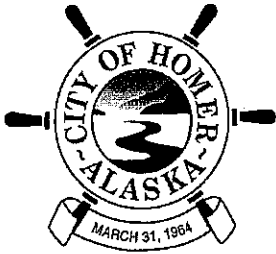
PLANS & PROGRESS: The Pratt Museum has addressed building deficiencies with a systematic approach through professional assessments—in building conditions, handicap accessibility, and collections storage—which found that the current building is sound but in need of expansion and repair. In Fall 2007, the Pratt entered the Pre-Development program of the Rasmuson Foundation and its partners, which has provided critical project planning and support services. As a result, the Pratt has in-hand draft architectural and site concepts, resulting in substantial cost savings.

In addition, the Pratt has taken a number of critical steps to lay the groundwork for successful completion of this project: 1) \$763,000 funds have been secured or pledged; 2) More than \$200,000 additional funds have been secured for project planning, to support activities including community and stakeholder involvement as well as ramp-up

of the Pratt's development efforts; 3) The Museum has engaged the fundraising consultation services of Joy Atrops-Kimura, director of the Anchorage Museum's \$106 million capital campaign; 4) The Pratt will have developed a Business Plan and a 2010-2015 Strategic Plan by the end of April 2010; 5) The Pratt is working with the Army Corps of Engineers to plan the rehabilitation of Woodard Creek, a key component of the draft site plan; 6) The Museum has acquired 9.3 contiguous acres of urban greenspace, all owned debt-free; and 7) The Pratt has the internal capacity to take these next steps: the Museum is debt-free; has consistently operated with a budget surplus, has an energetic development office of 1.5 FTE, and has full commitment and strategic leadership from its Board and staff.

Cost: Design and campaign—\$1 million Construction—\$7.5 million

will be revised



City of Homer Capital Improvement Plan • 2011 – 2016

ROGER'S LOOP TRAILHEAD LAND ACQUISITION

PROJECT DESCRIPTION AND BENEFIT: This project will provide a parking/staging area at the Roger's Loop trailhead, greatly improving access to the Baycrest ski trails maintained by the Kachemak Nordic Ski Club (KNSC).

KNSC hopes to take advantage of the opportunity to purchase 7.5 acres of land currently available on Roger's Loop Road. The property would be developed to provide parking for up to 100 vehicles, including school buses.

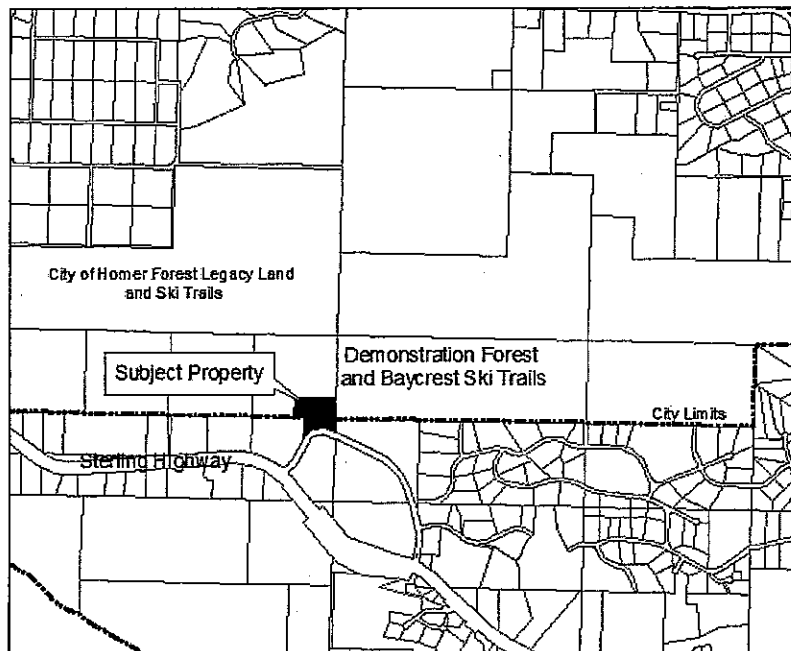
Currently the only parking at the popular Roger's Loop trailhead is on the shoulder of Roger's Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

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 Homer 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. The City of Homer has ultimately accepted ownership of these parcels for the benefit of the entire community. It is KNSC's intent to transfer ownership of the Roger's Loop property to the City of Homer as well.

PLANS AND PROGRESS: KNSC board members have met with the landowners and discussed purchase of all or part of 7.5 acres. KNSC hopes to purchase the entire 7.5 acres but the landowners would be willing to sell a smaller area (e.g., 3 acres) if funding constraints require it. The KNSC board has approved the concept of purchasing land for parking and trail access on Roger's Loop. Board members have presented the information to interested parties and stakeholders such as the City of Homer, Kachemak Heritage Land Trust, Soil and Water Conservation District, and Kenai Peninsula Borough representatives. The board has also designated \$1,500 for a fundraising/grantwriting effort.

Cost: \$240,000 for 7.5 acres





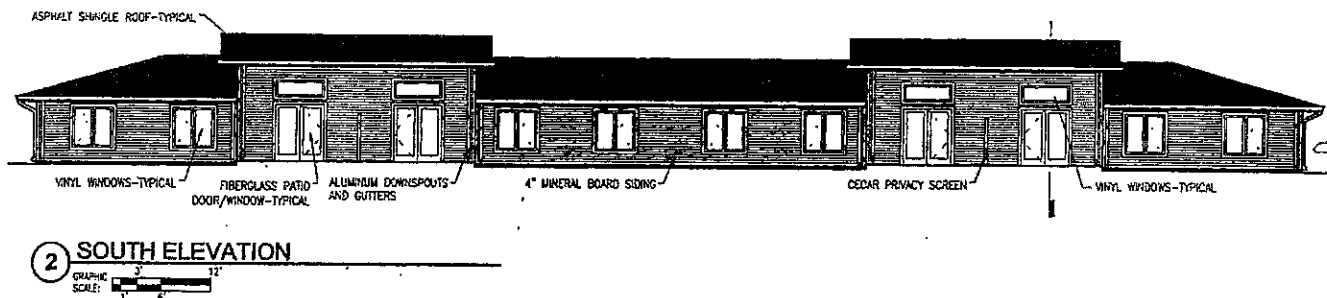
City of Homer Capital Improvement Plan • 2011 – 2016

SENIOR INDEPENDENT HOUSING

PROJECT DESCRIPTION & BENEFIT: This project will construct a 4-unit senior independent housing rental complex. The single story complex will be located on property currently owned by Homer Senior Citizens (HSC) on Swatzell Street. Approximate size will be 5,620 square feet. The complex will consist of four 2-bedroom units which will be rented at market rate to seniors 55 years and older. All units will be handicapped equipped.

At present, all of HSC's 42 units of independent rental housing are full and there is a waiting list of 45 individuals who wish to move into rental housing. This project will provide safe, affordable rental housing to a rapidly increasing segment of Homer's population. It is important that these units be built because most rental units that are available in Homer, other than those owned by HSC, are not handicap accessible. The housing is also important because it allows seniors to remain in the community. Senior citizens typically shop locally, provide expertise in a variety of fields, and provide more volunteer hours than any other age group. In addition, their contributions as friends and family members are of great value to the social fabric of the community.

PLANS & PROGRESS: This project is presently in the preliminary planning stages. Land for the project has been acquired by HSC. A preliminary application for construction funds was submitted to Alaska Housing Finance Corporation (AHFC) in June 2008. If the preliminary application is approved, a full grant proposal will be prepared and submitted in October 2008. It is anticipated that funding for the project will come from Alaska Housing Finance Corporation, the Denali Commission, private loans, private donations, and HSC funds. Final approval for AHFC funding requires approval of the Legislature and the Governor.





SOUTH PENINSULA HOSPITAL:

BARIATRIC EQUIPMENT

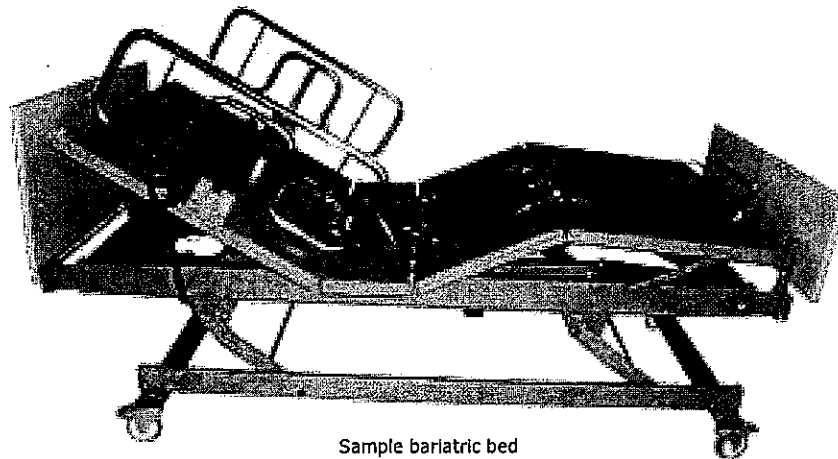
PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital (SPH) is in need of appropriate equipment to better serve the growing population of obese patients in the SPH service area. Specifically needed are a ceiling lift, bed, and commode to best accommodate these patients.

The hospital has seen a marked increase in the number of obese patients served over the last two years, and the expectations are that this number will continue to grow as the population served ages. Recent projections show an 80% growth in the senior population over the next ten years, and a growing incident of chronic illness, often which leads to frequent hospitalizations. South Peninsula Hospital is the only hospital in a 75 mile radius and wants to meet the needs of the residents in the service area.

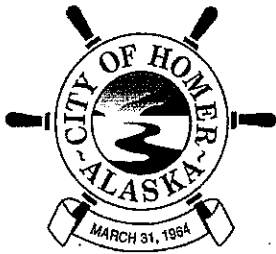
Management of an obese patient without the proper equipment involves significant challenges and risks to both the patient and staff. A bariatric patient's visit to the hospital without appropriate equipment creates the need for four additional staff on duty during the entire patient's stay. Staff risk injury when moving and comforting the patient and the patient risks injury by using equipment that isn't appropriate for his/her size. The hospital currently rents such equipment when accommodating patients over 600 pounds, but this unfortunately takes time to put into place (and there is rarely advance notice) and generates additional charges for the patient.

PLANS & PROGRESS: New patient rooms in the recently constructed patient wing have been designed to accommodate bariatric equipment. Equipment to accommodate heavier patients not greater than 600 pounds has been purchased and installed. Price quotes have been received for the equipment yet to be purchased.

Cost: \$55,000 (includes one bed, one commode, and ceiling lift)



Sample bariatric bed



SOUTH PENINSULA HOSPITAL: ENHANCED COMMUNICATION SYSTEM

PROJECT DESCRIPTION & BENEFIT: An Enhanced Hospital Communication System is needed to provide immediate and continuous communication for clinical healthcare workers at South Peninsula Hospital. The hospital encourages physicians and nursing staff to be at patient bedside; however, that time is limited due to the need for staff to confer with each other and document the needs of the patient. A new system will allow physicians and staff to talk with each other without being in the same room; hence, more time can be spent with patients.

An Enhanced Hospital Communication System will allow clinical staff to better respond to the needs of patients and fellow staff. It is facilitated by a small device which can be clipped to a uniform or identification badge. It enables instant 2-way voice communication, the transmission of data, the ability to send alerts or text messages, and the ability to make phone calls. On command, the information is integrated directly into the patient's electronic health record, resulting in fewer errors and better quality of care.

Such a system increases efficiency since work can be performed from all locations in the hospital without waiting to get to a designated work station. Not only is this system critical for the quality of patient care, improved customer service, and improved staff efficiencies on a daily basis, it will be invaluable as an emergency response communication system.

PLANS & PROGRESS: Systems have been researched and price quotes obtained. Pricing here is based on the Vocera brand. The existing hospital information system is being altered to integrate with this system.

Cost: \$31,000 (includes system software and hardware purchase and installation)



An Enhanced Hospital Communication System allows staff to communicate with each other at the touch of a button on a device clipped to a pocket or ID badge or worn on a lanyard around the neck. Shown here are staff at Memorial Healthcare in Owosso, Michigan, which touts its use of



SOUTH PENINSULA HOSPITAL:

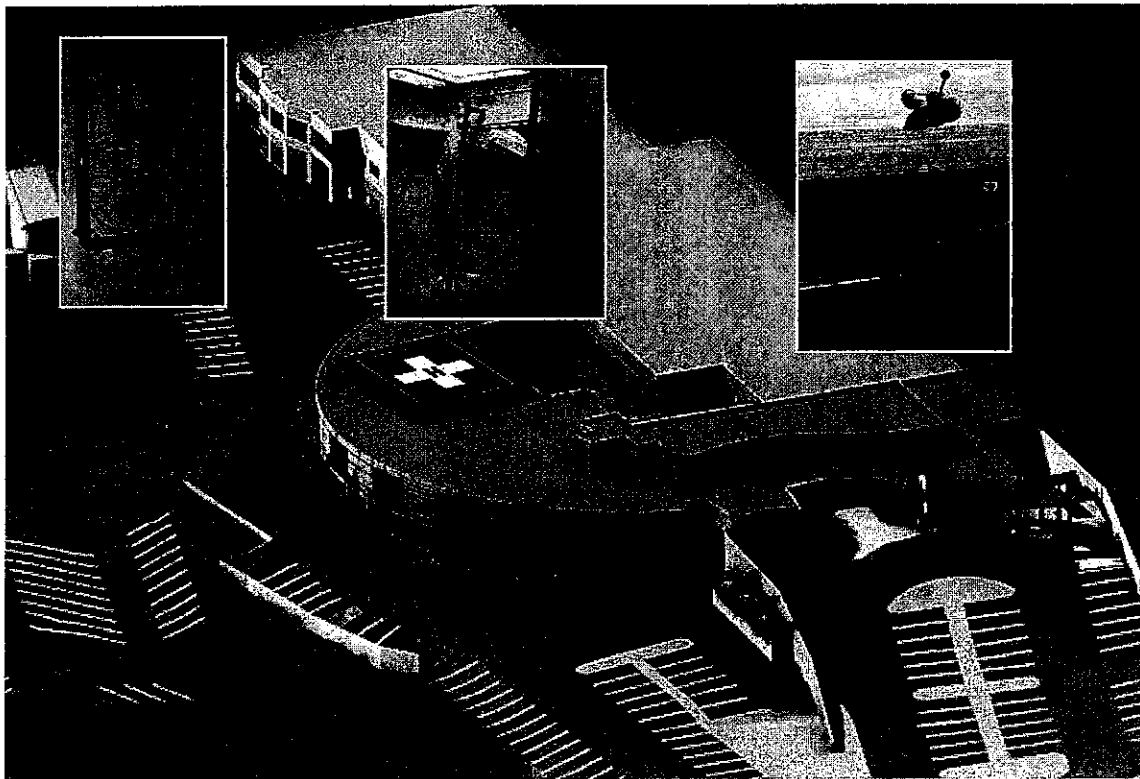
FIRE SUPPRESSION SYSTEM BOOSTER PUMP

PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital is near completion of the second phase of construction of a new patient wing which includes a rooftop helipad for medical emergency transport. Although the type of craft landing there is permitted to use a cart-mounted fire suppression system, all entities involved agree an automated AFFF Foam Fire Suppression System is the preferred system for safety to hospital personnel, patients, and firefighters. City water pressure at this location is insufficient to run this type of system, however. A booster pump is needed to generate the level of pressure required.

Without this system in place the hospital must lease or purchase hand-carts (mobile suppressant units) which are difficult and expensive to acquire and do not provide the preferred level of response.

PLANS & PROGRESS: The helipad will open for use in November 2009. The AFFF system has been designed and all components have been pre-built and/or installed, with the exception of the booster pump and valve work. No remodel work will be required to accommodate this. Space for the pump is reserved.

Cost: \$90,000 (includes valving, cost of pump, and installation)



Architectural drawing of completed project with insets of work completed to date to accommodate the AFFF Foam Suppression System.



SOUTH PENINSULA HOSPITAL:

NEW SURGERY DOORS

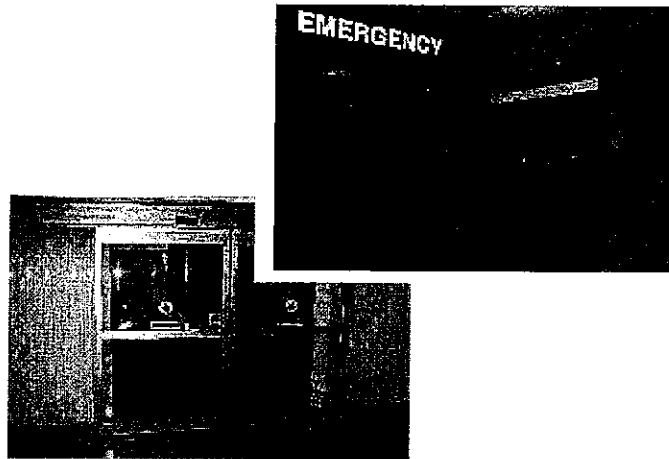
PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital's Surgery Department has a need for ergonomic, hospital-grade automatic operating room doors for to reduce the risk of injury to patients, staff, and surgeons and to comply with fire safety codes. The project consists of replacing the door in each of two operating rooms at the hospital with automatic doors constructed of metal and glass that meet new safety standards.

The existing doors are of a swinging style which creates a risk for staff due to the way they are opened. Staff routinely open the doors with a foot or arm in the interest of maintaining a sterile environment. However, this awkward maneuver puts staff at risk of injury.

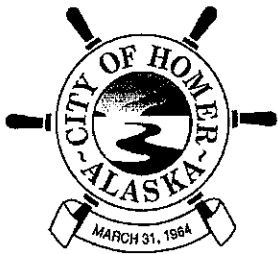
Automatic doors will also help prevent the staff injuries incurred while moving patient stretchers in and out of the room through the manually operated doors currently in place. New, automatically opening doors will provide a significant improvement for a vital 30-year old section of the hospital to comply with current industry standards.

PLANS & PROGRESS: Door types have been researched and a preferred model has been selected.

Cost: \$32,000 for two doors, including installation. South Peninsula Hospital staff will provide site prep to make the project construction-ready.



Proposed automatic opening surgery doors at South Peninsula Hospital would be similar to the models shown here.



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.

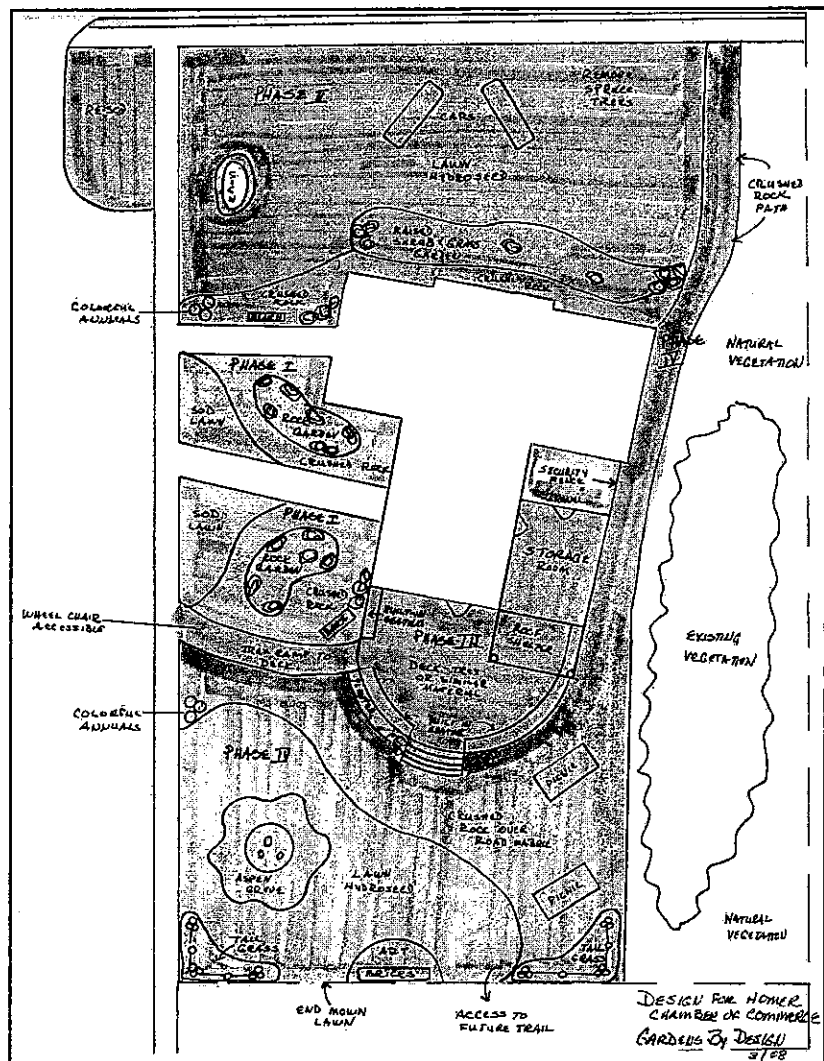
Paving the Visitor Information Center parking lot will improve the appearance of the area, allow better access for the influx of visitors during the summer season and at year-round Chamber events, ensure handicap accessibility, and provide improved overflow parking for neighboring businesses. In addition, 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.

First impressions are what visitors to a community use to judge that area. 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. 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, gardens, artwork, and other landscaping. 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.

Cost: \$140,000



APPENDICES

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

CIP Development Schedule

CIP News Release

Public Hearing Notice

PROJECT TABLE – EXPLANATION

Category:	Type of project: Road/Trail, Structure, Utility, Equipment
Project:	Title of project
Cost:	Total project cost
Priority Level:	<p>The numbers in this column refer to Priority Level 1 (highest), Priority Level 2, or Priority Level 3. In setting a priority level, the Homer City Council considers such questions as:</p> <ul style="list-style-type: none">• 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?• Will the project provide significant economic benefits to the community?• Is the project strongly supported by one or more City advisory bodies? <p>These factors are weighed in combination to arrive at a priority determination.</p>
Year:	An X in one or more years indicates when the project is scheduled for implementation.
Year to CIP:	Year when project was first included in the City of Homer Capital Improvement Plan

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		\$ Cost	Priority Level	YEAR						Year To CIP
				2010	2011	2012	2013	2014	2015	
LOCAL ROADS and TRAILS										
Heath Street, Pioneer to Anderson	4 M	1	X	X	X					2001
Land Acquisition for New Roads	500,000	2								2007
Town Center Infrastructure	2 M	1	X	X						2005
Beluga Slough Trail Reconstruction	400,000	1	X							2009
STRUCTURES										
Ben Walters Park Improvements, Phase 2	200,000	2								2006
Deep Water Dock Expansion	29 M	1	X	X	X	X				1989
Downtown Restroom	400,000	1			X					1996
East Boat Harbor	100.6 M	1	X	X	X	X				2004
End of the Road Park, Phase 1	1 M	3				X				2008
Fire Training Facility	285,000	2			X					2001
Fishing Lagoon Improvements	325,000	2	X	X						2009
Harbor Entrance Erosion Control	600,000	2			X					1998
Homer City Hall/Town Square	11 M	1					X	X		2003
Jack Gist Park Improvements, Phase 1	100,000	2			X					2006
Karen Hornaday Park Improvements, Phase 1	3.1 M	1	X	X	X	X				1984
Mariner Park Improvements, Phase 1	975,000	2	X	X	X	X	X	X		2004
Port & Harbor Building	2.875 M	1	X	X	X	X				1985
Public Restroom: Fish Dock	400,000	1		X						2001
Skyline Fire Station	1.35 M	1	X	X						2003
South Peninsula Firearms Training Facility	1 M								X	1997
UTILITIES										
Alternative Water Source	16.75 M	1	X	X	X					2005
Bridge Creek Watershed Land Acquisition	1 M	1	X	X	X	X				1992

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015										
	Priority Level	\$ Cost	YEAR							Year To CIP
			2010	2011	2012	2013	2014	2015		
Kachemak Bay Tidal Power – Feasibility and Conceptual Design	1	1.15 M	X	X						2009
Sewer Treatment Plan Bio-solids Treatment Improvements	1	5.245 M	X	X	X					2009
Water Storage/Distribution Improvements	1	3.9 M		X	X	X				2009
EQUIPMENT										
Brush/Wildland Firefighting Truck	2	120,000		X						2009
Fire Engine 4 Refurbishment	1	150,000	X							2009
Firefighting Enhancement /Aerial Truck	1	800,000	X							1992
Fire Pump Testing Trailer	2	70,000		X						2009
Harbor Float Replacement / Ramp 3 Gangway and Approach	1	3.55 M	X	X						2006
Passenger Ship Gangway	2	150,000			X					2003
Pioneer Dock Fenders	2	80,000		X						2003
Tide Gauge/Meteorological Station	2	210,000			X					2004

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.

CITY OF HOMER LONG-RANGE CAPITAL PROJECTS

The following projects have been identified as long-range capital needs but have not been included in the 2009-2014 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-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 6-year CIP.

Within each category below (Roads and Trails, Structures, Utilities), projects are listed in alphabetical order.

ROADS AND TRAILS

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 lineal 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 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 lineal 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

Beach Access from Crittenden and Main. This project will provide residents and visitors with coastal view stations and access to the beach at the southern ends of Crittenden Street and Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional points of 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 information could provide information on Homer history, beach formation, and other topics.

Improvements at Crittenden Street will consist of stairs with landings (designed to protect against erosion) constructed from the top of the bluff to approximately halfway down the slope. From there, a narrow, meandering pathway will continue to the beach.

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

Cost: \$250,000 Priority Level 3

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 and also 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

Homer Coastal Trail. Homer’s coastal environment provides enormous scenic and recreational opportunities for area residents and visitors and has helped attract world-class educational and research facilities such as those incorporated in the new Islands and Ocean Visitor Center. With trail development in the area from Mariner Park to Bishop’s Beach, the potential exists for even greater access to and appreciation of this unique resource, by individuals of all ages and physical abilities.

The 1.3 mile Homer Coastal Trail would be completed in three phases. Phase 1 will be to install rip-rap revetment and construct a paved asphalt pedestrian trail along the top of the new Ocean Bluff seawall, providing a route along this previously difficult-to-access section of the coast. Phase 2 will involve construction of a bridge over Beluga Slough and a boardwalk trail through the intertidal zone west to Bishop’s Beach. Phase 3 will provide a boardwalk trail from the seawall to Mariner Park. The new trail will connect with the existing Beluga Slough trail and Homer Spit Trail. It will be enjoyed by hundreds of visitors and residents each year, contributing to quality of life and economic development.

Cost: Phase 1—\$2.5 million Phase 2—\$1.2 million Phase 3—\$1.5 million Priority Level 3

STRUCTURES

Downtown Restroom. It is expected that one public restroom facility will be built in a downtown location before 2014. This project will provide an additional downtown restroom for the benefit of residents and visitors. Currently, the only public restroom facilities along Pioneer Avenue are in City Hall. With proposed “Town Center” development, the need for restroom facilities will increase as more people frequent the downtown area. The specific location will depend on Town Center development and on where the first downtown restroom is located.

Cost: \$400,000 Priority Level 3

End of the Road Wayside, Phase 2. Phase 2 of this project will construct a plumbed bathroom.

Cost: \$400,000 Priority Level 3

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

Homer Fire Station. The Homer Fire Station is now more than 28 years old and badly in need of replacement. Fire Department staff and volunteers are completely out of space. However, it has become clear that expanding the current facility is neither desirable or practical.

Examples of deficiencies in the current facility include:

- Emergency vehicles are parked outside, resulting in response delays in winter, accelerated deterioration, and security issues.
- Inadequate training space resulting in conflicts, cancellations, and delays.
- Acute shortage of storage space.
- Current facility does not meet fire station design criteria with separated biohazard decontamination/cleaning areas or separated storage areas for clean medical supplies.
- Current facility does not provide adequate protection from diesel exhaust emissions.
- Current facility lacks 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 building lacks room for health and fitness equipment.
- Current space is often inadequate for conferences and meetings.

A new fire station in Homer will provide area-wide public safety benefit. Agencies such as the Police, Coast Guard, and State Parks personnel use the Homer Fire Station training room for classes and would benefit from a new, larger facility.

Cost: Site acquisition/concept design—\$800,000 Final design/site prep—\$800,000
Construction—\$5.5 M Priority Level 2

Note: A new fire station and fire training facility could be built in conjunction with a new police station and firearms training facility. A combined public safety facility, where certain areas are shared between the Police and Fire departments, would be less expensive to build and operate than if each facility is constructed separately. Some preliminary planning for such a facility has already been completed, through a space needs study conducted in 2006.

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 new 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.

The greenhouse is envisioned to be 100 x 40 feet in size and will include radiant floor heat, automated lighting, ventilation, and watering equipment. It will be constructed utilizing double-walled poly sheet product to maximize energy efficiency and operational costs. The facility will be operated by the Parks Division of Public Works for the benefit of the community. The greenhouse could possibly be constructed in conjunction with a new City Hall in Town Center.

Cost: \$400,000

Priority Level 3

Homer Police Station. The Homer Police Station was built in stages from 1975 to 1983. The building is aging and it is time to plan for its replacement. The lot that the police station is on is not large enough to allow for continued expansion.

The existing facility is inadequate in space and design to meet the Police Department's current and future needs in several capacities. Particularly serious problems exist in the current jail spaces. Examples of problems throughout the facility include:

- Inadequate training and exercise spaces
- Shortage of storage space
- Health and safety deficiencies primarily involving an inadequate ventilation system
- No area for evidence processing of large items
- No crisis cell for special needs prisoners.
- Poorly designed jail entry area, booking room, and jail office spaces
- Inadequate space for communications equipment required for dispatch operations
- Existing dispatch spaces are too small for current and projected operational needs
- Unsafe and improper juvenile holding area
- Lack of adequate outside parking, both open and garaged

A new police station in Homer will benefit public safety area-wide. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide radio dispatching and support services to a host of agencies. The new facility will incorporate safety enhancements for all police personnel, reducing potential liability to the City.

Cost: Site acquisition/conceptual design—\$550,000 Design/site preparation—\$550,000

Construction—\$4.5 million Priority Level 2

Note: A new Police Station could be built in conjunction with a new fire station. A combined facility would be less expensive to build and operate than if each facility is constructed separately. Certain areas could be shared between the two departments. A space needs study conducted in 2006 determined that a combined facility which includes indoor shooting lanes would require approximately 38,650 square feet.

Jack Gist Park Restroom. 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 and an equestrian park. The proposed project will construct a restroom facility at Jack Gist Park, completing Phase 1 development. (Other aspects of Phase 1 are to be completed before 2014.)

Cost: \$400,000

Priority Level 3

Karen Hornaday Park Improvements, Phase 2. Phase 2 park improvements will include Woodard Creek restoration, park entrance road realignment, west side parking, east side parking, Woodard Creek Trail construction (including a bridge to South Peninsula Hospital), and further landscaping improvements.

Cost: \$570,000

Priority Level 2

Mariner Park Improvements, Phase 2. This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements.

Phase 1 improvements are scheduled for completion in 2010-2014. Phase 2 improvements will construct a tunnel under the Spit Road to provide safe pedestrian access to the Homer Spit Trail, develop a central pavilion to serve as a picnic/barbecue area, on the inside of the storm berm, develop fee camping sites on the side of the park closest to the road, with day-use parking on the ocean side, construct a kiosk with information about the Mariner Park area, and improve the appearance of Mariner Park through landscape architecture consistent with the natural environment.

Cost: \$450,000 for tunnel; \$150,000 for pavilion, camp sites, and kiosk; \$75,000 for landscaping.

Total: \$675,000 Priority Level 3

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 2010. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- The restroom at Ramp 5 is in poor condition and needs to be replaced. It is used by campers as well as by harbor users.
- 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. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

Cost: \$400,000 each; \$1.2 M total Priority Level 2 for Ramp 2; Level 3 for Ramp 5 and Spit trailhead

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

South Peninsula Firearms Training Facility. This project will provide 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.

A conceptual design for a 6-lane indoor shooting range was prepared for the City of Homer in 1996. Note: This project could be completed in conjunction with a new Police/Fire Hall complex.

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

UTILITIES

Spit Water Line Replacement – Phase 4. The existing Homer Spit water line is 30 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 construction of approximately 1,500 lineal feet of water main to the end of the Spit. Replacement of the Homer Spit waterline will ensure an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit.

Cost: \$400,000 Priority Level 3

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

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

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

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 contribution 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 non-essential 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.

MANAGERS REPORT
JUNE 14, 2010

TO: MAYOR HORNADAY / HOMER CITY COUNCIL

FROM: WALT WREDE

UPDATES / FOLLOW-UP

1. Jean Keene Memorial Sculpture: This meeting agenda contains a resolution sponsored by Councilmember Wythe which amends Resolution 10-45. The primary change is to designate another location for the sculpture other than the one originally approved next to the Seafarer's Memorial. You will see that the new location site has been left blank. The reason for that is that at the time the resolution was drafted, the City, the sculptor, and the family of Jean Keene were still discussing the pros and cons of various alternative locations. The short list of options being discussed and evaluated is contained in the resolution. We anticipate that there will be a recommendation forwarded to the sponsor for Council consideration by meeting time. In the meantime, the public can see the alternatives in play by reading the resolution and will have the ability to comment on them at the Council meeting.
2. Library Energy Efficiency Ordinance: This meeting agenda contains an ordinance that proposes to spend funds to implement some of the energy efficiency recommendations we have received. There is a back-up Memorandum from the Public Works Director that provides some detail and context for the ordinance. We had a pretty good internal debate about where to get the money for this proposed work. The ordinance proposes that the funds come from the Library Project Fund, which is basically money left over from various old accounts dedicated to library construction and capital projects. However, this funding could just as easily come from the Revolving Energy Fund. There are pros and cons to each approach. Using the Library Project Fund seems appropriate because it is being used to do work that perhaps should have been done during construction. It is not money that would have to be paid back. And, it leaves REF funding to do more work in other City facilities. On the other hand, this work is exactly what the REF was intended to fund, and using it would leave more money in the Library Project Fund to do other capital project work, like fix parking lot drainage problems or designing and building a new more energy efficient entry way. Perhaps Council will want to weigh in on this one.
3. Community Schools Program in Jeopardy! The Facility Use Agreement between the City and the Kenai Peninsula School District expires at the end of June. The City and the School District have been negotiating the terms of a new agreement over the past month or two. The City thought things were going reasonably well and that a new agreement could be reached. However, this week, very unexpectedly, we received an e-mail which stated that the District had chosen to not renew the contract. If this decision stands, the Community Schools Program could be out by the end of this month. At the time this was written, we were still seeking clarification from the District and attempting to restart the discussion. The District's primary issues appear to be money, security, and control over programs and the facility. I hope to have more to say about this at the meeting.
4. Seawall Meeting: As you know, the City sponsored a meeting last week that brought together scientists, agency regulators, property owners, and other interested parties to discuss what impacts the seawall may be having on Spit infrastructure, sediment transport, coastal erosion, and other ocean processes. The City sponsored this meeting in order to come into compliance

with Special Condition Number 5 contained in the Corps of Engineers Permit for construction of the seawall. I can talk about this much more at the meeting, but to summarize, the group concluded that there is not enough evidence to determine what impacts, if any, the wall might be having. Everyone agreed that the most important thing right now is maintenance, repair, and improvements to be sure the wall does not fail and create a real problem. Another meeting was scheduled for June 17 to discuss how to move ahead and hopefully, each agreement on how to design and finance improvements to the wall that might increase its strength and durability and also dissipate some of the wave energy. All in all, I think this was a very positive and productive meeting.

5. Enstar and Natural Gas: As you might imagine, there has been a great deal of discussion over the past week about what can be done (and what should be done) with the \$550,000 that remains in the capital budget for the gas pipeline. I have a meeting scheduled with Enstar representatives on Friday the 11th. I also hope to speak with the Governor and/or his staff to get a better sense of what his intent might be when he vetoed the rest of the money. I will have more to say at meeting time. Also, I have asked the mayor to schedule Representative Paul Seaton as a visitor for the meeting. He will provide you with his take on what the next steps out to be.
6. Drinking Water: I would like to use about 5 minutes of the manager's report to allow Carey and the new Water and Sewer Treatment Superintendent to brief you on several water issues that I know you are concerned about. Carey will give an update on the old water treatment plant building. Todd will talk about water quality, the water quality report, and how the new plant is working.

ATTACHMENTS

1. City Employee Anniversaries / May
2. City Employee Anniversaries / June
3. Final Juneau trip cost tally
4. Pratt Museum Correspondence
5. Letter to DOT/PF regarding Spit parking
6. Article on Homer and adaptation to Climate Change
7. Memorandum from Port and harbor Commission re: Restroom Grant

**CITY OF HOMER
HOMER, ALASKA**

Hogan

RESOLUTION 10-29

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE CITY PROPERTY MANAGEMENT POLICY AND PROCEDURES MANUAL TO INCLUDE THE AMENDMENTS SUBMITTED BY THE ECONOMIC DEVELOPMENT ADVISORY COMMISSION.

WHEREAS, Homer City Code Section 18.08.160 authorizes and directs the City Council to adopt a Property Management Policy and Procedures Manual by resolution; and

WHEREAS, The current edition of the Property Management Policy and Procedures Manual (the Manual) as amended was adopted via Resolution 07-25(A); and

WHEREAS, Resolution 07-25(A) tasked the Economic Development Advisory Commission and the Port and Harbor Advisory Commission to review the Manual and make recommendations to the Council; and

WHEREAS, The Commissions have reviewed the manual and received input from the public in the process; and

WHEREAS, The proposed amendments are intended to make it easier, provide more uniformity and streamline the process of leasing city property to allow greater utilization of underperforming assets and encourage economic development.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council reviewed the proposed amendments to the Property Management Policy and Procedures Manual submitted by the Economic Development Advisory Commission.

BE IT FURTHER RESOLVED that the Homer City Council hereby adopts the proposed amendments attached hereto, incorporates them into this resolution by reference, and amends the Manual accordingly.

PASSED AND ADOPTED by the Homer City Council this 22nd day of March, 2010.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

**CITY OF HOMER
HOMER, ALASKA**

Lewis/Roberts

RESOLUTION 10-52

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
SUPPORTING HOMER FARMERS' MARKET ACQUIRING A
VISTA VOLUNTEER.

WHEREAS, The Homer Farmers' Market has been an active community organization for six years; and

WHEREAS, The Homer Farmers' Market VISTA project, entitled Local Food Network, envisions developing a framework for local producers and buyers to enter the network; and

WHEREAS, The City of Homer adopted The Climate Action Plan in December 2007; and

WHEREAS, The Climate Action Plan encourages the City of Homer to be proactive in helping to create a resilient local economy; and

WHEREAS, The Climate Action Plan states to create a resilient economy, the City should anticipate and promote new opportunities in local agriculture; and

WHEREAS, The Homer Farmers' Market VISTA project envisions promoting local community economic development; and

WHEREAS, The Local Food Network project focuses on the economic viability of local food production.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, their support for the Homer Farmers' Market acquiring a VISTA Volunteer.

PASSED AND ADOPTED by the Homer City Council this 14th day of June, 2010.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal information: N/A

6/30/10

Mayor Hornaday and Members of the Council,

I have reviewed the proposed Homer Spit comp plan and made comments at various stages of the public input process. I would like to submit to you directly two ideas that will save future councils many hours of debate.

The thirty acres on the North side of the harbor has very little development. It is not quite a blank slate but it is close. I would propose the Council set aside a 15' walking/ bike path easement around the entire area. It will be a beautiful place to go for a walk. Our recent cruise ship passengers have been walking down the middle of the road. Fifty years from now, if you set this easement aside, every person living in Homer will thank you.

My other suggestion is to come up with a drainage plan for the entire area now and require all development to conform to the drainage plan. The developed side of the spit is surrounded by water and you have to wear x-tra tufts to walk around after a hard rain. The road was put at the wrong height or the utilities were placed too high. It is always an embarrassment to me that nobody ever thought about drainage on the spit. Please don't repeat the mistake on the thirty acres.

Respectfully,

Brad Faulkner

*Possible capital improvement
project for consideration by EDC*

**CITY OF HOMER
HOMER, ALASKA**

Hogan

RESOLUTION 10-29

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE CITY PROPERTY MANAGEMENT POLICY AND PROCEDURES MANUAL TO INCLUDE THE AMENDMENTS SUBMITTED BY THE ECONOMIC DEVELOPMENT ADVISORY COMMISSION.

WHEREAS, Homer City Code Section 18.08.160 authorizes and directs the City Council to adopt a Property Management Policy and Procedures Manual by resolution; and

WHEREAS, The current edition of the Property Management Policy and Procedures Manual (the Manual) as amended was adopted via Resolution 07-25(A); and

WHEREAS, Resolution 07-25(A) tasked the Economic Development Advisory Commission and the Port and Harbor Advisory Commission to review the Manual and make recommendations to the Council; and

WHEREAS, The Commissions have reviewed the manual and received input from the public in the process; and

WHEREAS, The proposed amendments are intended to make it easier, provide more uniformity and streamline the process of leasing city property to allow greater utilization of underperforming assets and encourage economic development.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council reviewed the proposed amendments to the Property Management Policy and Procedures Manual submitted by the Economic Development Advisory Commission.

BE IT FURTHER RESOLVED that the Homer City Council hereby adopts the proposed amendments attached hereto, incorporates them into this resolution by reference, and amends the Manual accordingly.

PASSED AND ADOPTED by the Homer City Council this 22nd day of March, 2010.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

Postponed until Sept. 27, 2010 with work sessions on 8/9, 8/23 and 9/13

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

MANAGERS REPORT
JUNE 28, 2010

TO: MAYOR HORNADAY / HOMER CITY COUNCIL

FROM: WALT WREDE

UPDATES / FOLLOW-UP

1. Jean Keene Memorial Sculpture: At the last meeting, the Council adopted a resolution that authorized the placement of a Jean Keene Memorial Sculpture in several City park locations. I informed Council that the sculpture and the organizers of this project were also talking to a private landowner. I learned this past week that the sculpture will be placed on the deck at Lands End Hotel. This seems appropriate since Jean spent so much time there. Good luck to all involved.
2. Library Energy Efficiency Ordinance: This meeting agenda contains second reading of an ordinance that proposes to spend funds to implement some of the energy efficiency recommendations we have received. There is a back-up Memorandum from the Public Works Director that provides some detail and context for the ordinance. We had a pretty good internal debate about where to get the money for this proposed work. The ordinance proposes that the funds come from the Library Project Fund, which is basically money left over from various old accounts dedicated to library construction and capital projects. However, this funding could just as easily come from the Revolving Energy Fund. There are pros and cons to each approach. Using the Library Project Fund seems appropriate because it is being used to do work that perhaps should have been done during construction. It is not money that would have to be paid back. And, it leaves REF funding to do more work in other City facilities. On the other hand, this work is exactly what the REF was intended to fund, and using it would leave more money in the Library Project Fund to do other capital project work, like fix parking lot drainage problems or designing and building a new more energy efficient entry way. Perhaps Council will want to weigh in on this one. Council was also informed at ordinance introduction that the Administration was recommending a sole source contract in this case. Council requested a back-up memo describing the reasons for this recommendation and the memo is included in your packet.
3. Community Recreation Program: At the last meeting, I informed you that I thought the immediate threat to the Community Recreation Program was averted and that negotiations with the School District on a new facilities agreement were back on track. I am happy to report that negotiations are going well. I fully expect to have a new agreement ready for Council consideration and approval at the July 26 meeting.
4. Seawall Meeting: The second seawall meeting took place last week at the Kenai Peninsula College campus in Soldotna. I think the meeting went very well and we emerged with road map on how to proceed from here. The Corps has indicated that the City will have completely satisfied Special Condition Number 5 as soon as one small damaged area on the wall is repaired. The meeting focused upon how the City and the property owners can work together to find the funding to design and build improvements that will both strengthen the wall and mitigate potential environmental impacts. We also need to formally transfer the permit over to the property owners so that there are no continuing arguments about who is responsible for repairs. If you have any questions about this, please don't hesitate to ask. I can go into much more detail at the meeting.

5. Enstar and Natural Gas: This meeting agenda contains a memorandum with a recommended course of action regarding the natural gas transmission line legislative grant.
6. Spit Parking: The last Manager's Report contained a letter to DOT/PF regarding parking on the Spit. I am happy to report that we received a note from the Regional Director this week. The note basically said that the City's proposed course of action was approved and that DOT/PF would have a draft MOU to us within 30 days.
7. Comprehensive Plan: Rick attended the Borough planning Commission and Borough assembly meetings in which the City Comprehensive Plan was discussed. The Plan sailed right through and the assembly approved it at its meeting on the 22nd. Rick said the Assembly really liked the plan and was very complimentary.
8. Volunteers: I would like to give a big thank you to all of the volunteers who are stepping up to help maintain City facilities. As you know, the Friends of the Homer Public Library is spending its own money to hire a professional and organize volunteers to do landscaping at the library in coordination with Parks. I don't know if you have been there lately but the place looks great. Carey Meyer and staff from the Parks Department built a new flower garden wall around the new library sign. Homer Animal Friends is about to spend some of its time and money to do landscaping around the Animal Shelter and to provide a fenced in area where dogs can play and interact with each other, volunteers, and folks who are looking to adopt. This is being done in coordination with Public Works and I will likely be back to ask you for a small match (around \$3,000) for the fence. Finally, Mike is working with organizations that want to get more involved and take more responsibility for maintaining and operating the City Parks, especially Jack Gist and Karen Hornaday. There are broad discussions going on about MOUs and establishing a Parks Foundation. This is all very positive news from my perspective.

ATTACHMENTS

1. Memo from Sheri Hobbs re: Salary and Benefit Study

MEMORANDUM 10-93

TO: Mayor Hornaday and Homer City Council

FROM: Walt Wrede

DATE: June 28, 2010

SUBJECT: Gas Transmission Line / Proposed Action Plan

As you know, the State Capital Budget approved by the legislature this year contained \$4.8 Million for a gas transmission line from Anchor Point to Homer. The funding included \$300,000 for a regulation station at Anchor Point. The regulation station is necessary for the residents and businesses in both Anchor Point and Homer to receive gas. The Governor vetoed most of this appropriation and only \$525,000 remains. The Governor left the door open for future funding.

The Governor's veto left us with questions about how the remaining money should and could be used. There was confusion about the four conditions that were attached to the appropriation and how they should be addressed. Homer residents were wondering why Homer should be responsible for administering a project that is largely outside of the City limits. Anchor Point residents were wondering why Homer ended up with what they considered to be money they lobbied for (the \$300,000 for the regulation station). Many here wondered if Homer was getting pushed into being a gas utility and whether the City is really ready for that.

A number of those questions have been answered. First, it is now clear that the four conditions that were attached to the appropriation will be included in the grant agreement that the City receives from the Department of Commerce, Community, and Economic Development (DCCED). DCCED staff members have stated that even though the conditions will be included, there is no requirement that grant funds be used to address those issues (in fact there may be legal impediments to doing so). DCCED said that it would ask the City to discuss those issues and how it believes the conditions are satisfied or will be satisfied. All of the money can be used for construction. DCCED would also like the City to submit a revised scope of work now that the full \$4.8 Million is not available.

I believe that it is in the best long term interest of the community to pursue a natural gas line. It has the potential to spur economic development, lower the cost of living, and help the community reduce greenhouse emissions. I think that that the City should use the existing funds to build the regulation station and as much 8 inch transmission line as possible along the route to Homer. This can be viewed as stage one of the project and doing this will help us leverage additional money to complete the project. Even though this phase will be constructed entirely outside of the City limits, I think this should be seen as a Homer project because the regulation station is a necessary first step in order to get gas to Homer. Nothing happens without it. I also believe that passing the money through to either the Borough or the Anchor Point Safe Water Program simply adds another layer of bureaucracy. The City is the grant recipient and is ultimately responsible for how the money is spent.

This state appropriation assumes that the money will go to Enstar to extend service to the Homer area. The City could consider other courses of action, including becoming a gas utility itself, or taking steps to encourage another independent company to serve the community and asking the RCA to take Homer out of Enstar's service area. While some of these options may be attractive for various reasons, they would all require a great deal of additional work and involvement by the City, they could delay the project for years, and they would not guarantee lower prices than the City could get by being connected to the South Central Alaska gas distribution grid.

Based upon discussions with the City Attorney and other knowledgeable people, I believe that the City's role in all of this can be limited to grant and construction contract administration. The City is simply the portal through which state money is being passing to the City's contractor (Enstar) who will build the

improvements. The City will not own the regulation station or the transmission line. It is not purchasing gas or becoming a gas utility. Enstar will be responsible for all applicable laws and regulations including those of the RCA. Enstar will own the improvements and be the gas utility. Enstar will own all of the liability with respect to the construction and operation of the facilities. The City is simply paying them to extend service to the community.

If the Council is comfortable with the above assessment of the situation, I would recommend that it authorize me to take the following actions:

- Draft a letter to DCCED containing a revised scope of work
- Draft a letter to DCCED outlining how the four conditions are either no longer applicable, are satisfied, or will be satisfied.
- Work with the Enstar and the City Attorney on a sub-grant agreement and construction contract for approval by the Council.
- Work with the Borough and the Anchor Point Village Safe Water Program on distribution system plans and financing.
- Work with the Corps of Engineers on preliminary permitting for the distribution system with the goal of securing one City wide permit.
- Ask Council to establish a Task Force to help the administration review financing and implementation options for the distribution system, and necessary amendments to the Local Improvement District Code and the Utilities Code.
- Ask Enstar for revised cost estimates and scope of work for extending the transmission line all the way through Homer to Kachemak City so that those figures can be used to future funding requests.
- Propose adding this project to the Top 15 on the City CIP list.

RECOMMENDATION:

Approve Memorandum 10-93 and authorize the City Manager to proceed with the above course of action.