

City Council
September 12, 2011
Monday



Worksession 4:00 P.M.
Committee of the Whole 5:00 P.M.
Regular Meeting 6:00 P.M.



Cowles Council Chambers
City Hall
491 E. Pioneer Avenue
Homer, Alaska



2011 SEPTEMBER

- Monday 12th** **CITY COUNCIL** Worksession 4:00 p.m., Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.
- Thursday 15th** **PARKS AND RECREATION ADVISORY COMMISSION**
Regular Meeting 5:30 p.m.
- PORT AND HARBOR IMPROVEMENT COMMITTEE** 5:30 p.m.
- Tuesday 20th** Dinner at Fat Olives with the KENAI PENINSULA BOROUGH ASSEMBLY 5:15 p.m. Assembly meeting to follow at 7:00 p.m.
- Wednesday 21st** **PLANNING COMMISSION** Worksession 5:30 p.m. and Regular Meeting 6:30 p.m.
- Thursday 22nd** **PUBLIC ARTS COMMITTEE** Special Meeting 5:00 p.m.
- PORT AND HARBOR IMPROVEMENT COMMITTEE** 5:30 p.m.
- Monday 26th** **CITY COUNCIL** Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.

Regular Meeting Schedule

- City Council 2nd and 4th Mondays 6:00 p.m.**
Library Advisory Board 1st Tuesday 5:00 p.m.
Economic Development Advisory Commission 2nd Tuesday 6:00 p.m.
Parks and Recreation Advisory Commission 3rd Thursday of the months of January, March, May, June, July, August, September, and November 5:30 p.m.
Planning Commission 1st and 3rd Wednesday 6:30 p.m.
Port and Harbor Advisory Commission 4th Wednesday 5:00 p.m.
Transportation Advisory Committee Quarterly 3rd Tuesday 5:30 p.m.
Public Arts Committee Quarterly 3rd Thursday 5:00 p.m.
Lease Committee Quarterly 2nd Thursday 3:00 p.m.
Permanent Fund Committee Quarterly 2nd Thursday 5:15 p.m.

MAYOR AND CITY COUNCILMEMBERS AND TERMS

- JAMES C. HORNADAY, MAYOR - 12**
BARBARA HOWARD, COUNCILMEMBER - 11
DAVID LEWIS, COUNCILMEMBER - 11
FRANCIE ROBERTS, COUNCILMEMBER - 12
KEVIN HOGAN, COUNCILMEMBER - 12
MARY E. (BETH) WYTHE, COUNCILMEMBER - 13
BRYAN ZAK, COUNCILMEMBER - 13
City Manager, Walt Wrede
City Attorney, Thomas Klinkner

<http://www.cityofhomer-ak.gov/cityclerk> for home page access, Clerk's email address is: clerk@ci.homer.ak.us Clerk's office phone number: direct line 235-3130, other number 435-3106.

HOMER CITY COUNCIL/WORKSESSION
491 E. PIONEER AVENUE
HOMER, ALASKA

SEPTEMBER 12, 2011
MONDAY, AT 4:00 P.M.
COWLES COUNCIL CHAMBERS

**MEETING NOTICE
WORKSESSION AGENDA**

1. **CALL TO ORDER, 4:00 P.M.**
2. **AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)
3. **2012-2017 Capital Improvement Plan & FY 2013 Legislative Requests**
Memorandum 11-130 from Special Projects Coordinator as backup Page 11
Page 7
4. **COMMENTS OF THE AUDIENCE**
5. **ADJOURNMENT NO LATER THAN 4:50 P.M. NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, SEPTEMBER 26, 2011 AT 6:00 P.M. THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, SEPTEMBER 26, 2011 AT 5:00 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



City of Homer

Memorandum 11-130

TO: Mayor and City Council
 THROUGH: Walt Wrede, City Manager
 FROM: Anne Marie Holen, Special Projects Coordinator
 DATE: September 6, 2011
 SUBJECT: 2012-2017 CIP; FY 2013 Legislative Request

The City of Homer Capital Improvement Plan for 2012-2017 is ready in draft form for your review. A few notes:

- Twelve new projects have been proposed for inclusion in the CIP. These projects will not be included in the CIP without first being approved by Council.
 - Nine new City of Homer projects have been proposed:
 - Farmers Market in Town Center (recommended by Economic Development Commission)
 - Community Soccer Fields and Basketball Court as part of City's Parks and Recreation program (recommended by Parks and Recreation Commission)
 - Load and Launch Ramp Reconstruction (recommended by Port and Harbor Director)
 - Harbor Sheet Pile Loading Dock/Pier (recommended by Port and Harbor Director)
 - Truck Loading Facility Upgrades at Fish Dock (recommended by Port and Harbor Director)
 - HH Float Improvements (recommended by Port and Harbor Director)
 - Barge Mooring Facility (recommended by Port and Harbor Director)
 - Marine Ways Large Vessel Haulout Facility (recommended by Port and Harbor Director)
 - Ice Plant Upgrade (recommended by Port and Harbor Director)
 - Tanker 2 Refurbishment (recommended by Fire Chief)
 - One new project has been requested by a Homer High School employee: **Track Renovation - Homer High School.** *This project has not yet been requested by the School District, City advisory body, or Council member.*
 - One new State transportation project has been proposed: **Ocean Drive Reconstruction with Turn Lane** (recommended by the Economic Development Commission).
- Twelve projects that were in the 2011-2016 CIP have been deleted from this draft:

PROJECT:	REASON:
Deep Water/Cruise Ship Dock: Docking and Upland Passenger Facility Improvements	Funded through FY 2011 legislative appropriation
Downtown Restrooms	Funded through same appropriation named above
Outside Dock Fenders	Funded through same appropriation named above
Fire Pump Testing Trailer	Removed at recommendation of Fire Chief
Tide Gauge/Meteorological Station	Removed at recommendation of P&H Director
East End Road Rehabilitation - Kachemak Drive to Waterman Road	Funded by State through STIP process

Kachemak Bay/Cook Inlet Tidal Power	Alaska Energy Authority is working directly with NOAA. Additional funding provided through FY 2011 legislative appropriation
Kevin Bell Arena Floor Upgrade	Lucinda Martin of the Hockey Association suggested removing it for now; they may come back to us with a revised project in the future.
South Peninsula Hospital projects: Bariatric Equipment, Enhanced Communication System, New Surgery Doors, and RFID Tracking and Security	SPH decided to focus on just one project (Fire Suppression System Booster Pump) for this CIP.

- Many project descriptions have been updated throughout the CIP with new information regarding estimated cost, scope, progress to date, etc.
- Recommendations from City Boards and Commissions
 - The Planning Commission recommended the following CIP projects in priority order:
 1. Sewer Treatment Plan Bio-solids Treatment Improvements
 2. Alternative Water Source (tie)
 2. Ocean Drive Reconstruction with Turn Lane (tie)
 4. Main Street Intersection
 5. Port & Harbor Building
 - The Parks and Recreation Commission gave priority to six projects:
 1. Karen Hornaday Park Improvements, Phase 1
 2. Kachemak Drive Rehabilitation/Pathway
 3. Mariner Park Improvements, Phase 1
 4. Soccer Field and Basketball Court
 5. Town Center Parks and Trails
 6. Jack Gist Park Improvements, Phase 1
 - The Library Advisory Board gave priority to seven projects:
 1. Natural Gas Pipeline, Anchor Point to Homer
 2. Alternative Water Source
 3. Sewer Treatment Plan Bio-solids Treatment Improvements
 4. Firefighting Enhancement - Aerial Truck
 5. Downtown Restrooms
 6. Alaska Maritime Academy
 7. Kachemak Bay/Cook Inlet Tidal Power
 - The Port and Harbor Commission ranked CIP projects as follows:
 1. Upgrade System 5 - Vessel Shore Power & Water
 2. Deepwater Dock Expansion
 3. Harbor Float Replacement/Ramp 3 Gangway and Approach
 4. Harbor Entrance Erosion Control
 5. Port and Harbor Building
 - The Economic Development Commission ranked CIP projects as follows:
 1. Ocean Drive Reconstruction with Turn Lane and Homer Area Natural Gas Pipeline (tie)
 2. Sewer Treatment Bio-solids Treatment Improvements
 3. Alternative Water Source

4. Upgrade System 5 – Vessel Shore Power & Water
5. Deep Water Dock Expansion – Phase I

o The Transportation Advisory Committee ranked CIP projects as follows:

1. Land Acquisition for New Roads
2. Ocean Drive Reconstruction with Turn Lane
3. Pioneer Avenue Upgrade
4. Homer Intersection Improvements(Innovative Solutions*)
5. Karen Hornaday Park Improvements, Phase 1

* Innovative solutions would provide alternatives to traffic signals and stop signs that are effective at improving safety while also saving time and money in the long run. Roundabouts are one example.

- Assigning priority terms: Each City of Homer project is labeled as either Level 1 Priority (highest), Level 2 Priority, or Level 3 Priority. (State transportation projects and projects submitted by non-profits have not been given priority labels.)

In the end, the Council, in consultation with the City Manager, must weigh all the factors to determine the priority level for each project. For this draft, I have worked with the City Manager to assign labels that the Council may want to review before the CIP is finalized.

Factors to take into account when setting priority level include:

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?

- Remaining Steps in 2012–2017 Capital Improvement Planning Process: The public hearing for the CIP is scheduled for the September 26 City Council meeting. Adoption of the CIP and the FY 2013 legislative priority list is scheduled for October 10.

PROPOSED NEW PROJECTS

**NOTE: These projects will require
City Council approval to be included
in the CIP.**

City projects:

Farmers Market in Town Center
Community Soccer Fields and Basketball Court
Load and Launch Ramp Reconstruction
Harbor Sheet Pile Loading Dock
Truck Loading Facility Upgrades at Fish Dock
HH Float Improvements
Barge Mooring Facility
Marine Ways Large Vessel Haulout Facility
Ice Plant Upgrade
Tanker 2 Refurbishment - HVFD

Other projects:

Ocean Drive Reconstruction with Turn Lane
Homer High School Track Renovation



Farmers Market in Town Center

PROPOSED NEW PROJECT

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

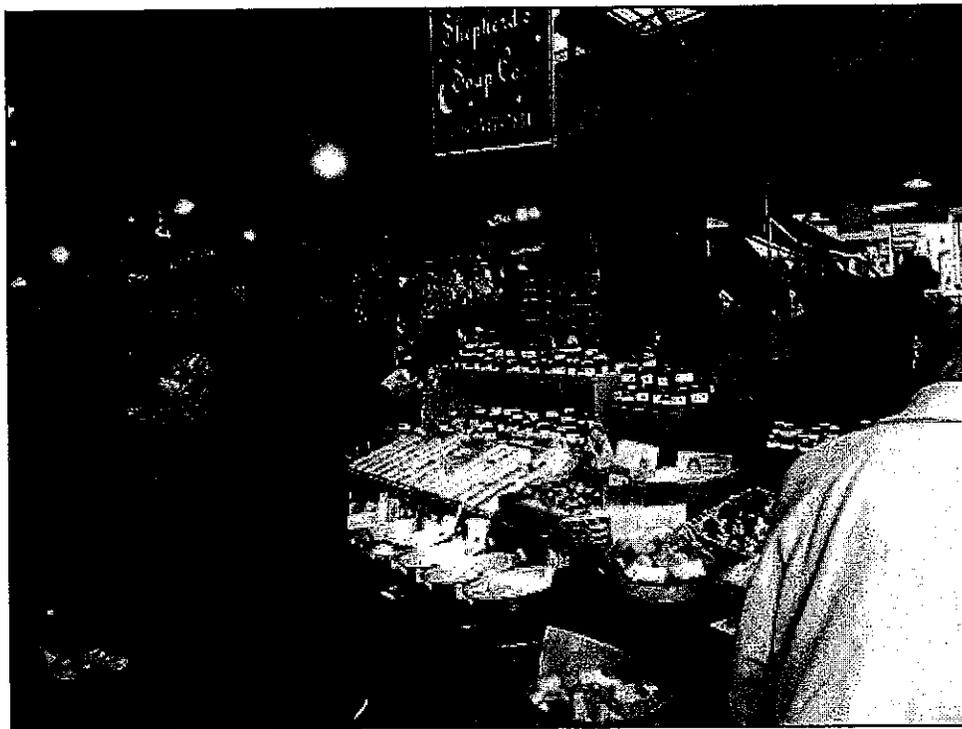
Although the term "Farmers Market" is used here, many communities use the term "Public Market" to refer to year-round venues where market-goers can find a variety of locally crafted products in addition to local produce, seafood, and the like. The Pike Street Public Market in Seattle is a particularly famous example. Farmers Markets/Public Markets have seen a huge increase in popularity in recent years, creating a strong draw for locals and visitors alike and providing a low-cost venue for a variety of small local businesses. A study funded by the Ford Foundation in 2002 found that "public markets function as incubators for small businesses and training grounds for independent entrepreneurs. Low start-up costs make it easy for vendors to finance their new businesses, often without the aid of lending institutions. And the spin-off benefits for nearby businesses are huge, according to Project for Public Spaces research, since 60 percent of market customers also visit neighborhood stores on the same days."

Currently, the Homer Farmers Market operates as an open-air market on private land, with no guarantee of future access to the property. Features of a permanent public market in Town Center would include 1) a weather-proof structure with an open marketplace feel and room for at least 100 vendors; 2) site design to facilitate loading/unloading of goods and ease of access for customers; 3) exterior landscaping and public art features to enhance the overall attractiveness of the area; and 4) signage to attract and direct potential market-goers from Pioneer Avenue, Main Street, and the Sterling Highway.

Cost: \$60,000 for conceptual design and financing plan. Engineering, design, and construction costs to be determined.

Schedule: 2012-2014

Priority Level: 1



The Farmers Market in Olympia, Washington, located at the edge of Olympia's downtown, is a gathering place for local, small-scale farmers, merchants, and artists and a popular destination for locals and visitors. Nearby businesses benefit from the popularity of the Farmers Market.

The market is open Thursday through Sunday April-October and weekends in November and December. It houses approximately 200 local produce, bakery, and arts and craft vendors. A performing stage gets used by entertainers from all disciplines. The food court is also a popular draw.



Ocean Drive Reconstruction with Turn Lane

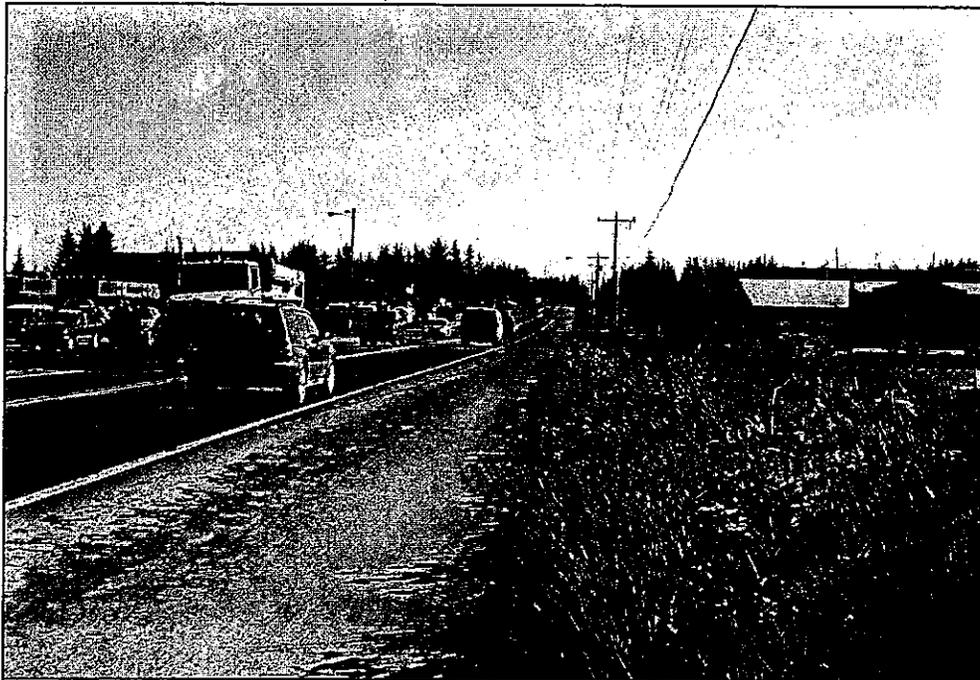
PROJECT DESCRIPTION & BENEFIT: This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Ocean Drive, which is a segment of the Sterling Highway (state road) connecting Lake Street with the Homer Spit Road, sees a great deal of traffic, particularly in the summer, and has become a source of concern for drivers, bicyclists, pedestrians, and tour bus operators.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for cars and trucks to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane in order to make a left turn. Some frustrated drivers swing around at fairly high speeds, presenting a significant risk to bicyclists and pedestrians who may be using the bike lane.

In recent years, the Homer Farmers Market has become a popular attraction on the south side of Ocean Drive during the summer season, contributing to traffic congestion in the area. In addition, Homer is seeing more cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.

The City of Homer recommends that this project be added to the Statewide Transportation Improvement Program and completed as soon as possible.



Looking east on Ocean Drive near the Farmers Market on a relatively quiet day.

PROPOSED NEW PROJECT



Community Soccer Fields and Basketball Court

PROJECT DESCRIPTION & BENEFIT: This project will provide Homer youth and adults with two new soccer fields and a basketball court. The largest recreational user group in the Homer area is comprised of soccer players, followed by basketball enthusiasts. Currently the only soccer fields available within the Homer community are those managed by the Kenai Peninsula Borough School District, which means school use has priority over all other uses. This priority use arrangement has led to a summer maintenance schedule that creates confusion and makes it very difficult for non-school district user groups to reserve the fields. The City of Homer Parks and Recreation program does not have access to the school district fields.

An outdoor regulation-size basketball court is another significant need in the community. Currently there are a few half-court basketball hoops at Homer High School and a small basketball court at Homer Middle School. These are Kenai Peninsula Borough School District facilities and are over 25 years old. They are not sufficient for pickup basketball games either logistically or structurally.

With the construction of two community soccer fields and a basketball court, community residents of all ages will have access to safe, convenient, and readily available facilities, addressing a long-recognized need for such facilities in Homer.

Phase 1 of the project will identify one or more optimum locations for the new facilities. Phase 2 will develop a cost estimate, identify potential partners and funding sources, and raise the money needed. Phase 3 will design and construct the facilities.

Cost: \$125,000 each for soccer fields; \$50,000 for basketball court.
(not including land acquisition)

Schedule: 2012-2014

Priority Level: 2



Soccer can be enjoyed by players of all ages and is very popular in Homer.

PROPOSED NEW PROJECT



Load and Launch Ramp Reconstruction

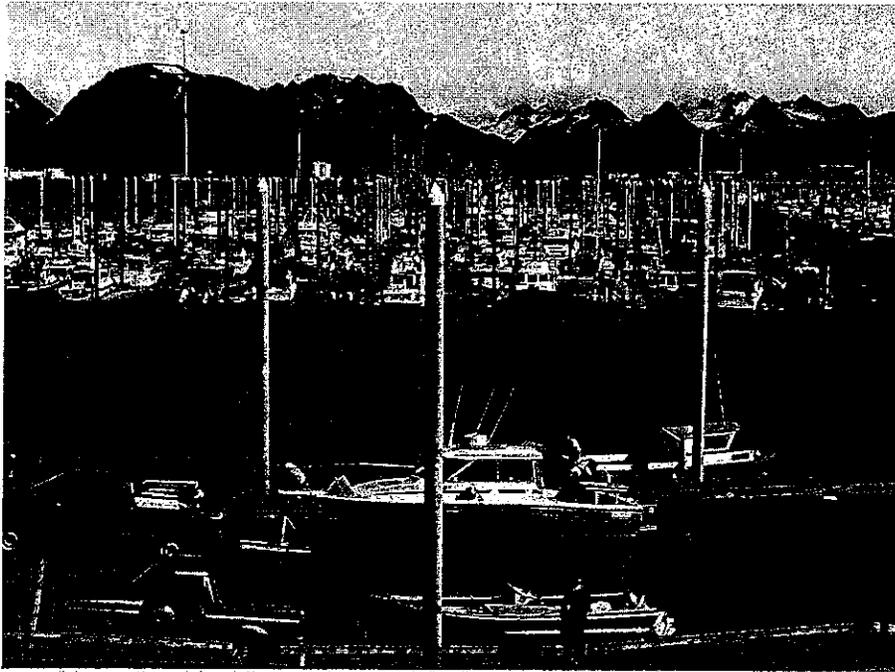
PROJECT DESCRIPTION & BENEFIT: Homer's Load and Launch Ramp is a key feature of the Small Boat Harbor, providing access to Kachemak Bay for small boaters from around south-central Alaska. The existing ramp is suffering from age-related wear and tear and needs to be replaced. This project will reconstruct the entire facility, replacing all 5 lanes along with the floats and piles.

PLANS AND PROGRESS: The Alaska Department of Fish and Game supports this project and has stated its intent to provide grant funds to accomplish the work. However, the grant requires a 25% local match (approximately \$1 million).

Cost: \$4 million

Schedule: 2012-2013

Priority Level: 1



The Load and Launch Ramp in Homer's Small Boat Harbor sees heavy use in the summer.

PROPOSED NEW PROJECT



Harbor Sheet Pile Loading Dock

PROJECT DESCRIPTION & BENEFIT: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations.

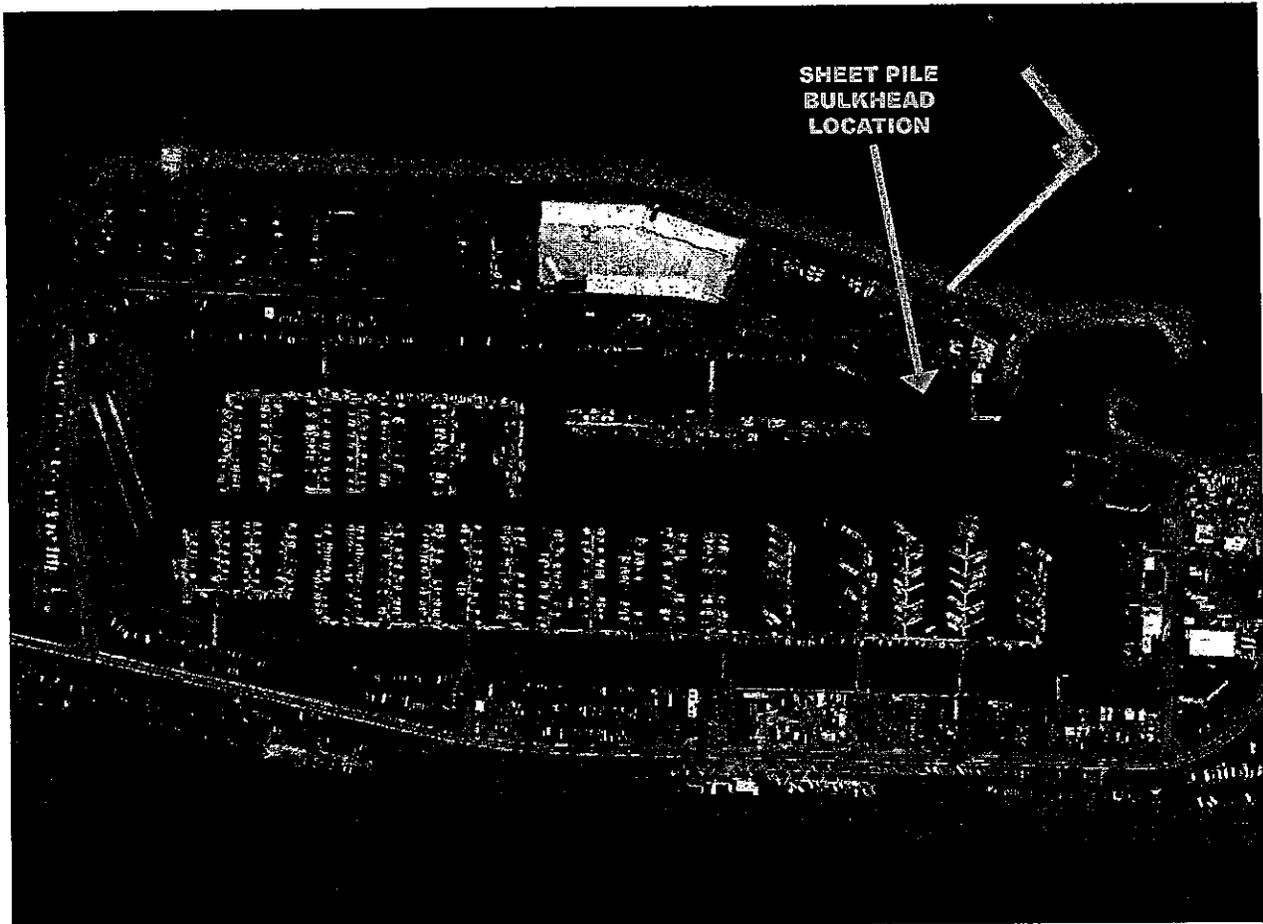
This project was first identified as a need at the time the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item but rather a completely new facility.

Cost: \$400,000

Schedule: 2013

Priority: 2

PROPOSED NEW PROJECT





Truck Loading Facility Upgrades at Fish Dock

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

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

Cost: \$300,000

Schedule: 2014

Priority: 2



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

PROPOSED NEW PROJECT



HH Float Improvements

PROPOSED NEW PROJECT

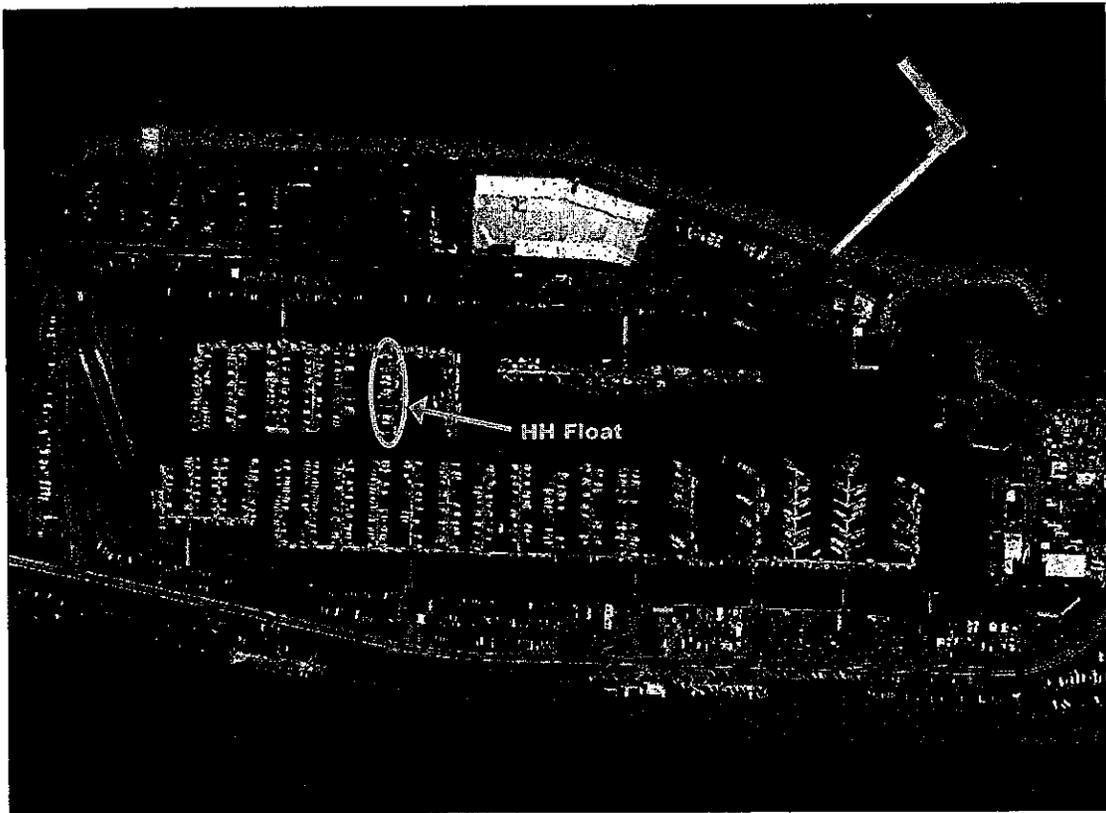
PROJECT DESCRIPTION & BENEFIT: The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on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

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

Cost: \$3 million

Schedule: 2015

Priority: 2





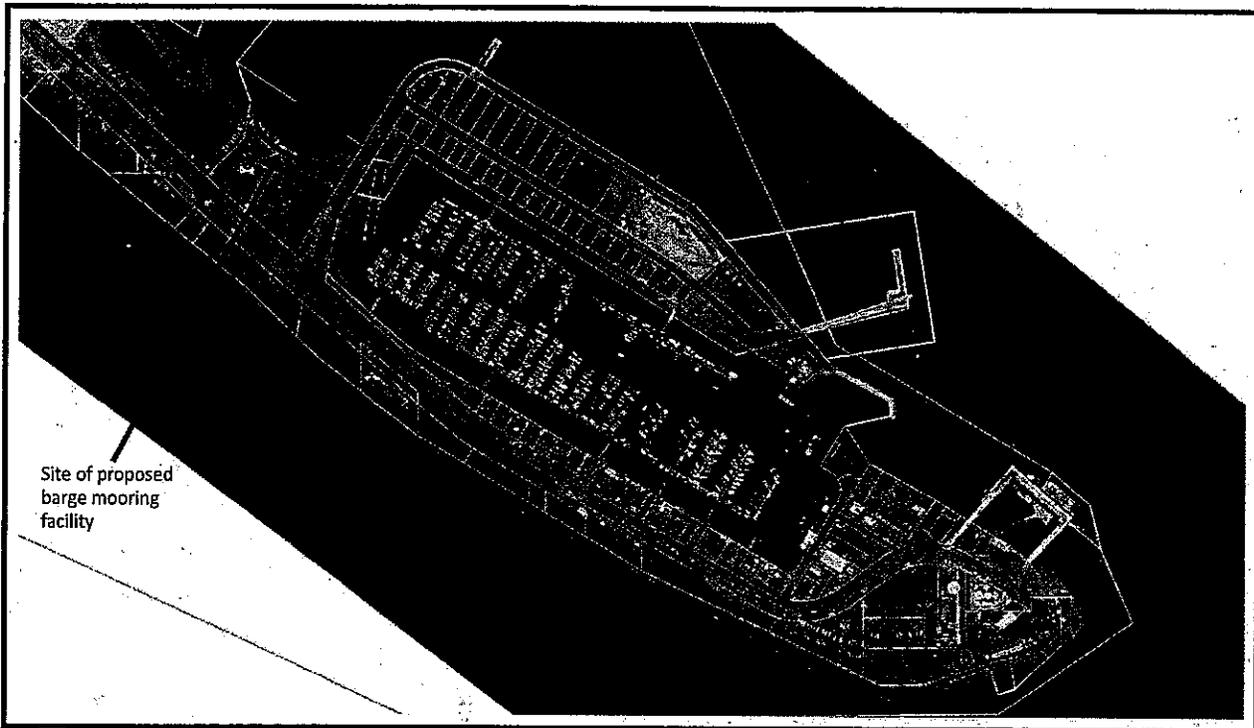
Barge Mooring Facility

PROJECT DESCRIPTION & BENEFIT: This project will meet the needs of existing Homer businesses and attract additional business by constructing a barge mooring facility at Lot TR 1A (east of the Fishing Lagoon). The mooring facility will consist of a row of four or five piles driven perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an offshore anchor and allowing use at various tide levels. Barges and other large shallow-draft vessels will be able to moor at the site while undergoing maintenance/repair work. When used in conjunction with bollard moorings on the beach, the pile moorings will also allow long-term storage at the site.

Cost: \$400,000

Schedule: 2013

Priority: 2



PROPOSED NEW PROJECT



Marine Ways Large Vessel Haulout Facility

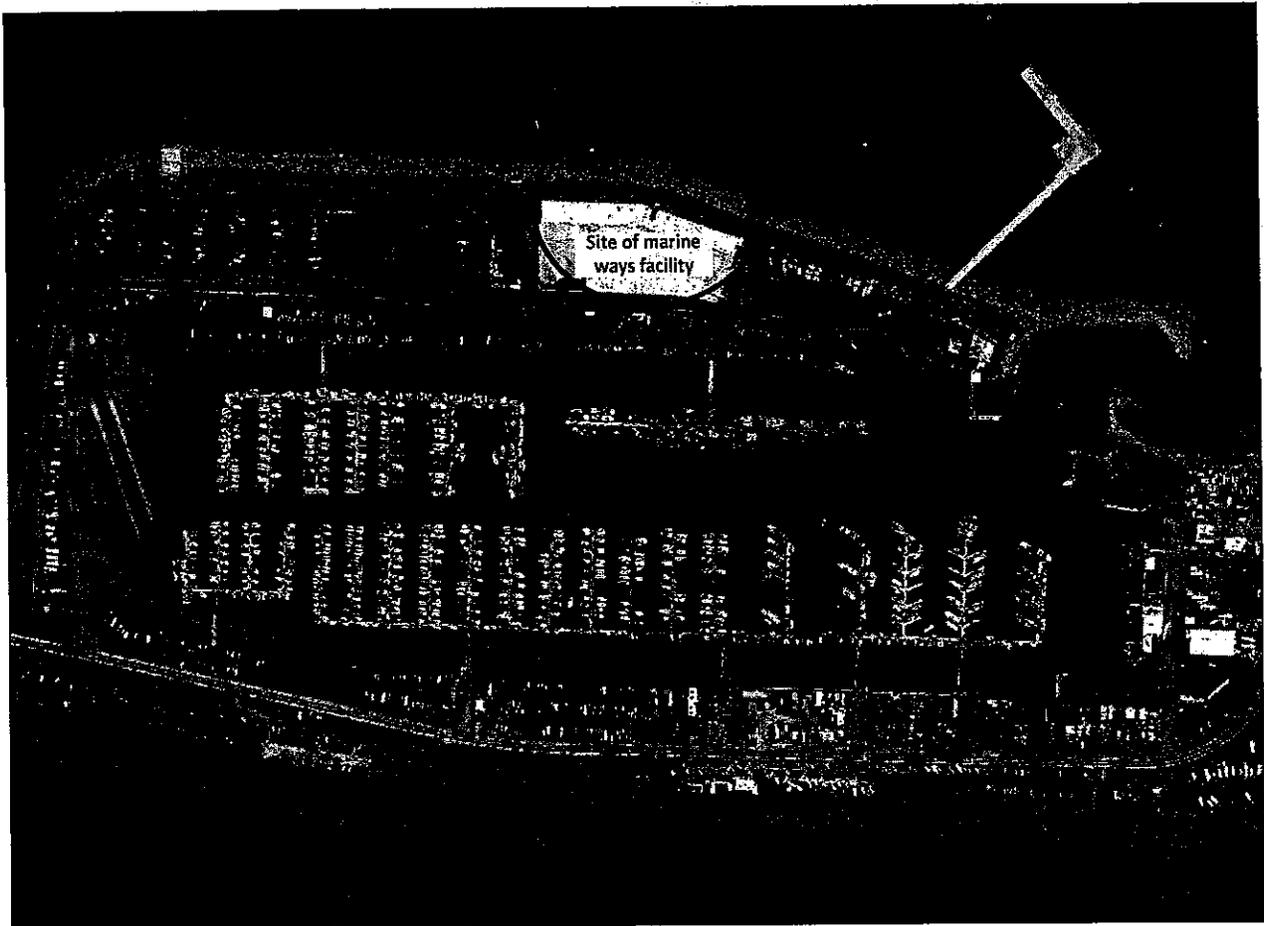
PROJECT DESCRIPTION & BENEFIT: This project will construct a "marine ways" ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs; utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

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

Cost: \$3 million

Schedule: 2013

Priority: 2



PROPOSED NEW PROJECT



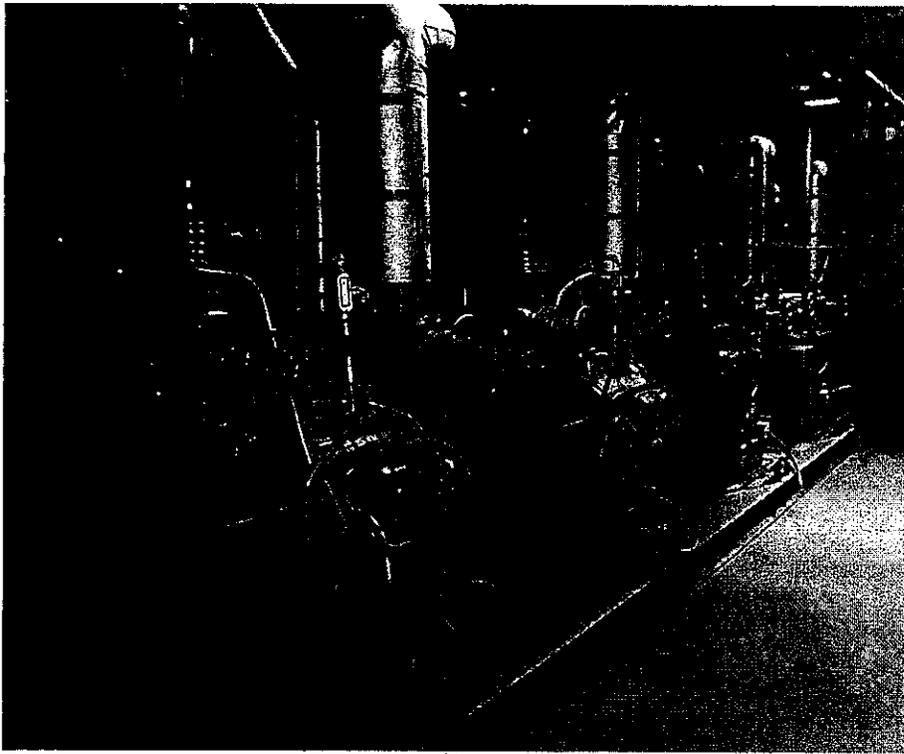
Ice Plant Upgrade

PROJECT DESCRIPTION & BENEFIT: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 4 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Cost: \$500,000

Schedule: 2013

Priority: 2



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

PROPOSED NEW PROJECT



Homer High School Track Renovation

PROJECT DESCRIPTION & BENEFIT: The track at Homer High School is in need of total renovation. Its current poor condition means that the school is not able to host any meets; the track has been declared unsafe by High School administration. The track is plagued by many potholes and some sink holes. Most of the painted lines have vanished. If the track is not fixed, the High School principal has expressed his intention to cancel the 2013 Track and Field season.

Once the track is resurfaced, it will allow the Middle School and High School to host a minimum of two meets a year along with the Region and Borough Championships every other year. This will bring up to 400 athletes to town bringing in significant income (\$2,500 - \$10,000) to the community. Many members of the Homer community walk on the track and enjoy the health benefits of exercise. The students, athletes, and staff of the local schools would benefit by using a track that is in good condition. Statistics show that students who exercise at a young age will continue as an adult. The community as a whole would benefit from a solid track where many people feel comfortable exercising. Other significant users include the American Cancer Society's Relay for Life, Neuro Fibromatosis' (NF Endurance) Run for Leo, and the Community Track Program.

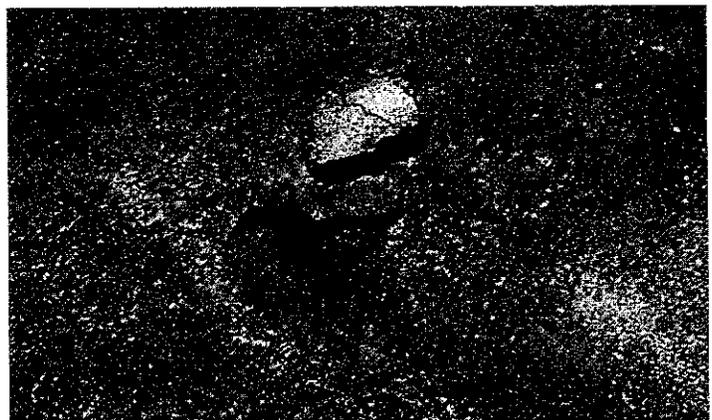
PLANS & PROGRESS: The track was built in 1985 and suffered through a major flood in the fall of 2002. Other than very minimal maintenance, there has not been any attention paid to this facility. A committee of interested people is now working diligently to secure state funding to support this cause, with the goal of obtaining city, borough, and state recognition on Capital Improvement Project priority lists in the hope of obtaining a legislative appropriation from the State of Alaska. Many other tracks in the state have been funded and built based on this model.

Cost: \$750,000



Left: The area of the track that was patched after the 2002 floods is not level.

Below: Example of where pieces of the track surface are flaking apart.



PROPOSED NEW PROJECT



Tanker 2 Refurbishment - HVFD

PROJECT DESCRIPTION & BENEFIT: The Homer Volunteer Fire Department's Tanker 2 is an E-One Pumper Tanker purchased in 1989. The maintenance schedule for Tanker 2 calls for refurbishment or retirement after 20 years, which means Tanker 2 is overdue for an overhaul. A new tanker-pumper would cost in the range of \$800,000. A Level 2 refurbishment (similar to what was performed on Tanker 1 after it was purchased by Kachemak City) would be far less expensive and will improve safety and extend the useful life of the tanker. Refurbishment would include inspection and repair if needed of the fire pump, vehicle engine and other systems; upgrade obsolete lighting systems to convert to LED systems; redesign and upgrade of the portable water tank compartment; replacement of corroded plumbing and valves; upgrade of the interior compartment for safety; and repair and repainting of the body.

Cost: \$200,000

Schedule: 2013

Priority: 2



PROPOSED NEW PROJECT

City of Homer Capital Improvement Plan 2012-2017



The Homer Volunteer Fire Department prepares to try out a new Fire Training Facility that provides live-fire practice in a controlled setting. The Fire Training Facility, delivered in 2011, had been identified as a need in the Capital Improvement Plan since 2001.

DRAFT

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



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 1, 2010

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2011 through 2016 Capital Improvement Plan adopted by the Homer City Council on October 11, 2010. 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 2011-2016 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

To be updated...

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 10-78(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2011-2016 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2012.

WHEREAS, A duly published hearing was held on September 27, 2010 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 2011-2016" 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 2012 State Legislative Request.

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Skyline Fire Station
3. Harbor Float Replacement/Ramp 3 Gangway & Approach Replacement
4. Port & Harbor Building
5. Fire Engine 4 Refurbishment
6. Natural Gas Pipeline Anchor Point to Homer
7. Alternative Water Source
8. Deep Water Dock Expansion, Phase 1
9. Karen Hornaday Park Improvements, Phase 1
10. Homer Intersection Improvements
11. Deep Water Dock Upland Improvements
12. Mariner Park Improvements, Phase 1
13. Fishing Lagoon Improvements
14. Upgrade System 5: Vessel Shore Power and Water
15. Kachemak Bay Tidal Power Feasibility and Conceptual Design

**To be replaced
with new reso...**

BE IT FURTHER RESOLVED that projects for the FY 2012 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 2012 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 11th day of October, 2010.

CITY OF HOMER


MARY E. WYTHE, MAYOR PRO TEMPORE


ATTEST:

JO JOHNSON, CMC, CITY CLERK

Accomplished (funded) Projects from 2011-2016 CIP List

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

Deep Water/Cruise Ship Dock: Docking and Upland Passenger Facility Improvements

Downtown Restroom

East End Road Rehabilitation - Kachemak Drive to Waterman Road

Outside Dock Fenders

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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.

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.

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

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

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

Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

CIP Categories 2012-2017
Summary of Projects by Year and Cost

CATEGORY	2011	2012	2013	2014	2015	2016	TOTAL \$
LOCAL ROADS & TRAILS	500,000	650,000	5,350,000	-	-	-	6,500,000
STRUCTURES	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000
UTILITIES	11,280,000	6,310,000	18,710,000	200,000	200,000	-	36,700,000
EQUIPMENT	950,000	270,000	210,000	-	-	-	1,430,000
TOTAL \$	22,140,000	16,455,000	130,945,000	21,125,000	200,000	175,000	191,040,000

**Tables will be updated at the end
of the CIP development process**

Local Roads and Trails Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Heath Street, Pioneer to Anderson		400,000	3,600,000				4,000,000
Horizon Loop Trail Feasibility and Conceptual Design							0-
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure		250,000	1,750,000				2,000,000
TOTAL \$	500,000	650,000	5,350,000				6,500,000

**Tables will be updated at the end
of the CIP development process**



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, provide for pedestrian access from the high school to a hillside trail system, and reduce congestion at existing intersections.

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

Schedule and Cost: 2012-2013 (design)—\$400,000

2013-2014 (construction)—\$3.6 M

Priority Level 1



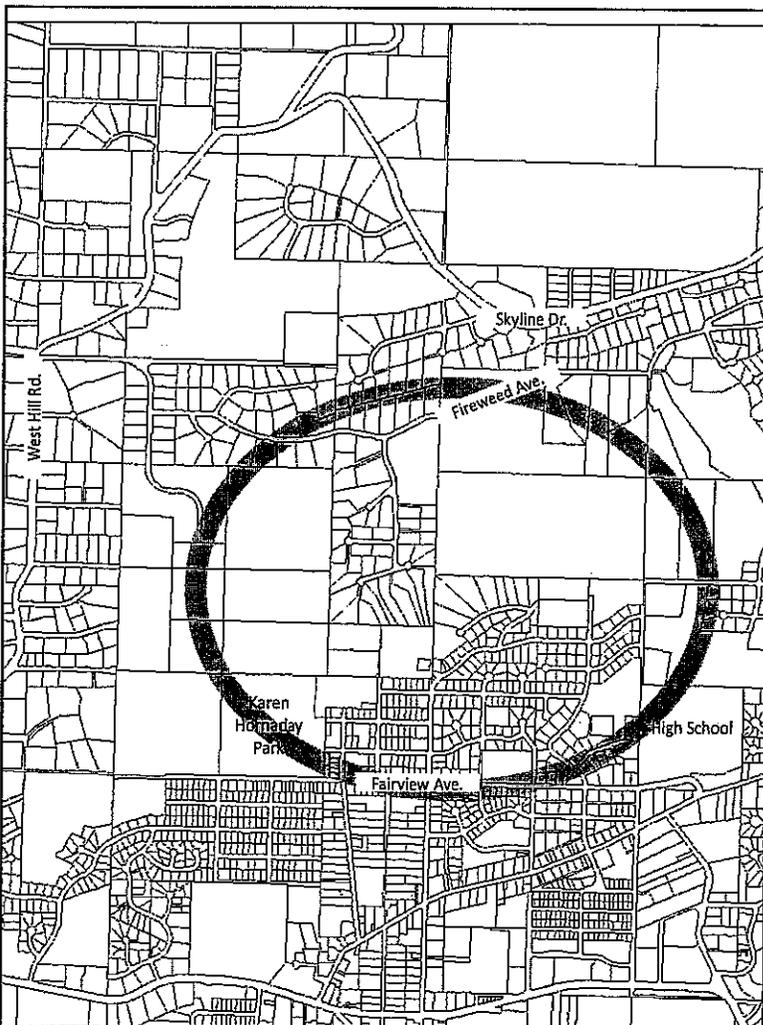
Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



Horizon Loop Trail Phase 1: Feasibility and Conceptual Design

PROJECT DESCRIPTION & BENEFIT: The Homer Horizon Loop Trail is proposed as a 4 to 5 mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward along Fireweed Avenue, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

The trail will fill a need identified by trails advocates for more hiking opportunity on this side of the bay. Many Homer residents will be able to access the trail without having to drive at all, since it will begin and end in the most densely populated area of town, with additional access points on the upper part of the loop. The Homer Non-Motorized Transportation and Trail Plan notes the need for such a trail, which would provide both transportation and recreation benefits.



The oval above indicates the general area of the Horizon Loop Trail. It is not intended to indicate a proposed trail route.

The trail will also provide fitness benefits in that it will be long enough and steep enough to provide a good workout suitable for a wide range of children and adults. While beach walking in Homer is popular, it does not provide the same fitness benefits as a trail with a 600 foot elevation gain. In a 2-3 hour hike, trail users will improve cardiovascular health, build muscles, burn calories, and reap the mental health benefits of fresh air, spectacular views, and a sense of accomplishment. In a year-long assessment effort, the Southern Kenai Peninsula Communities Project, spearheaded by South Peninsula Hospital, identified "Healthy Lifestyle Choices" as its number 1 goal. The proposed Horizon Loop Trail will help meet that goal in the Homer community.

Phase 1 of the project will identify the routing options, begin discussions to establish necessary easements, and develop a preliminary design and cost estimate.

Cost (Phase 1): Staff time

Schedule: 2012 Priority Level 2



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:

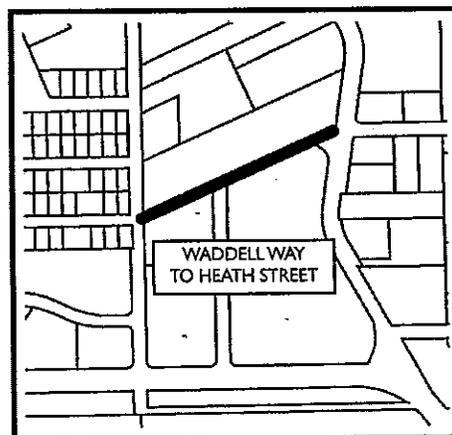
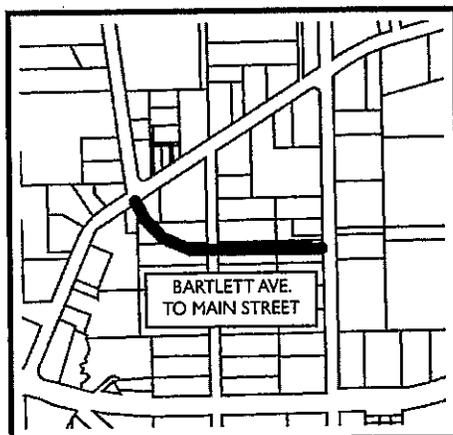
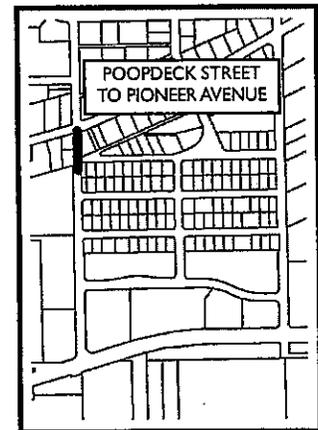
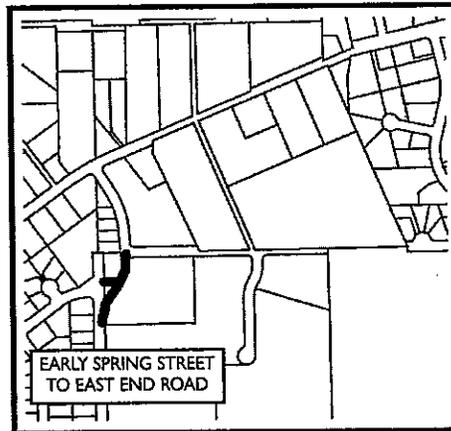
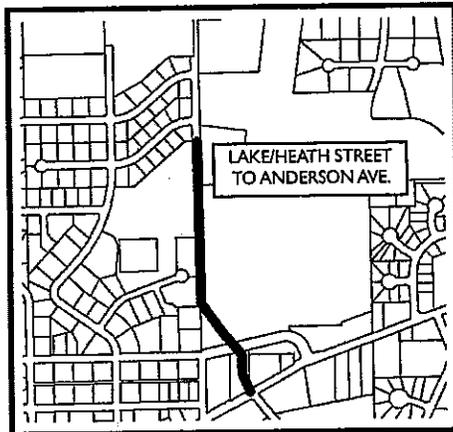
Lake/Heath Street to Anderson Avenue

- 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: 2012-14 Priority Level 2





Town Center Infrastructure

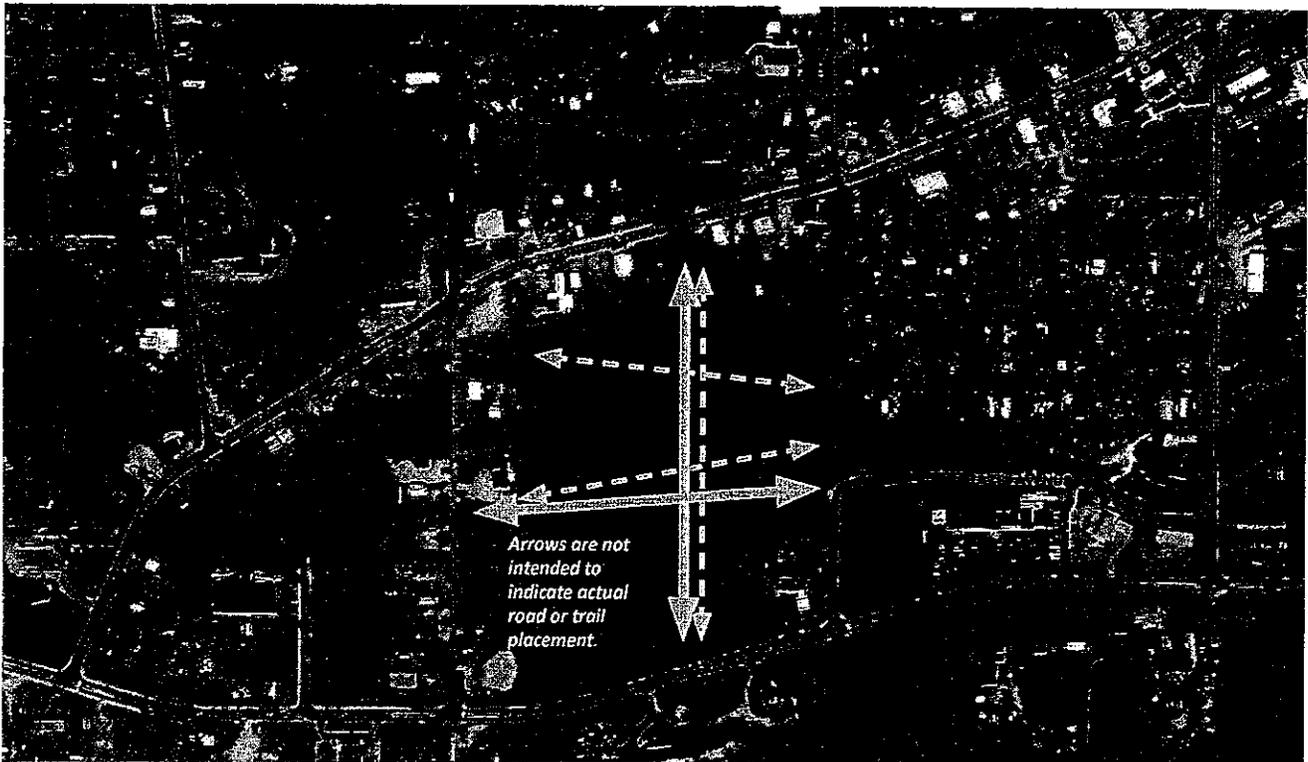
PROJECT DESCRIPTION & BENEFIT: In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer.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

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

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

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

Schedule and Cost: 2012-2013 (design)—\$250,000 2013-2014 (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.

Structures

Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Ben Walters Park Improvements		200,000					200,000
Deep Water Dock Expansion	1,200,000	1,750,000	26,000,000				28,950,000
Deep Water Dock Upland Improvements		800,000					800,000
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
Fish Dock Restroom		400,000					400,000
Fishing Lagoon Improvements	255,000						255,000
Harbor Entrance Erosion Control			600,000				600,000
Harbor Float Replacement/Ramp 3 Gangway and Approach	5,200,000						5,200,000
Homer Spit Dredged Material Beneficial Use Project	10,000	970,000					980,000
Jack Gist Park Improvements, Phase 1			100,000				100,000
Karen Hornaday Park Improvements, Phase 1	700,000						700,000
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
Upgrade System 5 Vessel Shore Power and Water		530,000					530,000
TOTAL \$	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000

Tables will be updated at the end of the CIP development process



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 completed in 2009.

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

Cost: \$200,000

Schedule: 2013

Priority Level 2



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



East Boat Harbor

PROJECT DESCRIPTION & BENEFIT: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

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

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a "place of refuge" for Gulf of Alaska, Cook Inlet, and Kennedy Entrance

marine traffic in event of severe weather or machinery malfunctions.



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

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

PLANS & PROGRESS: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the

cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Schedule and Cost: 2012- economic analysis
 2013 (design and permitting)—\$1.52 million
 2014 (breakwater construction and dredging)—\$78.5 million
 2015-2016 (inner harbor improvements)—\$20.6 million

Priority Level 2



End of the Road Wayside, Phase 1

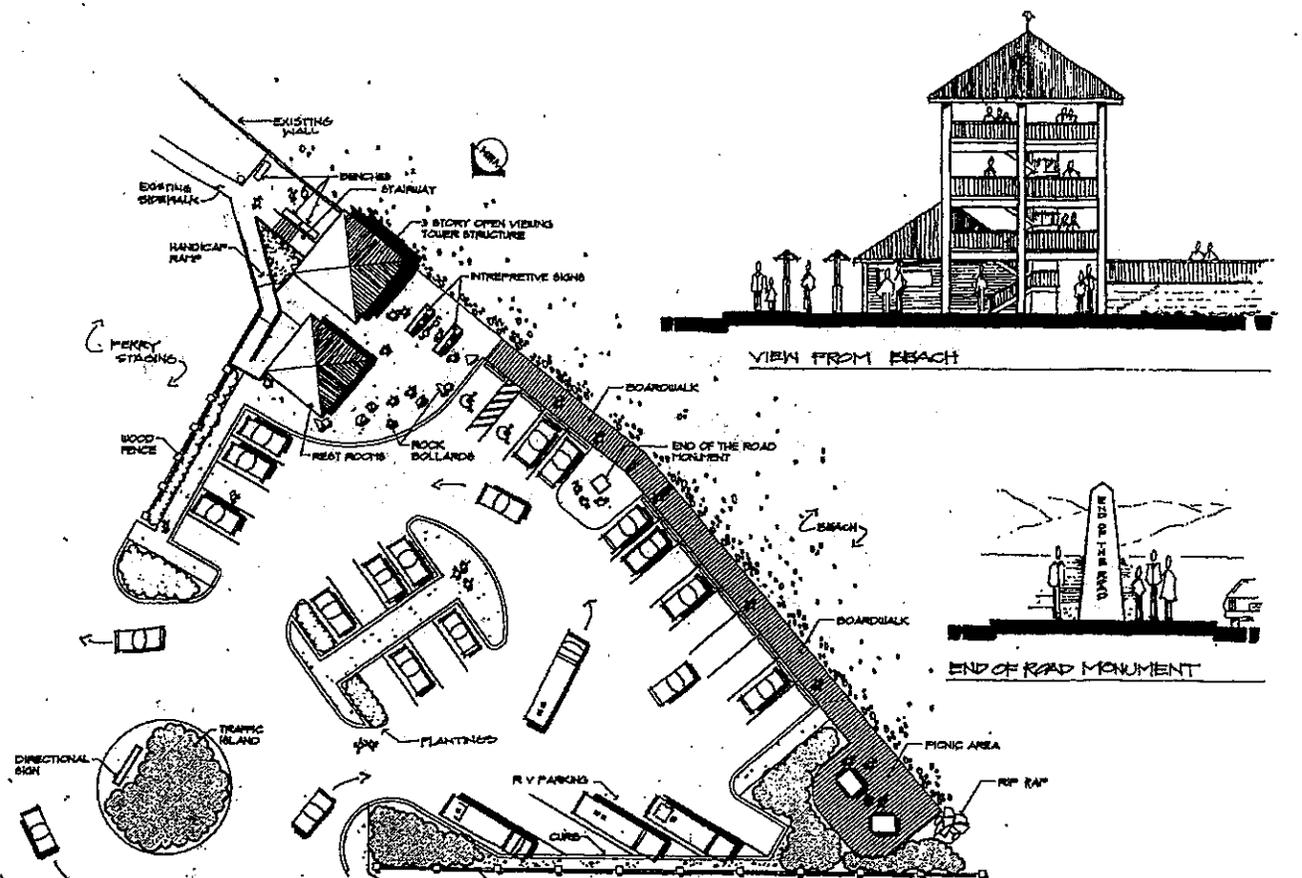
PROJECT DESCRIPTION & BENEFIT: An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction 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, provide comfortable seating, make the most of the view, and include pavement markings to facilitate traffic movement (e.g., turnarounds). Phase 2 of this project will construct a restroom facility.

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

Schedule: 2013

Priority Level 2



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.



Fish Dock Restroom Expansion

PROJECT DESCRIPTION & BENEFIT: This project will take advantage of new space available on the Fish Dock to meet the need for expanded restroom facilities used by 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.

In 2011, a new crane access (card reader) system was installed at the Fish Dock, completely replacing the old system which occupied approximately 86 square feet next to the existing restroom. This space is now available for expansion of the restroom.

PLANS & PROGRESS: \$86,000 is available in grant funds to cover project costs.

Cost: \$86,000

Schedule: 2012

Priority Level 1



The Homer Fish Dock is one of the busiest places in the Homer harbor.



Fishing Lagoon Improvements

PROJECT DESCRIPTION & BENEFIT: The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. This proposed dredging and bank stabilization project is needed to improve water conditions and salmon returns to the Fishing Lagoon.

The stocking program provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been 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 have worked to ensure robust salmon runs in the lagoon. In 1990, the City of Homer, South Peninsula Sportsmans Association, and Alaska Department of Fish and Game were co-recipients of a national award recognizing the Nick Dudiak Fishing Lagoon as the best fishery enhancement project in the nation.

The Nick Dudiak Fishing Lagoon must be dredged to restore the original depth profile of the lagoon and stabilize the inner basin slope to mitigate future sediment filling. The conditions inside the lagoon now favor algal blooms harmful to young fish imprinting to the area while being held in net pens. Recent below-average salmon runs to the lagoon and associated decrease in sport fishing effort are partially attributed to these harmful blooms. In 2009, 2010, and 2011, algal blooms caused young fish to die and delayed stocking, which negatively impacts success of the stocking program.

Hardening of the outer banks and dredging of some small areas of the lagoon occurred in the past 12 years. Now approximately 3 feet of sediment needs to be dredged from the entire lagoon to improve water conditions and fish health.

Total cost: \$255,000

Schedule: 2013

Priority Level 1



Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.



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.

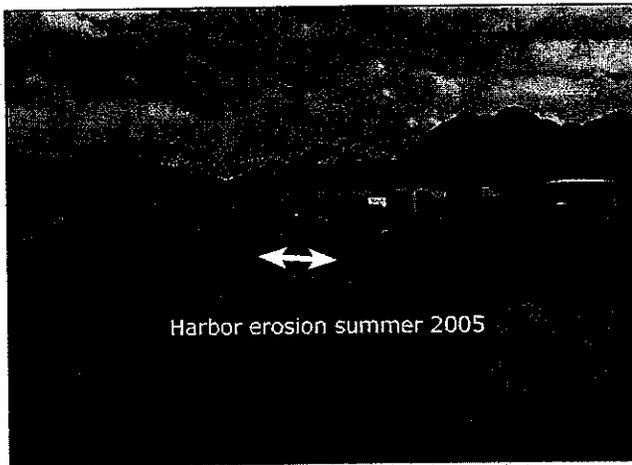
Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be 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.

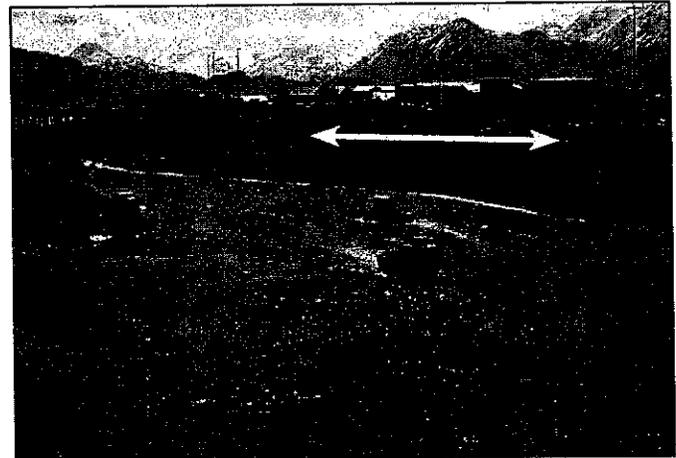
Cost: \$600,000

Schedule: 2013

Priority Level 2



Harbor erosion summer 2005



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.



Harbor Float Replacement/ Ramp 3 Gangway and Approach

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 will 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.

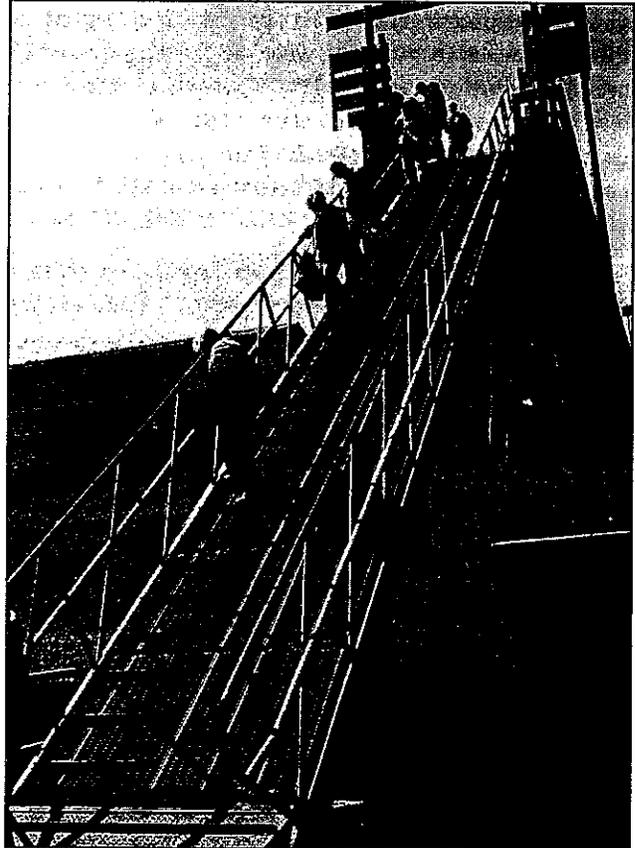
The Ramp 3 approach, a long narrow wooden structure, is the oldest approach in the harbor and is in the poorest condition. The proposed Spit Trail completion/Harbor Pathways project would tie in perfectly with a newly upgraded Ramp 3 approach.

PLANS & PROGRESS: In fall 2011, the City of Homer was awarded a Denali Commission Waterfront Development grant of \$440,000 to help cover design and engineering costs for this project and the System 5 Upgrade project.

Cost: \$5.2 million (\$3.5 million for float replacement; \$1.7 million for Ramp 3 gangway and approach)

Schedule: 2012-2013

Priority Level 1



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.



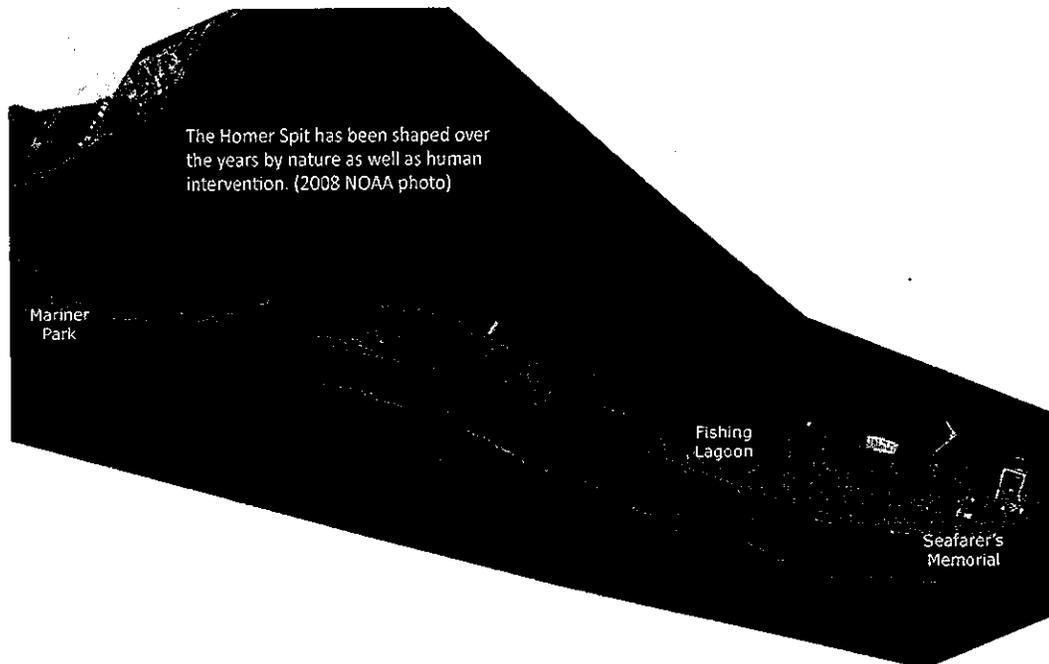
Homer Spit Dredged Material Beneficial Use Project

PROJECT DESCRIPTION & BENEFIT: The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches of the Spit and create additional parking pads on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). The new parking pads would be created at two locations: one between the Seafarer's Memorial and the east end of the nearby boardwalk complex, and the other between the west end of the same boardwalk and the next boardwalk to the west. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. (Hauling costs would be supplemented by Harbor Funds when hauling to Mariner Park). Material incorporated into the parking pads will be placed as part of the Corps' dredging/disposal operations; additional City funds will be required to spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

Schedule: The beach replenishment work would be completed over a ten year period; the parking pads would be constructed over a three year period. Beneficial use of dredged material would begin in 2012 and be completed by 2021.

Cost:	2012	\$ 10,000 – Spread available material in upland parking pad areas
	2013-14	\$ 20,000 – Place and compact all needed material to create parking pads
		\$675,000 – Install 3000 CY of riprap on slopes
		<u>\$ 95,000</u> – Install gravel cap on parking pad area
Total Construction =		\$800,000
Design/Inspection =		\$ 90,000
Contingency =		<u>\$ 90,000</u>
Total Project Cost =		\$980,000

Priority Level: 2





Jack Gist Park Improvements, Phase I

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.

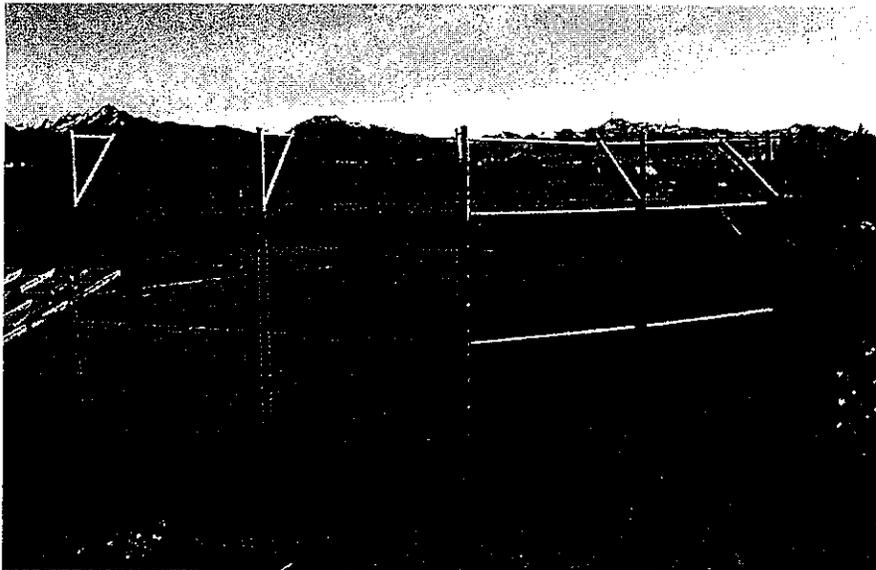
The proposed project will complete Phase 1 of Jack Gist Park by constructing a concession stand/equipment storage building adjacent to the softball fields and developing a water system utilizing a stream on the property in conjunction with a cistern.

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. In 2010, the City Council allocated almost \$52,000 in federal "stimulus" funds for park improvements. With volunteer help, topsoil was spread and seeded on two fields and the parking area was improved and expanded. In 2011, drainage work was completed on the outside perimeter (right and left field lines) of the third ball field, material was imported to improve the infield, and the outfield was improved with topsoil and seeding.

Cost: \$?

Schedule: 2013

Priority Level 2



One of the new softball fields at Jack Gist Park



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 parking and drainage improvements, upgrades to the playground, expansion and upgrade of the day use area, improvements to the ballfields, and initial work on the proposed Woodard Creek Trail.

PLANS & PROGRESS: The Alaska Legislature appropriated \$250,000 for the park improvement project for FY 2011. The Homer City Council committed an additional \$55,000 via Ordinance 10-23(A).

An independent effort by a volunteer group (Homer Playground Project) was launched in June 2011 to raise money and community support to replace the Karen Hornaday Park playground with a new community-built playground. The goal is to raise \$200,000 and complete the new playground by September 2012.

Total Cost of Phase 1 park improvements: \$700,000
Schedule: 2012 - 2014
Priority Level 1



The Karen Hornaday Park Playground was the site of a work party in June 2011 and is the focus of a volunteer-led effort to provide Homer kids and families with new playground facilities at the park.



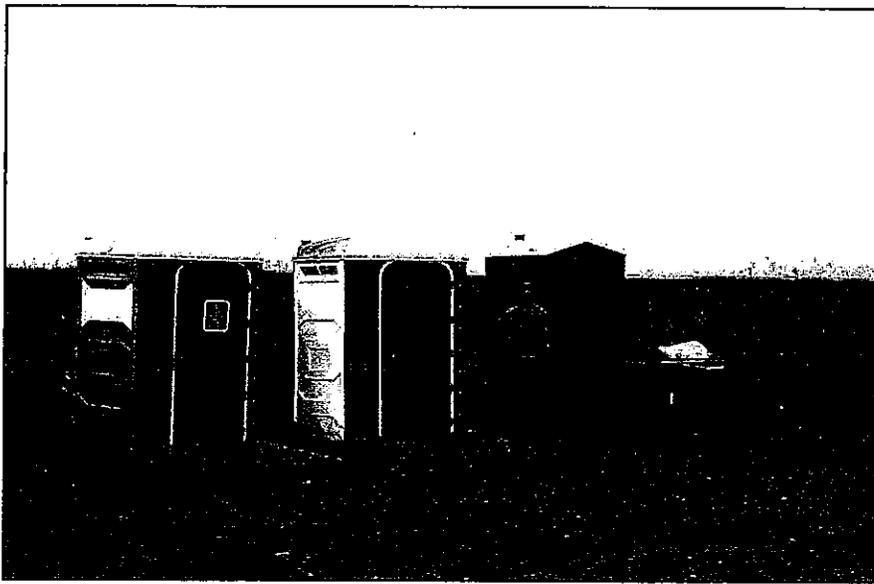
Mariner Park Restroom

PROJECT DESCRIPTION & BENEFIT: 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. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Cost: \$475,000

Schedule: 2013

Priority Level 1



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

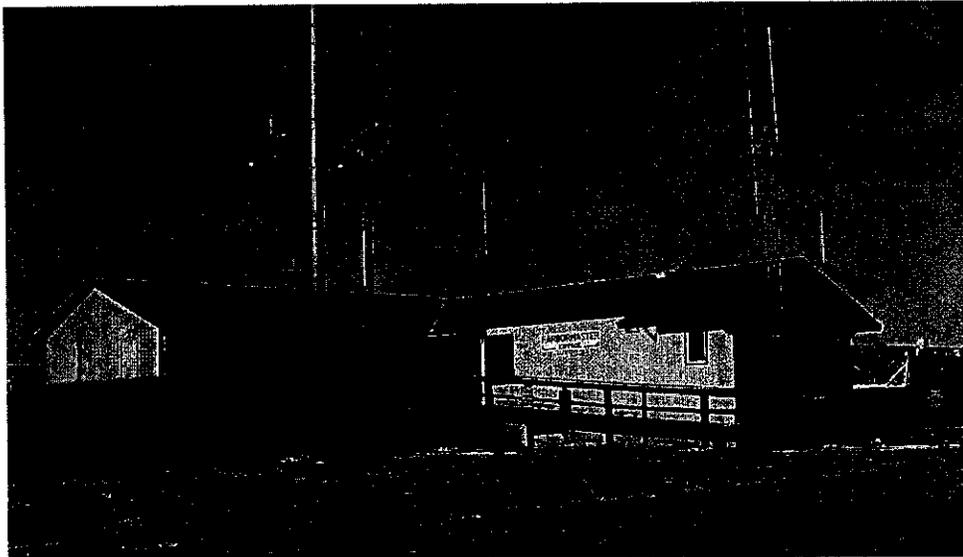


Port and Harbor Building

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: 2012-2013 (design)—\$375,000 . 2013-2014 (construction)—\$2,500,000 Priority Level 1



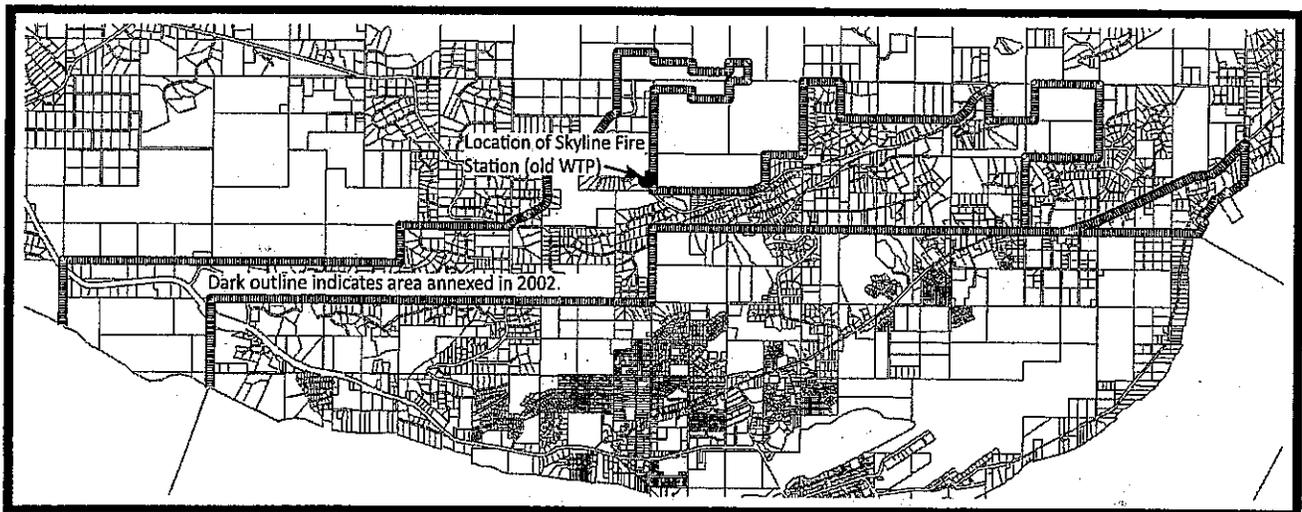
The current Port & Harbor building has never met codes for occupancy as an office building.



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: 2012 (engineering and design)—\$150,000 2013 (construction)—\$1.2 million Priority Level 1





Upgrade System 5: Vessel Shore Power and Water

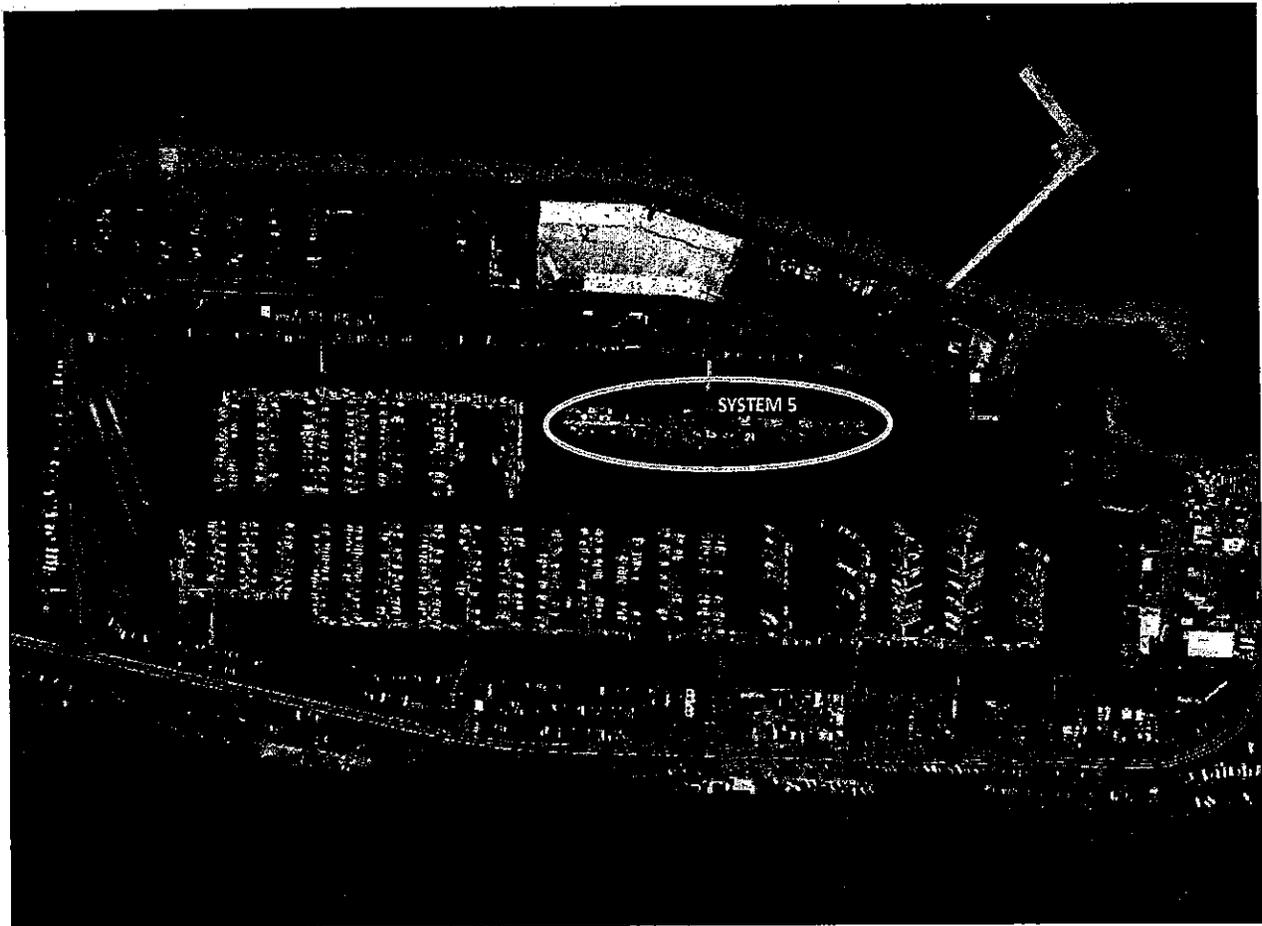
PROJECT DESCRIPTION & BENEFIT: System 5 is the large vessel float system in the Homer harbor. The Port and Harbor Commission has recognized the need to improve and add additional power pedestals to the system to provide adequate power for our large vessel fleet. In addition, this project will install a year-round fresh water supply to the system in the form of a single standpipe on the main float close to the ramp. Upgrading the shore power system and providing year-round water will increase the number of vessels home-ported in Homer and thus enhance commerce in the community by way of jobs and services.

PLANS & PROGRESS: In fall 2011, the City of Homer was awarded a Denali Commission Waterfront Development grant of \$440,000 to help cover design and engineering costs for this project and the Harbor Floats/Ramp 3 project.

Cost: \$530,000

Schedule: 2013

Priority Level: 1



Utilities

Summary of Projects by Year and Cost

CATEGORY/PROJECT	2011	2012	2013	2014	2015	2016	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	1,280,000						1,280,000
Natural Gas Pipeline - Anchor Point to Homer	8,525,000						8,525,000
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 \$	11,280,000	6,310,000	18,710,000	200,000	200,000		36,700,000

Tables will be updated at the end of the CIP development process



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: 2012 (feasibility study)—\$750,000

2013 (design and permitting)—\$1,000,000

2015 (construction)—\$15 million

Priority Level 1



Bridge Creek Watershed Land Acquisition

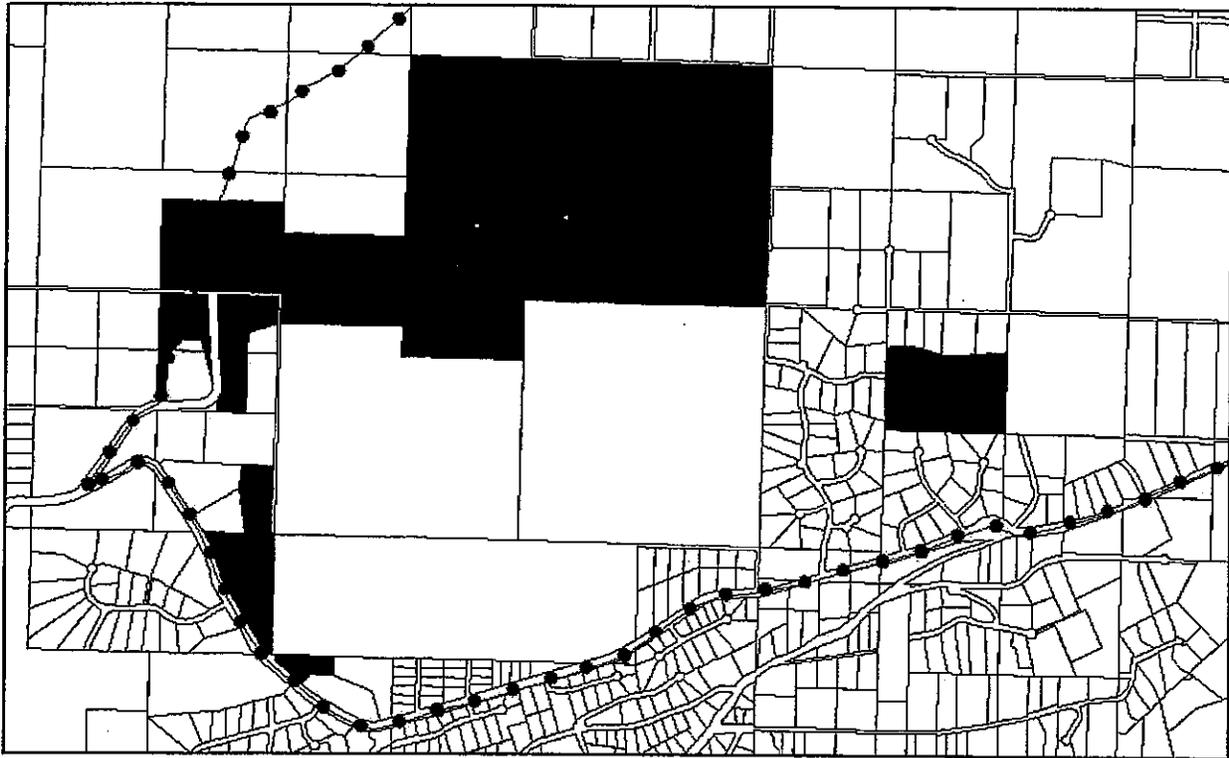
PROJECT DESCRIPTION & BENEFIT: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed,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

PLANS & PROGRESS: Since 2003, the City of Homer has acquired approximately 270 acres in the Bridge Creek watershed.

Cost: \$1 million

Schedule: 2012 - 2016

Priority Level 1



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed.



Homer Area Natural Gas Pipeline, Phase 2

PROJECT DESCRIPTION & BENEFIT: The goal of the Homer Area Natural Gas Pipeline Project is to provide natural gas to Anchor Point, Homer, and Kachemak City from the North Fork field east of Anchor Point. Natural gas is expected to provide significant cost savings to homeowners, businesses, and major institutions including state, local, and federal agencies, as compared to fuel oil, electricity, or propane.

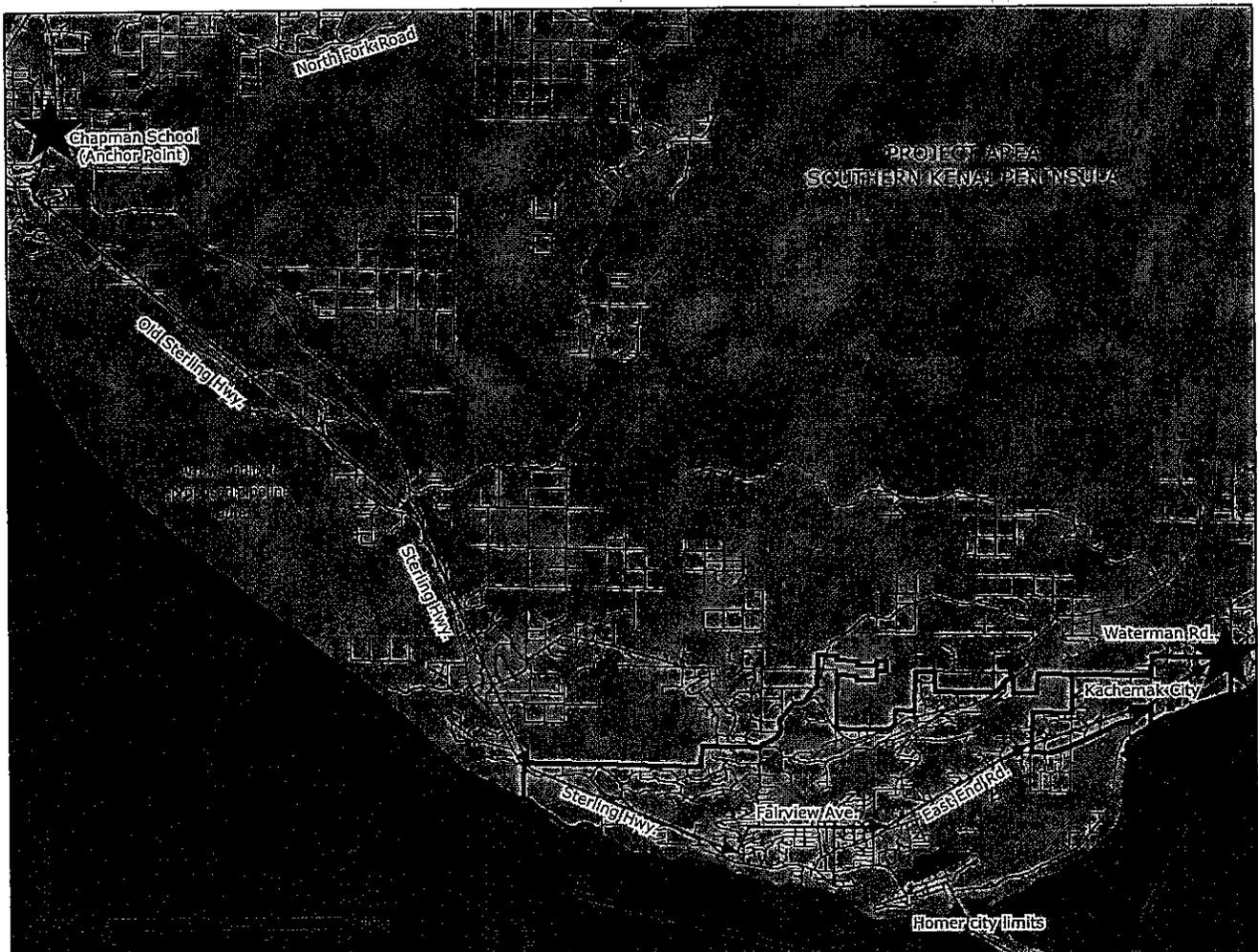
PLANS & PROGRESS: The first phase of the project, construction of a pressure reducing station on North Fork Road and approximately 3600 feet of 8-inch plastic pipe into Anchor Point, was completed in 2011 with funding approved by the Alaska Legislature. The Legislature approved additional funding for FY 2012 to extend the natural gas line to Nikolaevsk, Homer and Kachemak City; however, the Governor vetoed all but the Nikolaevsk portion. Funding is still needed to extend the pipeline from Anchor Point through Homer and Kachemak City to Waterman Road. This transmission line will serve home and business needs enroute and be able to supply 5 million cubic feet per day to Homer, which is adequate for a 30-year customer base buildout.

Buildout of distribution lines to neighborhoods within Anchor Point, Homer, and Kachemak City will be a local responsibility. The estimated contribution of residents within Homer city limits for a full build-out (110 miles of streets and roads), not including service lines to individual homes and businesses, will be \$10,396,320 using Enstar's current rate of \$17.90/mile.

Cost: \$10,053,000

Schedule: 2012-13

Priority: 1





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.

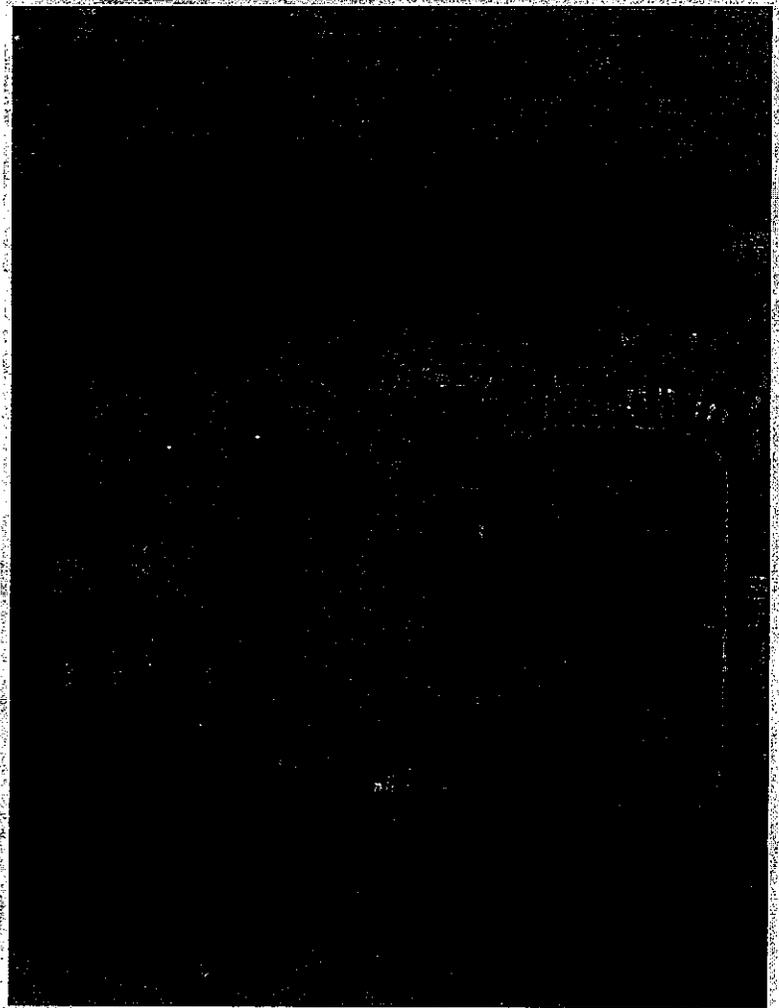
PLANS & PROGRESS: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

Schedule and Cost:

2012-2013 (Design)—\$525,000

2013-2014 (Construction)—\$4.72 million

Priority Level 1





Water Storage/Distribution Improvements

PROJECT DESCRIPTION & BENEFIT: This project will design improvements that will increase water storage; improve water system distribution, improve drinking water quality/public health, and improve treatment plant and water transmission effectiveness.

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

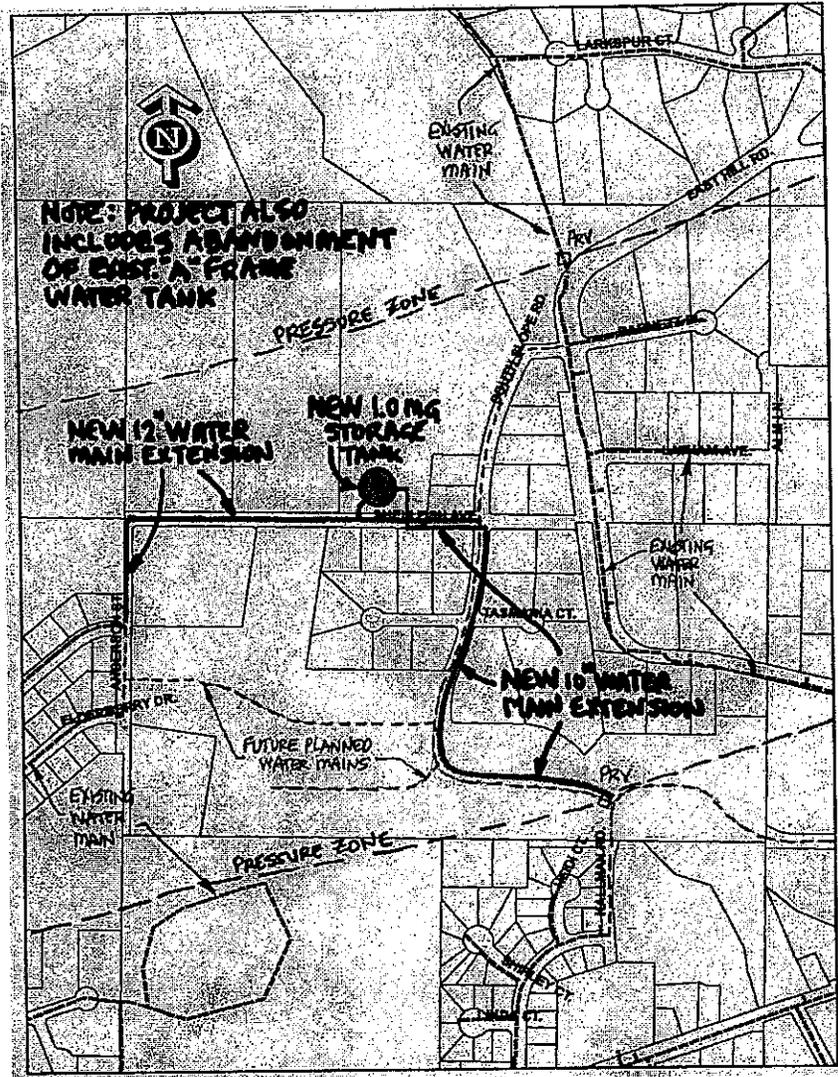
PLANS & PROGRESS: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006).

Schedule and Cost:

2013 (Design)—\$390,000

2014-2015 (Construction)—\$3.51 million

Priority Level 2



Equipment Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	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
Outside Dock Fenders		80,000					80,000
Tide Gauge/Meteorological Station			210,000				210,000
TOTAL \$	950,000	270,000	210,000				1,430,000

*Tables will be updated at the end
of the CIP development process*



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.

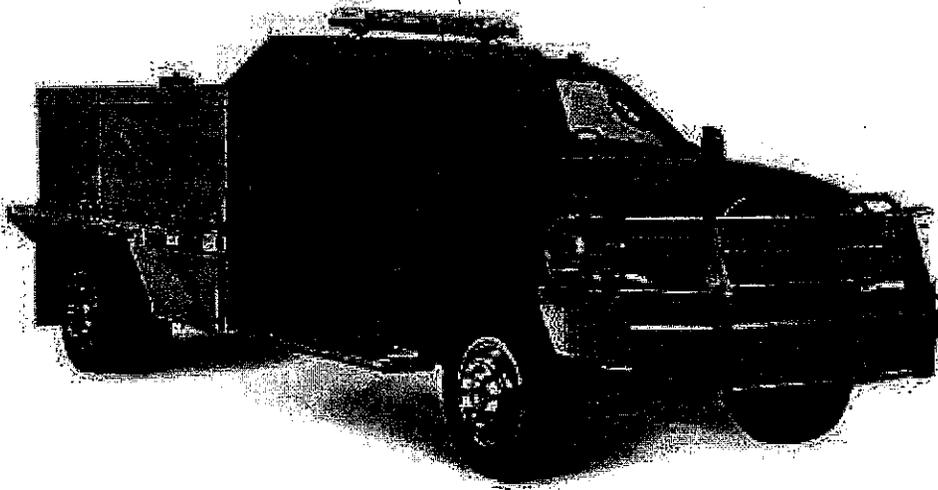
The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. A mechanical assessment of the existing truck found it to be severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in 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.

Cost: \$120,000

Schedule: 2012

Priority Level 1





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

Schedule: 2012

Priority Level 1





Firefighting Enhancement - Aerial Truck

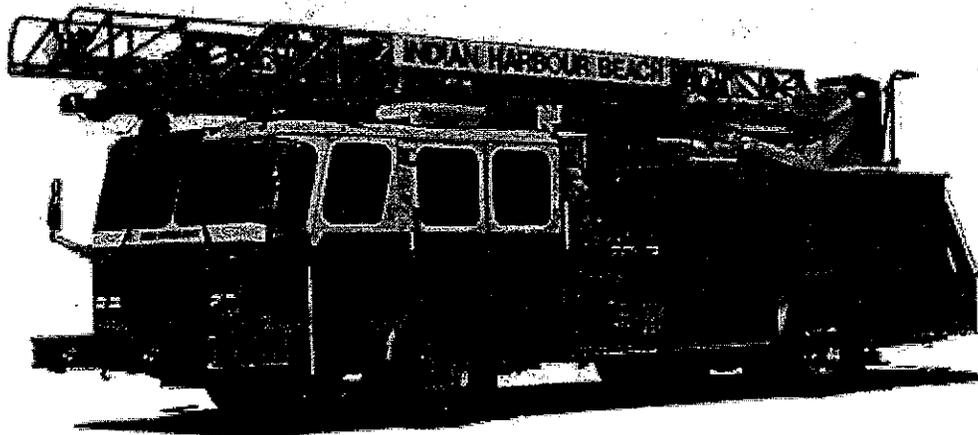
PROJECT DESCRIPTION & BENEFIT: This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders. (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 minute to effectively fight the fire.

Cost: \$800,000

Schedule: 2012

Priority Level 1



State Projects

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

Transportation projects within city limits:

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

Transportation projects outside city limits:

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

Non-transportation projects:

Alaska Maritime Academy

See following pages for project descriptions.



Homer Intersection Improvements

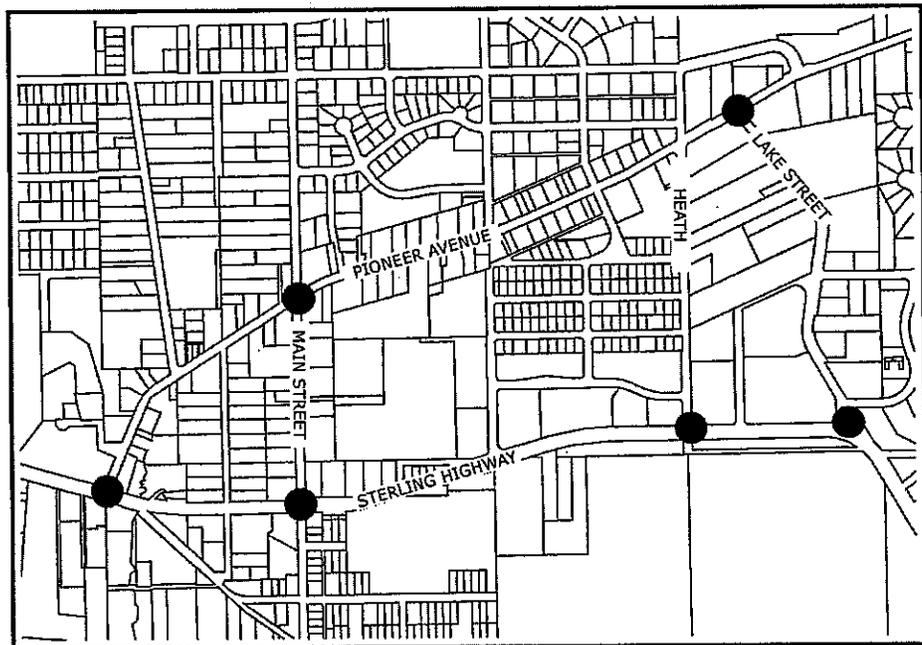
PROJECT DESCRIPTION & BENEFIT: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection 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 (Funding secured for traffic signal)
Sterling Highway and West Hill Road	Add left turn lanes now
Sterling Highway 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.



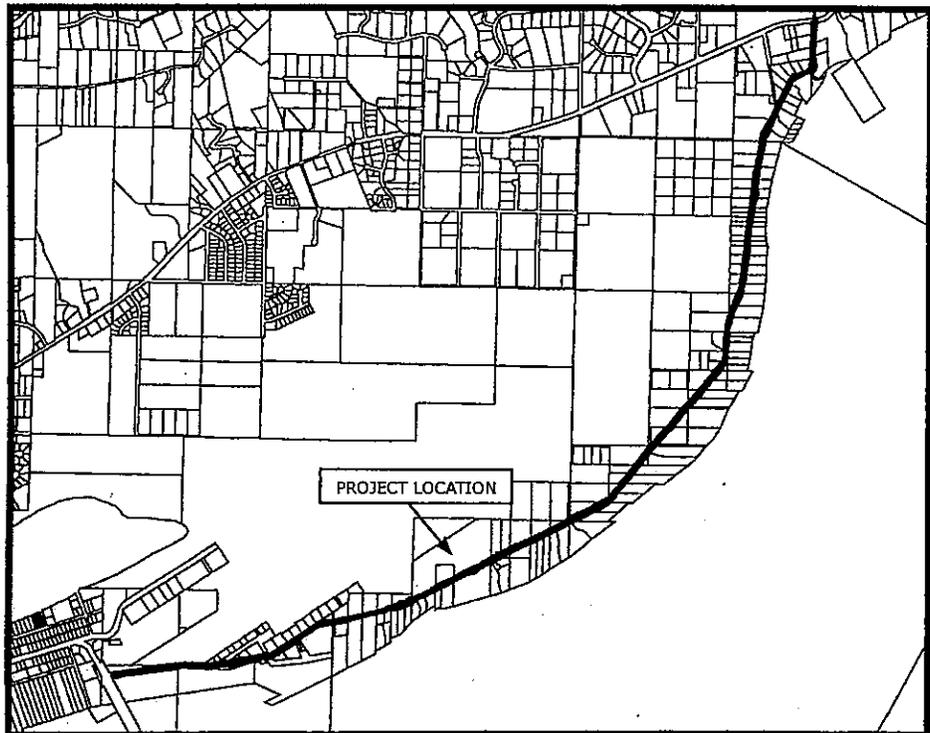
ADOT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.



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.





City of Homer Capital Improvement Plan • 2011 - 2016

Main Street Reconstruction/ Intersection

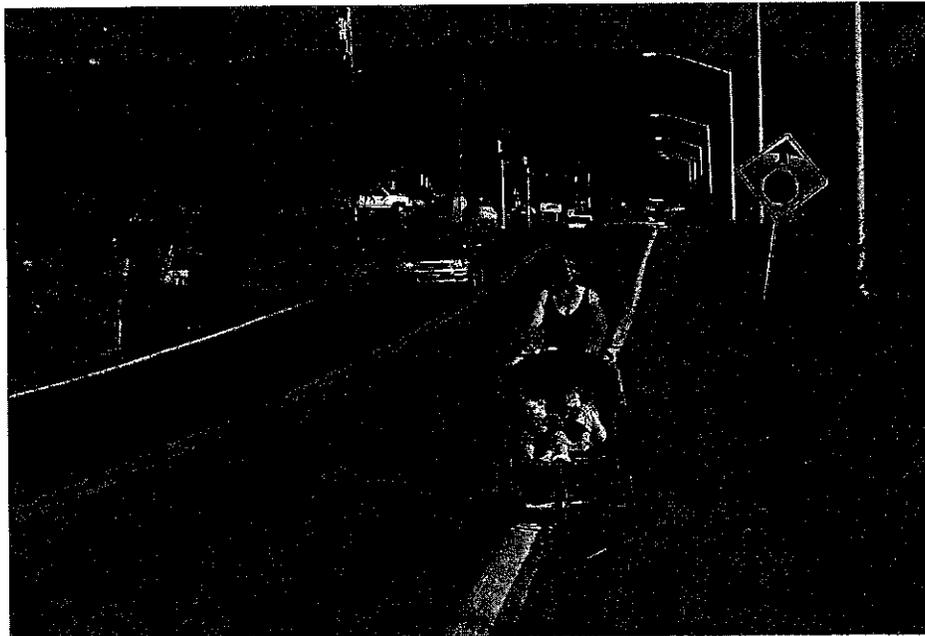
PROJECT DESCRIPTION & BENEFIT: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

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 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, Alaska Dept. of Transportation estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section from Pioneer Avenue to Bunnell Street.



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

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121

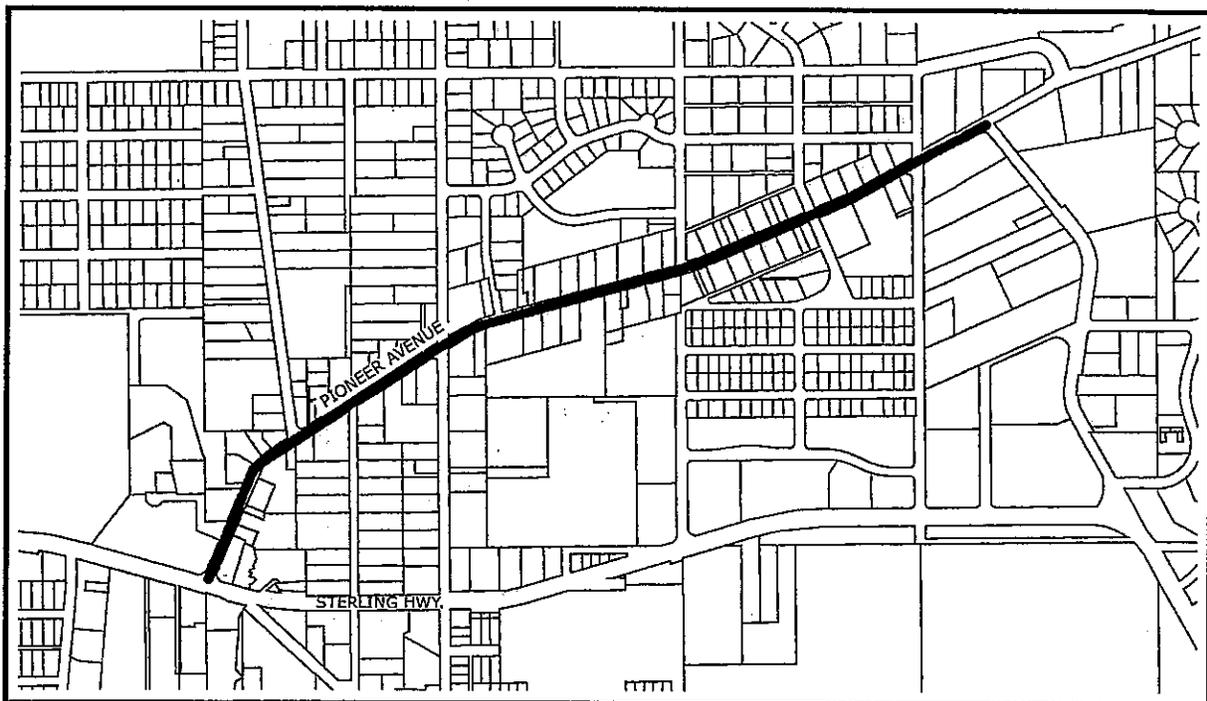


Pioneer Avenue Upgrade

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 2010-2013 Alaska Statewide Transportation Improvement Program.





City of Homer Capital Improvement Plan • 2011 - 2016

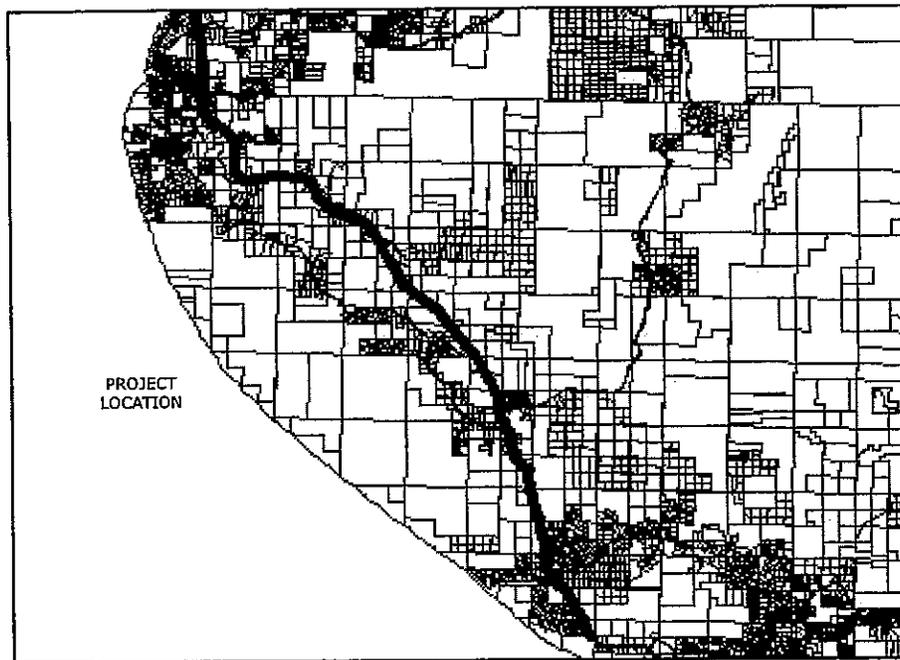
Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

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.



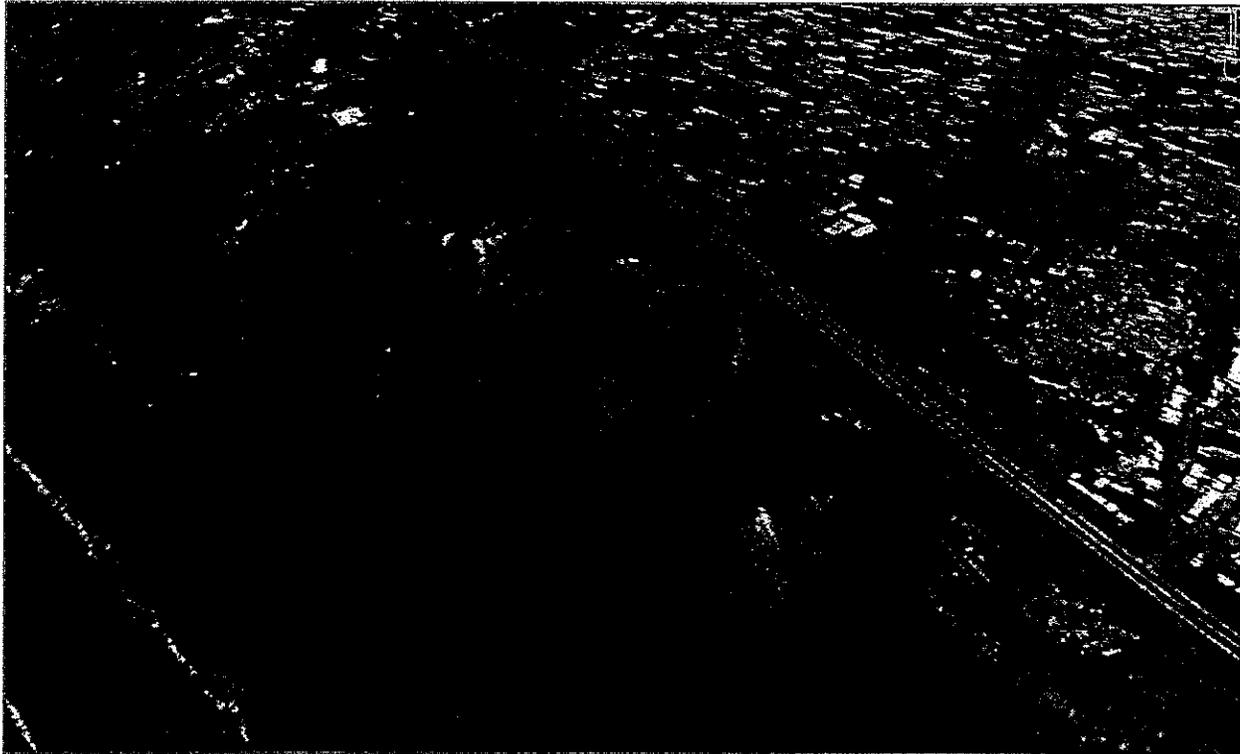


Sterling Highway Realignment, MP 150-157

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 2010-2013 Statewide Transportation Improvement Program (STIP).



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

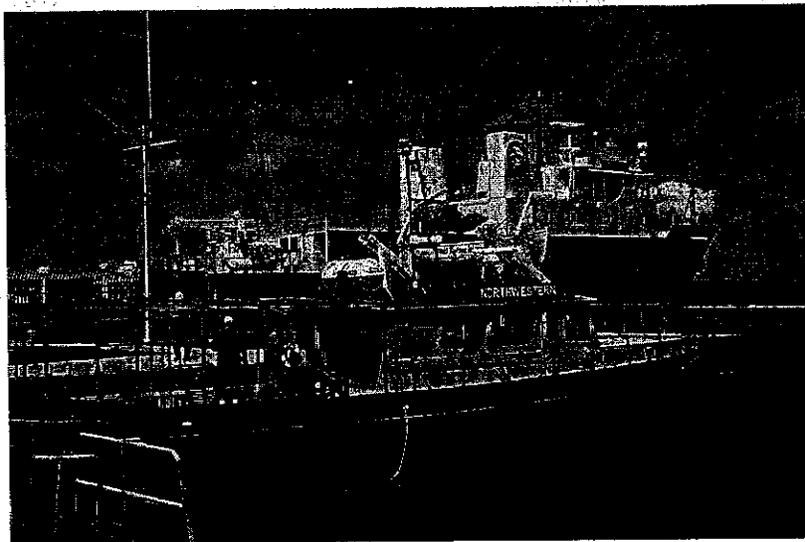


Alaska Maritime Academy

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

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

PLANS AND PROGRESS: The Homer City Council approved Resolution 10-22(A) requesting that Alaska's governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A possible location for the academy would be the former public school building ("Old Intermediate School") now owned by the City of Homer.



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

Projects Submitted by Other Organizations

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

Cottonwood Horse Park
Haven House Sustainability/Energy Efficiency Projects
Pratt Museum Renovation
Rogers Loop Trailhead Land Acquisition
South Peninsula Hospital: Fire Suppression System Booster Pump
Visitor Information Center Parking Lot

See following pages for project descriptions.



Cottonwood Horse Park

PROJECT DESCRIPTION AND BENEFIT: Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

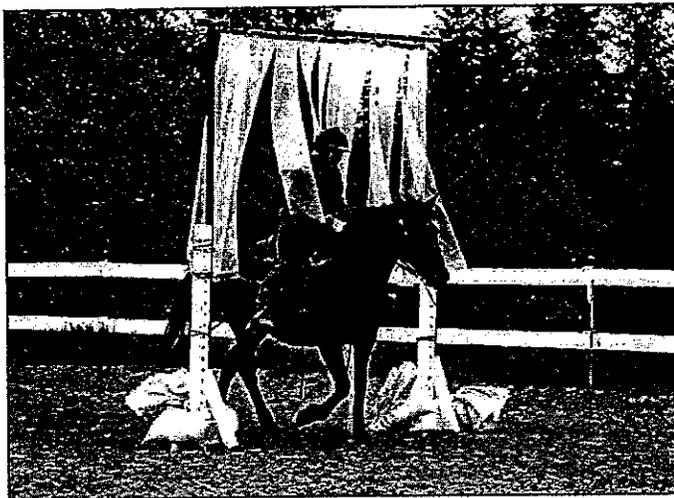
Development of Cottonwood Horse Park began in 2007, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first three summer seasons events at the horse park drew more than 1,065 participants and 1,535 spectators.

The Horse Park fulfills a goal identified in past Homer recreation plans. During the 2010 season use of the park expanded from horse shows, clinics, and riding lessons to a place for picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop a mud wallow. Also, the community celebrated Estuary Day with a BioBlitz on the property to identify all the organisms in the local park environment.

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

PLANS AND PROGRESS: As of September 2010, KBEA has raised \$120,000 towards land purchase and approximately \$74,457 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, and a natural playground. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, and Homer Foundation that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

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



A rider negotiates an obstacle in the Cowboy Race 2010.

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000

Amount needed to complete land purchase: \$99,720



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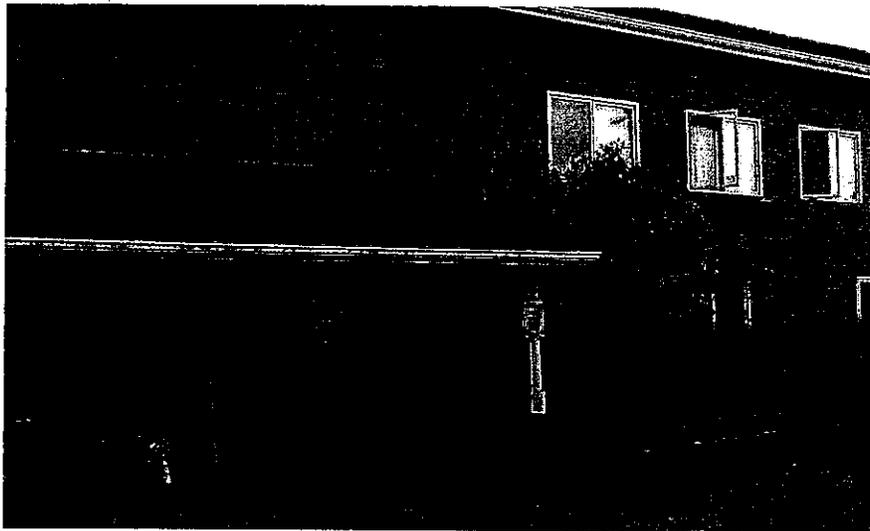
Haven House Sustainability/ Energy Efficiency Projects

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.

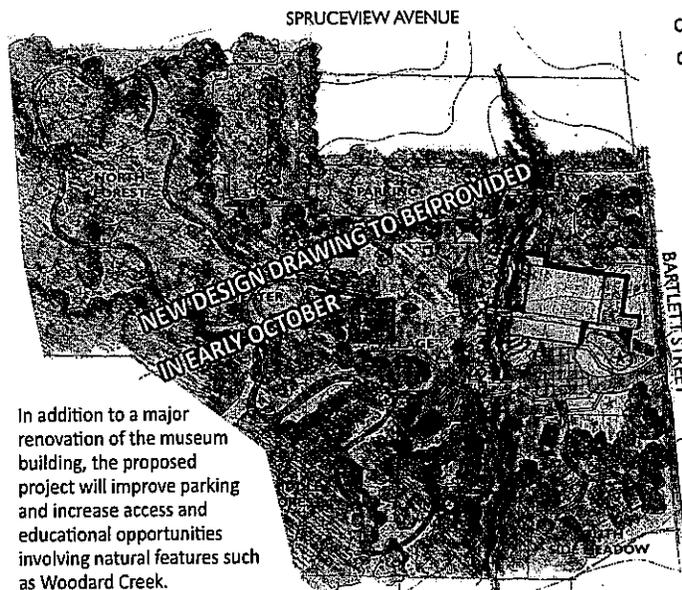




Pratt Museum New Facility and Site Redesign

PROJECT DESCRIPTION & BENEFIT: The national 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 young and adult learners in its programs. One of only five accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum 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 43 years old. The building's galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working with its community on a project to enable the Pratt to better serve the community and visitors long into the future through the construction of a new facility and redesign of the Pratt's 9.3 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system, outdoor exhibits, and stewardship of Woodard Creek; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections including community archives and stories; and 7) full disability accessibility.



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: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Pratt Museum Board of Directors and staff to the decision to embark on this ambitious capital project. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. A survey of the property has been completed and the building site has been selected. The architecture firm of Livingston Slone has been hired and has begun working on the design for the new building. Now in the Design Phase, the Pratt has secured cash and pledges that represent more than 20% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

1) The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input through the Design Phase. 2) With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free. 3) The Museum has secured \$1.9 million in cash and pledges including a prestigious \$750,000 National Endowment of the Humanities Challenge Grant, \$100,000 for planning support from the Alaska State Legislature, a leadership gift from an individual donor of \$105,000, \$100,000 for planning support from the Patrons of the Pratt Society, and \$500,000 more pledged for the project. 4) The Pratt participated in the Rasmuson Foundation's prestigious "Pre-Development Program," which has provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings. 5) The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities. 6) The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building.

Cost: Preconstruction—\$1 million Construction—\$7.5 million



Rogers Loop Trailhead Land Acquisition

PROJECT DESCRIPTION AND BENEFIT: This project will provide a parking/staging area at the Rogers Loop trailhead, greatly improving access to the Baycrest Ski Trails maintained by the Kachemak Nordic Ski Club (KNSC). The trailhead is also used to access the Homestead summer hiking trails in the Homer Demonstration Forest.

KNSC hopes to purchase land on Rogers Loop Road. The property would be developed to provide trailhead parking and space for equipment storage.

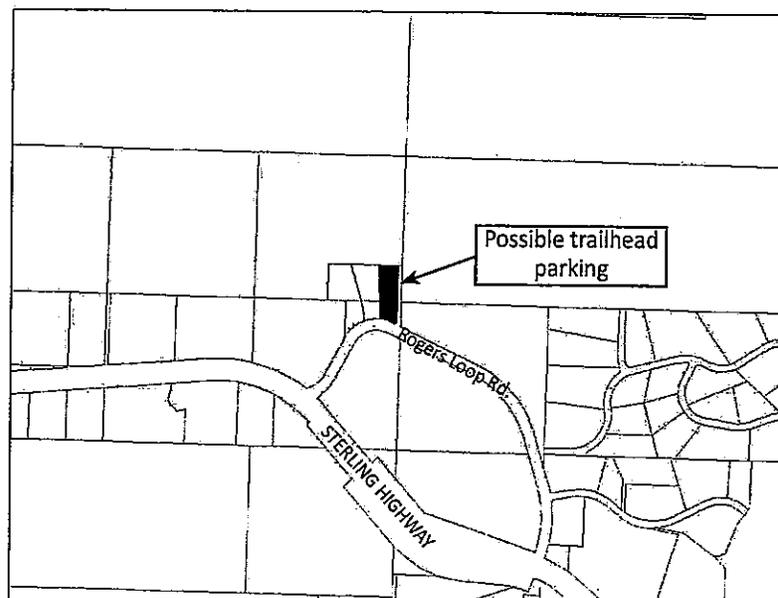
Currently the only parking on the popular Roger's Loop trailhead is on the shoulder of Rogers Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

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

In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area. 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 Rogers Loop property to the City of Homer as well

PLANS AND PROGRESS: KNSC board members have met with the landowners and discussed purchase of a parcel adjacent to the section line that leads to the public land. The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers 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 designated \$1,500 for a fundraising/grant writing effort.

Cost: \$250,000 for purchase and improvements to the land.





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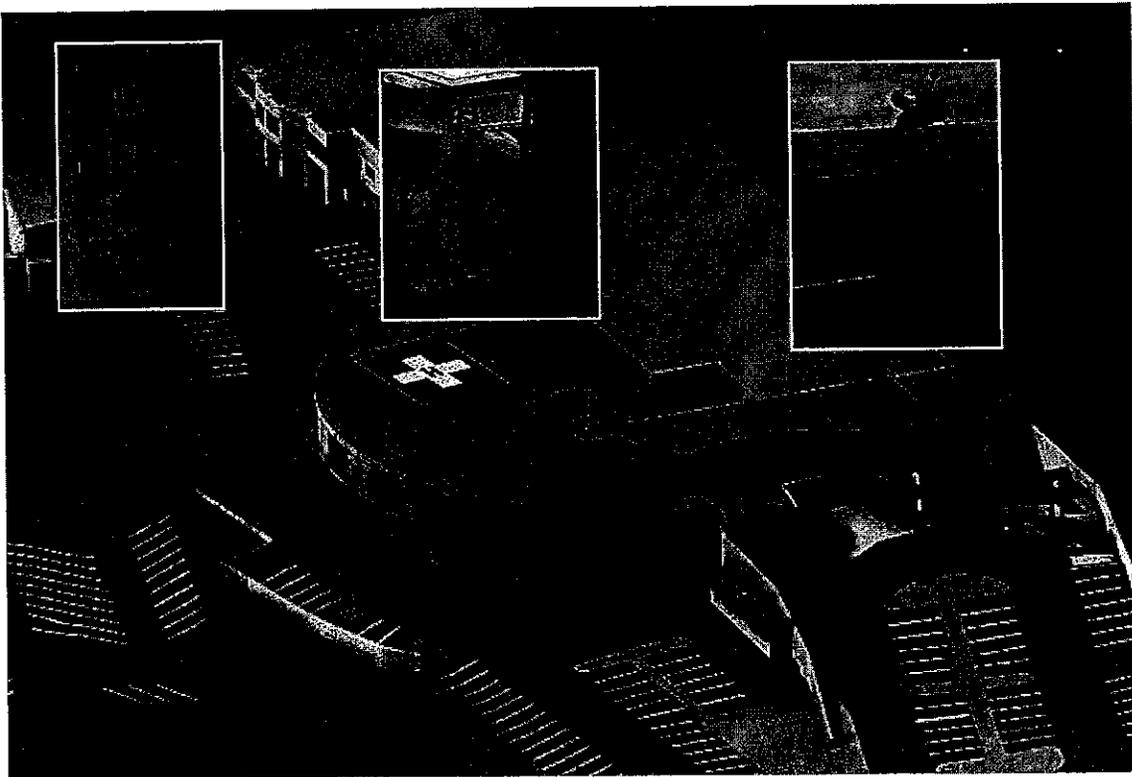
South Peninsula Hospital Fire Suppression System Booster Pump

PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital is completing 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 local firefighters. City water pressure at this location is insufficient to run this type of system. Therefore, a booster pump is needed to generate the level of pressure required.

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

PLANS & PROGRESS: The helipad opened 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: \$96,000 (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.



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Visitor Information Center Beautification

Phase I: 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: \$200,000



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

Appendices

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

CIP Development Schedule

Public Hearing Notice

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PROJECT TABLE – EXPLANATION

NOTE:	Project table contains City of Homer projects only.
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

TABLES WILL BE UPDATED AT THE END OF THE CIP DEVELOPMENT PROCESS

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		Priority Level	\$ Cost	YEAR						Year To CIP
				2011	2012	2013	2014	2015	2016	
LOCAL ROADS and TRAILS										
Heath Street, Pioneer to Anderson		1	4 M		X	X	X			2001
Horizon Loop Trail, Feasibility & Conceptual Design		2	staff time	X						2010
Land Acquisition for New Roads		2	500,000	X	X	X				2007
Town Center Infrastructure		1	2 M	X	X	X	X			2005
STRUCTURES										
Ben Walters Park Improvements, Phase 2		2	200,000		X					2006
Deep Water Dock Expansion		1	29 M	X	X	X	X			1989
Deep Water Dock Upland Improvements		1	800,000		X					2010
Downtown Restroom		2	400,000			X				1996
East Boat Harbor		2	100.6 M	X	X	X	X	X		2004
End of the Road Wayside, Phase 1		3	1 M				X			2008
Fish Dock Restroom		2	400,000		X					2001
Fishing Lagoon Improvements		2	255,000	X						2009
Harbor Entrance Erosion Control		2	600,000			X				1998
Harbor Float Replacement/Ramp 3 Gangway & Approach		1	5.2 M	X	X					2003
Homer Spit Dredged Material Beneficial Use Project		2	980,000	X	X	X				2010
Jack Gist Park Improvements, Phase 1		2	100,000		X					2006
Karen Hornaday Park Improvements, Phase 1		1	700,000	X	X	X				1984
Mariner Park Improvements, Phase 1		1	975,000	X	X	X	X	X		2004
Port & Harbor Building		1	2.875 M	X	X	X				1985
Skyline Fire Station		1	1.35 M	X	X					2003
Upgrade System 5: Vessel Shore Power and Water		1	530,000		X				X	2010

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 2012-2017 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

Community Recreation Center. This project will provide Homer with a publicly owned and operated (municipal) recreation center which would likely include a gym/basketball court, swimming pool, workout room with weights and machines, room for aerobics classes, and locker rooms. The Rec Center could function as a Community Center for other events and would serve as a cornerstone of the City's Parks and Recreation program. The Old Intermediate School is a possible site for the facility.

Cost: \$5 million 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

- 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 This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); expand the park and move the vehicle entrance to the north (\$175,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$725,000 Priority Level 3

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.

CITY OF HOMER
2012-2017 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2013 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIMEFRAME
City Council approval of schedule	May 23, 2011
Solicit new/revised project information from City departments, local agencies and non-profits	May 24
Input for new draft requested by	June 17
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission July 6, July 20, August 3, August 17
	Parks and Recreation Commission July 21 or August 18
	Port and Harbor Commission June 22, July 27, or August 24
	Library Advisory Board July 5 or August 2
	Economic Development Commission July 12 or August 9
	Transportation Advisory Committee August 16
Administrative review and compilation	August 29-September 2
City Council worksession to review proposed projects	September 12
Public Hearing on CIP/Legislative request	September 26
Local Election	October 4 (First regular meeting for new Council members 10/24)
Adoption of resolutions by City Council	October 10
Administration forwards requests for Governor's Budget	by end of October
Administrative compilation of CIP	through end of October
Distribution of CIP and State Legislative Request	beginning November 2011
Compilation/distribution of Federal Request	February 2012

**CITY OF HOMER
PUBLIC HEARING NOTICE
CITY COUNCIL MEETING**

**2011-2016 Capital Improvement Plan & FY 2012 Legislative Request
Ordinances 10-44, 10-45, 10-46, 10-47, 10-48(S), and 10-49(S)**

A public hearing is scheduled for Monday, September 27, 2010 during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

2011-2016 Capital Improvement Plan & FY 2012 Legislative Request

Ordinance 10-44 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1044.htm>

Ordinance 10-44, An Ordinance of the City Council of Homer, Alaska, Accepting a 2010 Interoperable Emergency Communications Grant to the City of Homer Port and Harbor from the Alaska Division of Homeland Security and Emergency Management (DHS&EM) in the Amount of \$17,400 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port and Harbor Director.

Ordinance 10-45 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1045.htm>

Ordinance 10-45, An Ordinance of the City Council of Homer, Alaska, Amending HCC 1.24.040, By-Laws for Council Procedure, to Incorporate Subsequent Amendments to the Council Agenda Format. Hogan.

Ordinance 10-46 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1046.htm>

Ordinance 10-46, An Ordinance Reinstating on a Year-Round Basis the City of Homer Sales Tax Imposed on Sales of Nonprepared Foods. Lewis.

Ordinance 10-47 internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1047.htm>

Ordinance 10-47, An Ordinance Amending Homer City Code 8.12.110 "Definitions" to Subject Public Transportation Vehicles Offering Free Transportation Services in Support of an Operator's Primary Business to the Licensing and Permitting Requirements in the Homer City Code. Lewis.

Ordinance 10-48(S) internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1048.htm>

Ordinance 10-48(S), An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a State of Alaska Legislative Grant for Use Towards Construction of Phase I of the Anchor Point to Homer Natural Gas Pipeline in the Amount of \$525,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Ordinance 10-49(S) internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1049.htm>

Ordinance 10-49(S), An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a U.S. Fish and Wildlife Service Grant for the Beluga Slough Trail Replacement Project in the Amount of \$25,000 with a Local Match of \$30,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Public Works Director.

All interested persons are welcomed to attend and give testimony. Written testimony received by the Clerk's Office prior to the meeting will be provided to Council.

** Copies of proposed Ordinances, in entirety, are available for review at Homer City Clerk's Office. Copies of the proposed Ordinances are available for review at City Hall, the Homer Public Library, the City of Homer Kiosks at City Clerk's Office, Captain's Coffee, Harbormaster's Office, and Redden Marine Supply of Homer and the City's homepage - <http://clerk.ci.homer.ak.us>. Contact the Clerk's Office at City Hall if you have any questions. 235-3130, Email: clerk@ci.homer.ak.us or fax 235-3143.

To be replaced...

DRAFT

HOMER CITY COUNCIL/COMMITTEE OF THE WHOLE
491 E. PIONEER AVENUE
HOMER, ALASKA

SEPTEMBER 12, 2011
MONDAY, AT 5:00 P.M.
COWLES COUNCIL CHAMBERS

**MEETING NOTICE
COMMITTEE OF THE WHOLE AGENDA**

1. **CALL TO ORDER, 5:00 P.M.**
2. **AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)
3. **REGULAR MEETING AGENDA**
4. **COMMENTS OF THE AUDIENCE**
5. **ADJOURNMENT NO LATER THAN 5:50 P.M. NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, SEPTEMBER 26, 2011 AT 6:00 P.M. THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, SEPTEMBER 26, 2011 AT 5:00 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

CALL TO ORDER
PLEDGE OF ALLEGIANCE
AGENDA APPROVAL

HOMER CITY COUNCIL
491 E. PIONEER AVENUE
HOMER, ALASKA

SEPTEMBER 12, 2011
MONDAY, AT 6:00 P.M.
COWLES COUNCIL CHAMBERS

**MEETING NOTICE
REGULAR MEETING AGENDA**

Worksession 4:00 p.m. and Committee of the Whole 5:00 p.m. in Homer City Hall Cowles Council Chambers.

1. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Department Heads may be called upon from time to time to participate via teleconference.

2. AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

4. RECONSIDERATION

5. CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Special and Regular Meeting minutes of August 22, 2011. City Clerk. Recommend adoption. Page 107

6. VISITORS

- A. **Roland Maw**, Executive Director, United Cook Inlet Drift Association, 10 minutes. Page 123

- B. **Bill Steyer**, Homer High School Coach, Homer High School Track, 10 minutes. Page 125

7. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

- A. Borough Report

- B. **Mayor's Proclamation** – Sea Otter Awareness Week, September 25 – October 1, 2011 Page 127

C. Commissions/Board Reports:

1. Library Advisory Board
2. Homer Advisory Planning Commission
3. Economic Development Advisory Commission
4. Parks and Recreation Advisory Commission
5. Port and Harbor Advisory Commission

8. PUBLIC HEARING(S)

- A. **Ordinance 11-23(A)**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Sections 21.12.020; 21.14.020; 21.16.020; 21.18.020; 21.20.020; 21.22.020; Addressing Permitted Uses and Structures; to Add Hostel as a Permitted Use in the Rural Residential, Urban Residential, Residential Office, Central Business, Town Center, Gateway Business District. Wythe. Introduction June 13, 2011, Referred to Planning Commission. Public Hearing and Second Reading September 12, 2011.

Page 131

Memorandum 11-118 from City Planner as backup.

Page 135

- B. **Ordinance 11-36**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Reappropriating \$15,000 for Drainage and Associated Improvements at the Fire Hall Parking Lot. City Manager/Fire Chief. Introduction August 22, 2011, Public Hearing and Second Reading September 12, 2011.

Page 147

Ordinance 11-36(S), An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Reappropriating ~~\$15,000~~ **\$20,000** for Drainage and Associated Improvements at the Fire Hall Parking Lot. City Manager/Fire Chief. Introduction August 22, 2011, Public Hearing and Second Reading September 12, 2011.

Page 151

9. ORDINANCE(S)

- A. **Ordinance 11-37**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Community Preparedness Outreach Award in the Amount of \$5,000 from the National Network of Libraries of Medicine and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Library Director. Recommended dates: Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011.

Page 155

Memorandum 11-122 from Library Director as backup.

Page 159

B. **Ordinance 11-38**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$70,000 from the Water and Sewer Reserve Account to Pay the Amount Agreed Upon to Settle the Eminent Domain Action, *City Of Homer V. 4.014 Acres, More Or Less, Of Land, And Nancy J. Hillstrand*. City Manager. Recommended dates: Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011. Page 169

C. **Ordinance 11-39**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$12,600 from the Port and Harbor Net Assets Budget for the Purpose of Reconciling a Clerical Oversight. City Manager/Port and Harbor Director. Recommended dates: Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011. Page 173

Memorandum 11-123 from Port and Harbor Director as backup. Page 177

D. **Ordinance 11-40**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$10,000 from the Port and Harbor Reserves for the Purpose of a Detailed Basin Survey of the Small Boat Harbor. City Manager/Port and Harbor Director. Recommended dates: Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011. Page 179

Memorandum 11-124 from Port and Harbor Director as backup. Page 183

10. CITY MANAGER'S REPORT

A. City Manager's Report Page 187

B. Bid Report Page 235

11. CITY ATTORNEY REPORT

12. COMMITTEE REPORT

A. Public Arts Committee

B. Transportation Advisory Committee Page 237

Memorandum 11-126 from TAC, re: Waddell Way Avenue Improvement

C. Permanent Fund Committee

D. Lease Committee

E. City Hall Renovation and Expansion Task Force

F. Port and Harbor Improvement Committee

13. **PENDING BUSINESS**

14. **NEW BUSINESS**

- A. **Memorandum 11-127**, from Deputy City Clerk, Re: Confirmation of Election Workers for the Regular City of Homer Election - October 4, 2011 and All Processes Thereof Pursuant to Homer City Code and Deemed Necessary by the City Clerk.

Page 241

- B. **Memorandum 11-128**, from Public Arts Committee, Re: Members for the 1% for the Art Selection Committee.

Page 243

15. **RESOLUTIONS**

- A. **Resolution 11-086**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Karen Hornaday Park Drainage Improvements to the Firm of Johnson & Sons of Anchor Point, Alaska, in the Amount of \$4,660 and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk.

Page 245

Memorandum 11-129 from Public Works Director as backup.

Page 247

- B. **Resolution 11-087**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Coast Guard Parking and Access Improvements to the Firm of _____ of _____, _____, in the Amount of \$_____ and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk. (*Resolution 11-087(S) to be provided in Supplemental Packet.*)

Page 251

Memorandum 11- from Public Works Director as backup. (*Memorandum 11- to be provided in Supplemental Packet.*)

- C. **Resolution 11-088**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Fire Station Drainage Improvements to the Firm of _____ of _____, _____ in the Amount of \$_____ and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk. (*Resolution 11-088(S) to be provided in Supplemental Packet.*)

Page 255

Memorandum 11- from Public Works Director as backup. (*Memorandum 11- to be provided in Supplemental Packet.*)

- D. **Resolution 11-089**, A Resolution of the Homer City Council Requesting the National Oceanic and Atmospheric Administration Include the Results of its Socio-Economic Study in the Formulation of the Proposed Halibut Catch Sharing Plan. Zak.

Page 259

- E. **Resolution 11-090**, A Resolution of the City Council of Homer, Alaska, Supporting the Concept and Construction of Non-Motorized Pathways to Increase the Safety for Motorized and Non-Motorized Users Along Kachemak Drive Located Within the City Limits, from the Base of the Homer Spit to East End Road. Lewis/Zak/Parks and Recreation Advisory Commission. Page 261

- F. **Resolution 11-091**, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Research the State Small Business Credit Initiative (SSBCI) and to Submit an Application for Program Funding. Hogan. Page 313

- 16. **COMMENTS OF THE AUDIENCE**
- 17. **COMMENTS OF THE CITY ATTORNEY**
- 18. **COMMENTS OF THE CITY CLERK**
- 19. **COMMENTS OF THE CITY MANAGER**
- 20. **COMMENTS OF THE MAYOR**
- 21. **COMMENTS OF THE CITY COUNCIL**
- 22. **ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, SEPTEMBER 26, 2011 AT 6:00 P.M. THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, SEPTEMBER 26, 2011 AT 5:00 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**PUBLIC COMMENTS UPON MATTERS
ALREADY ON THE AGENDA**

RECONSIDERATION

CONSENT AGENDA

Session 11-26 a Regular Meeting of the Homer City Council was called to order on August 22, 2011 at 4:00 p.m. by Mayor James C. Hornaday, at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS: HOGAN, HOWARD, LEWIS, ROBERTS,
WYTHE, ZAK

STAFF: CITY MANAGER WREDE
CITY CLERK JOHNSON
CITY ATTORNEY KLINKNER (telephonic)

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)

The agenda was approved by consensus of the Council.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

There were no public comments.

NEW BUSINESS

- A. **Memorandum 11-121**, From City Clerk Re: Request for Executive Session Pursuant to AS §44.62.310(C)(1&5), Matters, Which the Immediate Knowledge of which Would Clearly have an Adverse Effect upon the Finances of the Government Unit and Attorney Client Privilege. (City vs. Hillstrand, Briefing by Attorney Tom Klinkner)

Mayor Hornaday called for a motion to approve the recommendations of Memorandum 11-121 to meet in Executive Session with Attorney Klinkner to discuss City vs. Hillstrand.

WYTHE/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Mayor Hornaday called for a motion to adjourn to Executive Session.

WYTHE/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. ROBERTS, WYTHE, ZAK, HOWARD, HOGAN, LEWIS

Motion carried.

Council adjourned to Executive Session at 4:02 p.m. and reconvened at 4:39 p.m.

Mayor Pro Tempore Wythe stated Council met with the attorney in Executive Session on City vs. Hillstrand and received a briefing from him and provided further guidance.

COMMENTS OF THE AUDIENCE

There were no comments of the audience.

COMMENTS OF THE CITY ATTORNEY

City Attorney Klinkner had no comment.

COMMENTS OF THE CITY CLERK

City Clerk Johnson had no comment.

COMMENTS OF THE CITY MANAGER

City Manager Wrede had no comment.

COMMENTS OF THE MAYOR

Mayor Hornaday had no comment.

COMMENTS OF THE CITY COUNCIL

Councilmembers Hogan, Howard, Lewis, Roberts, Wythe, and Zak had no comment.

ADJOURNMENT

There being no further business to come before the Council, Mayor Hornaday adjourned the meeting at 4:40 p.m. The next Regular Meeting is scheduled for Monday, September 12, 2011 at 6:00 p.m. The next Committee of the Whole is scheduled for Monday, September 12, 2011 at 5:00 p.m. A Worksession is scheduled for Monday, September 12, 2011 at 4:00 p.m. All meetings are scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 East Pioneer Avenue, Homer, Alaska.

JO JOHNSON, CMC, CITY CLERK

Approved: _____

Session 11-27 a Regular Meeting of the Homer City Council was called to order on August 22, 2011 at 6:00 p.m. by Mayor James C. Hornaday, at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS: HOGAN, HOWARD, LEWIS, ROBERTS,
WYTHE, ZAK

STAFF: CITY MANAGER WREDE
CITY CLERK JOHNSON
CITY PLANNER ABOUD
FINANCE DIRECTOR MAURAS
LIBRARY DIRECTOR DIXON
PERSONNEL DIRECTOR PETERSEN
POLICE CHIEF ROBL
PORT AND HARBOR DIRECTOR HAWKINS
PUBLIC WORKS DIRECTOR MEYER

Department Heads may be called upon from time to time to participate via teleconference.

AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

The agenda was approved by consensus of the Council.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Traven Apiki, Homer High School Student Body President, and Kirsten Swanson, Student Body Vice President, thanked Council for sponsoring Resolution 11-084. A blue and gold day tells the students the town supports them.

RECONSIDERATION

CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Special and Regular Meeting minutes of August 8, 2011. City Clerk. Recommend adoption.
- B. **Memorandum 11-116**, from Clerk, Re: Liquor License Restaurant Designation Permit for Alice's Champagne Palace.

- C. **Memorandum 11-117**, from Mayor, Re: Appointment of Adi Davis to the Economic Development Advisory Commission as Student Representative.

Mayor Hornaday called for a motion for approval of the recommendations of the consent agenda as read.

HOWARD/WYTHE - SO MOVED.

Councilmember Hogan expressed appreciation in seeing a student apply for the EDC seat. There is also a student seat on the Port and Harbor Advisory Commission.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS

- A. Borough Report
- B. **Mayor's Proclamation** - National Preparedness Month, September 2011

Mayor Hornaday read the proclamation and presented it to Tricia Davis, Community Emergency Response Team (CERT) volunteer.

- C. Commissions/Board Reports:
1. Library Advisory Board
 2. Homer Advisory Planning Commission
 3. Economic Development Advisory Commission
 4. Parks and Recreation Advisory Commission
 5. Port and Harbor Advisory Commission

PUBLIC HEARING(S)

- A. **Ordinance 11-33**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 8.12.300 to Include Exemptions for Public Transportation Companies Serving More Than 15 Passengers. Roberts/Lewis. Introduction August 8, 2011, Public Hearing and Second Reading August 22, 2011.

Memorandum 11-120 from Police Chief as backup.

Mayor Hornaday opened the public hearing.

Sally Oberstein commented on Police Chief Robl's memorandum, stating it was 100% valid. The City's background check is more in depth than what is required from the State. Juneau, Fairbanks, Anchorage, and Kenai all require special licensing, fingerprinting, and a background check for taxi drivers. None of those cities require a check for public transporters that carry more than 15 passengers. Taxi drivers have more access to private homes and one on one contact. They can drive to a private home in the middle of the night to pick up a child, thus the stringent regulations for taxi drivers.

ROBERTS/LEWIS - MOVED TO ADOPT ORDINANCE 11-33.

Councilmember Howard asked Chief Robl how we could guarantee the private business could only hire state school bus drivers. Chief Robl answered to be certified to operate a vehicle that carries over 15 passengers the drivers have to meet state requirements.

The Homer police has no access to background checks or fingerprints that the State has requested. The City's background check for taxi drivers is more thorough than the State's background check for school bus drivers.

Councilmember Howard questioned why we are amending this section of code so drastically. Councilmember Roberts explained she sponsored the ordinance as there were duplicate requirements for city and state passenger vehicles with over 15 passengers. The State asks for more testing than cities in certain areas. It is an extra expense for businesses to be certified by both the state and city.

Councilmember Wythe noted the ordinance was narrowly designed for school bus operators. If you are a CDL holder you are not required to go through the chauffeur's proceedings. Councilmember Roberts explained the ordinance covers the exception section. School bus drivers were exempted in the past, but now we have transportation businesses that move more than 15 passengers. A lot of the drivers are already licensed as school bus drivers.

Chief Robl clarified any driver in the state that drives a vehicle that holds 16 passengers or more is required to have the same certification and background check that a school bus driver has. The requirement is not a classification of the CDL, but rather falls into the chauffeur's license requirement.

Councilmember Wythe expressed opposition, yet would be in favor of a modification to the chauffeur's requirement. A background check by the City provides a level of coverage for the City.

Councilmember Hogan questioned why we need a finger in every pot. The Department of Licensing has stringent requirements and the City is not a liability.

VOTE: YES. ROBERTS, ZAK, HOGAN, LEWIS
VOTE: NO. WYTHE, HOWARD

Motion carried.

- B. **Ordinance 11-34**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$21,798.25 from the Port and Harbor Reserves for Parking Improvements at the Coast Guard Parking Area Adjacent to the Pioneer Dock. Port and Harbor Director/City Manager. Introduction August 8, 2011, Public Hearing and Second Reading August 22, 2011.

Memorandum 11-112 from Port and Harbor Director as backup.

Mayor Hornaday opened the public hearing. In the absence of public testimony, Mayor Hornaday closed the public hearing.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-34 by reading of title only for second and final reading.

LEWIS/HOWARD - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Ordinance 11-35**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$24,000 from the Public Works Depreciation Reserves for the Acquisition of New "Narrow Band" Radios for the Public Works Department in Order to Meet FCC Requirements and Improve Public Safety and Emergency Response. Public Works Director/City Manager. Introduction August 8, 2011, Public Hearing and Second Reading August 22, 2011.

Memorandum 11-113 from Public Works Superintendent as backup.

Mayor Hornaday opened the public hearing. In the absence of public testimony, Mayor Hornaday closed the public hearing.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-35 by reading of title only for second and final reading.

WYTHE/LEWIS – SO MOVED.

Councilmember Hogan questioned the number of radios and if there would be a cost reduction if the number of units were reduced.

Public Works Director Meyer answered that by reducing the number of radios the costs would reduce, however, they have 15 employees who need to be in contact with each other in the event of an emergency. The radios will only be given to people who need to be in the loop during emergencies.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ORDINANCE(S)

- A. **Ordinance 11-36**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Reappropriating \$15,000 for Drainage and Associated Improvements at the Fire Hall Parking Lot. City Manager/Fire Chief. Recommended dates: Introduction August 22, 2011, Public Hearing and Second Reading September 12, 2011.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-36 for introduction and first reading by reading of title only.

WYTHE/HOGAN – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

CITY MANAGER'S REPORT

- A. City Manager's Report

1. Employee Committee: At the last meeting, I answered several questions about the Employee Committee regarding who authorized its formation and what the purpose of the committee was. I said one thing that was incorrect and several others that I would like to clarify. First, I said that the Employee Committee was authorized by the adopted Personnel Policies. That is wrong. The Personnel Policies do not even mention an Employee Committee. The old Employee Committee was in fact very active in helping to draft the Personnel Policies and there are extensive records of that activity. However, the Committee itself was not written into the Policies. So, I apologize for the misinformation. In the end though, that does not matter. This is a committee that was formed at the request of the City Manager and the department heads. This is routine. We form committees administratively and internally all the time to discuss issues and solicit recommendations. No Council action is needed to do this and since it is not a committee formed by the Council, it is not a public meeting. Advertising and formal meeting rules do not apply. We are entering the budget cycle and I routinely ask the departments and employees for advice and recommendations on how the City can save

money. As has been noted, Employee costs are a very significant part of the budget. Council has suggested that they would like to see a reduction in employee costs, especially with respect to health care. Council members and the Mayor have also stated clearly that they would like to hear from the employees, that they think a committee is a good idea, and that they want the employees to have input into potential reductions in employee benefits. So, forming this committee is a natural outcome and is clearly within the purview and authority of the administration. Be assured this is not union organizing, or anything like that. The Committee will simply make recommendations to me and the Council.

2. Health Insurance: The second meeting of the Borough Task Force on Health Care Costs took place on August 15. The primary agenda item was getting into more of the details of various health insurance plans, beyond just the cost per employee. Andrea attended the meeting on behalf of the City. She reports that the group did not spend too much time talking about the details of various plans. But it did spend a significant amount of time talking about the possibility of hiring a consultant to help identify all of the feasible ways the entities could collaborate. The group also talked about ways to reduce costs by working out a deal with the Borough owned hospitals to provide care for public employees at reduced costs. (Note: the City has already negotiated a deal with South Peninsula Hospital whereby City employees get a 10% discount).
3. The Fishing Hole: A consensus seems to be building that one of the primary problems with fish survival at the Nick Dudiak Fishing Hole is its reduced depth. In short, the lagoon is filling in and needs to be dredged. This has been on the City CIP/ wish list for several years now. The problem is money, as usual. It could be as much as several hundred thousand dollars. I spoke with Monte Davis at the Chamber about this the other day. He is very concerned about this and noted that the fishing hole will become even more important to local businesses and the economy when we go to one halibut limits on charter boats. Monte resurrected an idea that has been discussed before and it seems like now might be the time to bring it back to the table. He suggested that we borrow money or sell bonds to do the dredging and other maintenance work. The bonds would be repaid through fishing licenses. The details matter of course but he indicated that the Chamber might be willing to play some sort of role in the administration of the program. There are lots of possibilities. This idea is attractive on its face for several reasons. First, it would provide for a reliable source of income to make the routine repairs and upgrades that pop up every year. Second, it would mean that we are not relying on the Port and Harbor reserves to do maintenance and repair work there. The Fishing Hole is not a part of Port and Harbor Operations and in my view, using enterprise funds to support it is questionable. The General Fund would be more appropriate however, we know that we don't have any extra money lying around there. That leaves us relying on grants and legislative appropriations.
4. Budget Priorities: The Committee of the Whole agenda contains a discussion about Council budget priorities for the 2012 budget. This is a result of the discussion we had at the last meeting. You will notice that I put a copy of the budget priorities for FY 2010 in the packet instead of drafting up new priorities for 2012. I did this for several reasons. First, I wanted to remind you about the process we went through in 2010. Those were the guidelines I used in putting together the FY 2010 Budget. Council input was a big part of it. Second, I did not want to influence you in any way by putting some draft priorities out there. I am interested in the Council's priorities and hopefully the 2010 priorities will be a good base to launch us into that discussion.

5. Library Anniversary: September 16 is the five year anniversary of the completion of the new library building. Is that possible?? Anyway, the friends of the Homer Public Library are planning a celebration and you will be hearing more about that in the new few weeks.
6. Gas Pipeline: This agenda contains a resolution approving an action plan for the Homer Area Natural Gas Pipeline Project. There are some things in the draft plan that I am sure will generate some discussion. I tried to outline and include all of the things I think we should be doing if we are serious about staying the course and moving this project forward. I know that you probably have pipeline fatigue and are enjoying the break from having to discuss this project. I apologize if I am pushing too much. However, I really think that it is important for the Council to decide if it still supports this project and to what degree. If Council does not support the project anymore, it would be good to know that. We can move on to other priority projects and not waste limited time and resources. However, if Council wants to continue making this project a top priority, I think timing is critical and we need to move ahead aggressively and in a focused way.

Items of discussion were the requirement of a city fishing license to fish the Fishing Hole. The idea of a city fishing license was suggested by Monte Davis, Executive Director of the Chamber of Commerce. The Fishing Hole is a responsibility of the City and is expensive to maintain. The city fishing license would generate revenues to help with costs associated with the popular fishing location. An iron ranger could collect fees and fishermen would need to have a ticket in their possession. It was unclear who would handle enforcement.

Monte Davis commented this plan would get the Fishing Hole up and functioning with a bond and we would have three years to work out the details. There is no need to charge for a city license until we get the fish return. It is a wonderful opportunity to keep people in Homer, and people that are taking the harvest from the pond would be helping to pay for the pond.

City Manager Wrede suggested Fish and Game be included in the discussion. There were a number of hypothesis of the lack of fish, one of the biggest was the depth. The water is heated rapidly by the sun and when the smolt are brought in after being raised in cold water they are killed from shock.

Councilmember Howard suggested the EDC take a look at the Fishing Hole proposal and come up with a good plan. She questioned if a barrier could be put up after the season to reduce the dredging.

Councilmember Hogan acknowledged the City Manager's clarification on the employee committee. His concern is staff is paid and their time should be devoted to city business. Councilmember Howard commented salary is a big ticket item on the budget and the employee committee is trying to help with cost savings to spend the money in different ways for services.

The bike path on Kachemak Drive was on Council's CIP list a while ago. DOT came out with the costs and what it would cost for permitting and acquisition. The idea was dropped. Since that time a subcommittee from the Parks and Recreation Advisory Commission is looking at an alternative way for the path. They are trying to patch together a footpath with utility and electric

easements, a much less formal process. They have charted out a path from the intersection of Kachemak Drive and the Spit Road that would come up close to the road by the research reserve.

B. Bid Report

CITY ATTORNEY REPORT

COMMITTEE REPORT

- A. Public Arts Committee
- B. Transportation Advisory Committee
- C. Permanent Fund Committee
- D. Lease Committee
- E. City Hall Renovation and Expansion Task Force
- F. Port and Harbor Improvement Committee

Port and Harbor Improvement Committee Chair Barbara Howard reported the committee convened last week and developed a meeting schedule and identified resources needed. They plan to have a presentation for Council on October 24. They will meet each Thursday at 5:30 p.m. at the West Campus. The public is welcome.

PENDING BUSINESS

- A. **Ordinance 11-23**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Sections 21.12.020; 21.14.020; 21.16.020; 21.18.020; 21.20.020; 21.22.020; 21.24.020; 21.26.020; Addressing Permitted Uses and Structures; and Homer City Code 21.28.030 Conditional Uses and Structures; to Add Hostel as a Permitted Use in the Rural Residential, Urban Residential, Residential Office, Central Business, Town Center, Gateway Business, General Commercial 1, and General Commercial 2 Zoning Districts, and to Add Hostel as a Conditional Use in the Marine Commercial Zoning District. Wythe. Introduction June 13, 2011, Referred to Planning Commission. Recommended dates: Public Hearing and Second Reading September 12, 2011.

Memorandum 11-118 from City Planner as backup.

Ordinance 11-23 was introduced on June 13, 2011 and referred to the Planning Commission. It was returned to Council with their recommendations of amendments to the title and sections 7, 8 & 9 (council packet page 111).

Mayor Hornaday called for a motion to discuss Ordinance 11-23 and the recommendations of the Planning Commission.

WYTHE/ROBERTS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

WYTHE/ROBERTS – MOVED TO REPLACE ORDINANCE 11-23 OR AMEND IT IN ACCORDANCE OF THE RECOMMENDATIONS OF THE PLANNING COMMISSION BEGINNING ON PAGE 111 OF THE PACKET.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

WYTHE/ROBERTS – MOVED TO DEFER RESOLUTION UNTIL THE SEPTEMBER 12TH MEETING AND HAVE A PUBLIC HEARING ON ORDINANCE 11-23 AS AMENDED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

RESOLUTIONS

- A. **Resolution 11-083**, A Resolution of the City Council of Homer, Alaska, Approving and Adopting a 2011-2012 Homer Area Natural Gas Pipeline Project Action Plan. City Manager.

Mayor Hornaday called for a motion for the adoption of Resolution 11-083 by reading of title only.

LEWIS/HOWARD – SO MOVED.

Councilmember Wythe questioned recusing herself due to her employment with HEA. Mayor Hornaday asked if her employment with HEA would have any effect on her vote. Councilmember Wythe answered it would not.

Mayor Hornaday ruled Councilmember Wythe did not have a conflict of interest and was allowed to participate. There was no objection from the Council.

ROBERTS/LEWIS- MOVED TO AMEND THE HOMER AREA NATURAL GAS PIPELINE PROJECT, 2011-2012 ACTION PLAN UNDER LOBBYING AND PUBLIC INFORMATION (THE LAST BULLET) TO ADD "ADJACENT COMMUNITIES".

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VOTE: (main motion) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. **Resolution 11-084**, A Resolution of the Homer City Council Declaring Friday, September 23, 2011 as Blue and Gold Day in Homer, Alaska. Roberts.

ROBERTS/LEWIS - MOVED TO ADOPT RESOLUTION 11-084.

Councilmembers Hogan and Wythe expressed appreciation at the idea of the blue and gold day and asked local newspapers to provide information to the community.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. **Resolution 11-085**, A Resolution of the City Council of Homer, Alaska, Amending the Homer Advisory Planning Commission Bylaws to Amend their Meeting Time to Begin at 6:30 p.m. and End at 9:30 p.m. City Clerk/Planning Commission.

Memorandum 11-119 from City Planner as backup.

Mayor Hornaday called for a motion for the adoption of Resolution 11-085 by reading of title only.

WYTHE/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

COMMENTS OF THE AUDIENCE

Pat Melone, city resident and owner of Spyglass Inn Bed and Breakfast, urged Council to oppose the cap share plan proposed by the National Marine Fisheries on the following:

- They extend the comment period beyond September 6
- Consider the economic impact of the proposed rule
- Halibut limit currently in effect is working; it promotes conservation of the resource

The City would suffer a sales tax loss of \$106,000. She recommends the City Council write a comment.

Senator Begich and the head of NOAA will be at the Bidarka tomorrow at noon to answer questions about the impact to Homer with the reduced catch.

COMMENTS OF THE CITY ATTORNEY

City Attorney Klinkner was not present.

COMMENTS OF THE CITY CLERK

City Clerk Johnson had no comment.

COMMENTS OF THE CITY MANAGER

City Manager Wrede had no comment.

COMMENTS OF THE MAYOR

Mayor Hornaday offered kudos to students and teachers for high scores on the tests, the highest in Alaska. He also commended on the Beethoven concert and thought he heard Bryan Hawkins' voice.

COMMENTS OF THE CITY COUNCIL

Councilmember Hogan thanked the students for coming today. He reminded them there is a student position on the Port and Harbor Advisory Commission.

Councilmember Roberts echoed Kevin's comments to the students. She appreciates the treasurer's report in the City Manager's report. It is good to have it quarterly in that manner.

Councilmember Zak thanked Pat Melone and Monte Davis for coming. There was a board meeting at the Chamber of Commerce earlier in the week. Even though the Chamber did not take action on the proposed one fish limit, it has caused a large economic impact on them. Tomorrow's meeting at noon may be most significant to Homer's economic future. At the Committee of the Whole Councilmember Hogan mentioned changes to commercial fishing for next year that may have an impact on Homer. He asked community leaders to step up and get involved.

Councilmember Howard asked Council to direct the City Manager to prepare a letter asking NOAA Pacific Management to extend the public comment time and encourage them to do an economic study. It is simply asking for fair time for all to be heard. Most environmental impact reports have an economic component, but this one does not. She asked that the City Manager write a letter if Council agrees.

Councilmember Wythe noted on many occasions we have given direction to the City Manager by consensus.

Councilmember Hogan objected.

City Attorney Klinkner was contacted by phone at 7:03 p.m. to advise Council on the matter.

Councilmember Howard explained citizens have come under public comment on items not on the agenda. She asked Council for support in directing the City Manager to write a letter with specific ideas and comments.

City Attorney Klinkner advised it is good to make sure it is a majority view of the Council when statements are made on behalf of the City. The City Manager has broad discretion to do things like this, and often does in the course of normal daily activities. Many things need to be resolved in between council meetings. If he understands from past dealings there is a general feeling of the Council about the issue, he may exercise his own discretion to respond appropriately. If it is unclear what the majority view is, that is problematic. Mr. Klinkner advised it is not a legally binding action, nor does it affect anyone's private rights. It can be done informally by consensus. The only way views of the majority can be determined is by a more formal vote.

Mayor Hornaday stated it is a very controversial issue in Homer. Attorney Klinkner stated he was aware of that.

Councilmember Hogan stated Council is not allowed to discuss and debate issues not noticed to the public on the agenda.

Councilmember Zak stated Council has asked the City Manager to take action. Letters of support have been written in the past; providing a little direction is not out of the ordinary process. Mayor Hornaday called for a vote on whether the Council wants to take a vote.

Councilmember Hogan excused himself from the meeting.

By a raise of hands, Council did not want to take a vote. Four members were against taking a position.

ADJOURNMENT

There being no further business to come before the Council, Mayor Hornaday adjourned the meeting at 7:11 p.m. The next Regular Meeting is scheduled for Monday, September 12, 2011 at

6:00 p.m. The next Committee of the Whole is scheduled for Monday, September 12, 2011 at 5:00 p.m. A Worksession is scheduled for Monday, September 12, 2011 at 4:00 p.m. All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

JO JOHNSON, CMC, CITY CLERK

Approved: _____

VISITORS

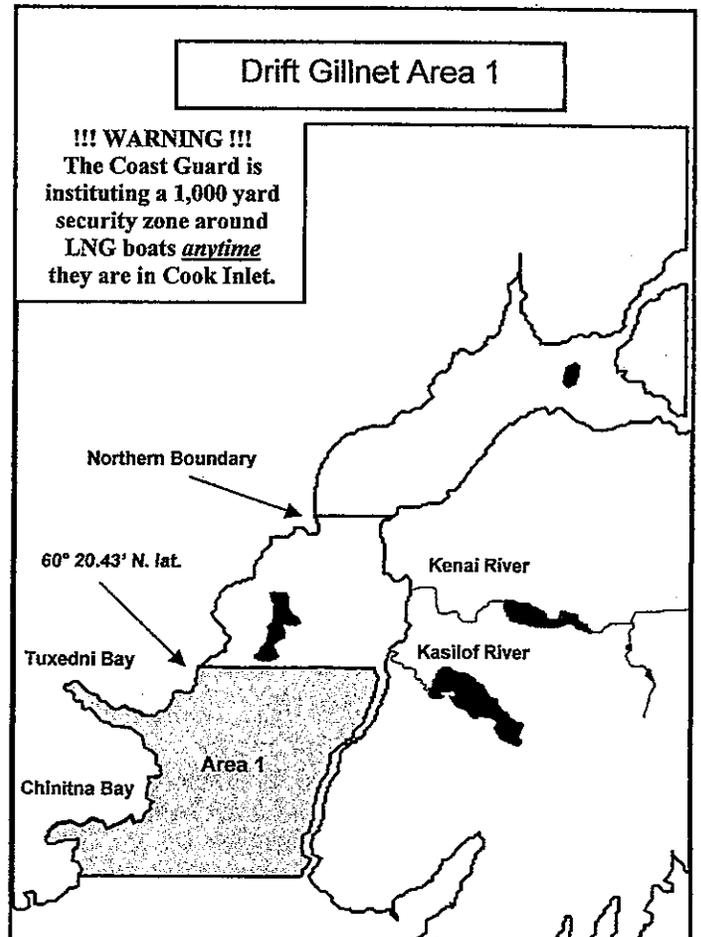
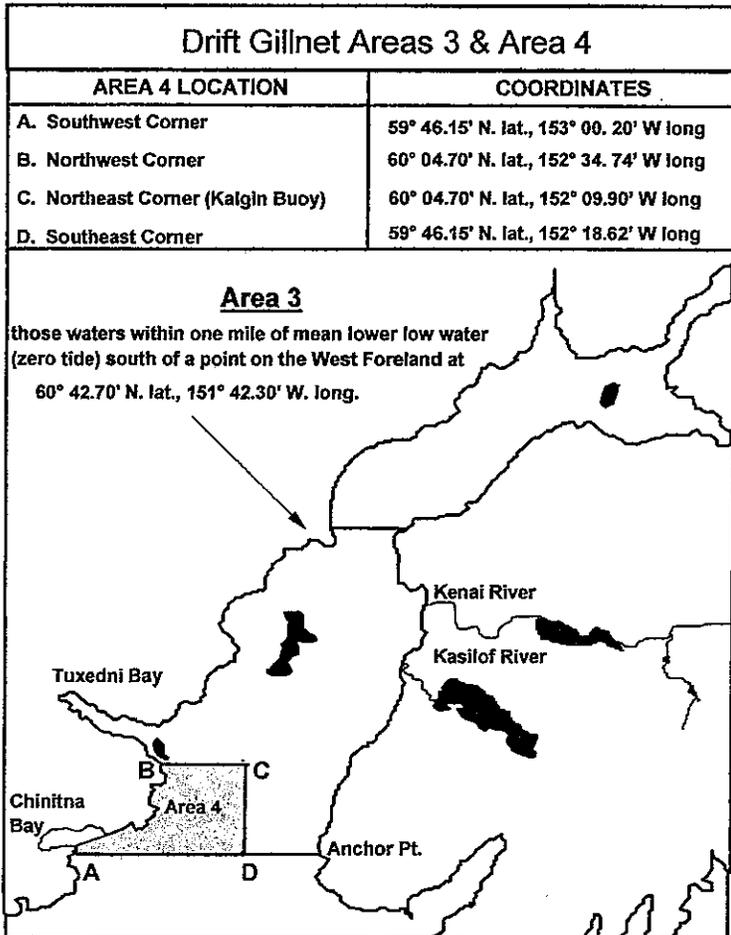
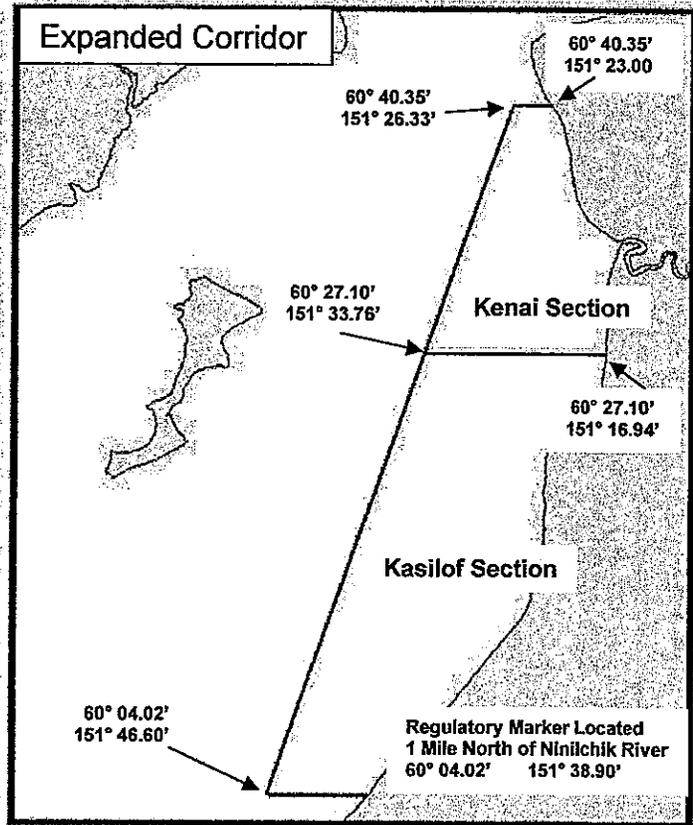
(NOAA Technical Report NMFS #55; Krzynowek and Murphy, 1987).

If you need data determined for specific samples, please let me know.

	Latitude	Longitude
Northwest Kenai Section	60°40.35'	151°26.33'
Southwest Kenai Section	60°27.10'	151°33.76'
Southwest Kasilof Section	60°04.02'	151°46.60'
Northern Boundary	60°46.39'	
Shell C Platform (approx.)	60°45.60'	151°30.40'
West Foreland (approx.)	60°42.75'	151°43.00'
East Foreland	60°43.20'	151°24.30'
Drift River Terminal	60°33.25'	152°08.00'

Harriet Point 60°23.70' 152°14.40'
 Kalgin Buoy 60°04.70' 152°09.90'
 Southern Boundary 59°46.15'

UCIDA presents the accompanying graphics as a convenience to drift fishermen. UCIDA accepts no liability for any actions where an individual makes a judgment based upon information provided by these graphics and coordinates.





UNITED COOK INLET DRIFT ASSOCIATION



2011	HIGH TIDES				LOW TIDES			
	A.M.	FT.	P.M.	FT.	A.M.	FT.	P.M.	FT.

JUNE		SELDOVIA DISTRICT							
18	Sat	4:31	19.4	5:35	18.1	11:01	-3.3	11:16	2.2
19	Sun	5:14	18.3	6:16	17.6	11:41	-2.1	---	---
20	Mon	5:58	17.0	6:56	16.8	0:01	2.7	12:20	-0.6
21	Tues	6:43	15.6	7:36	16.1	0:48	3.4	1:00	1.0
22	Wed	7:32	14.1	8:18	15.4	1:38	4.0	1:41	2.7
23	Thur	8:30	12.8	9:03	15.0	2:34	4.4	2:28	4.2
24	Fri	9:38	12.0	9:53	14.7	3:38	4.5	3:24	5.5
25	Sat	10:55	11.8	10:47	14.8	4:46	4.1	4:27	6.3
26	Sun	12:10	12.3	11:41	15.3	5:49	3.2	5:32	6.5
27	Mon	---	---	1:11	13.3	6:42	2.0	6:30	6.2
28	Tues	0:32	16.1	1:59	14.4	7:26	0.7	7:20	5.6
29	Wed	1:19	17.0	2:40	15.5	8:07	-0.6	8:06	4.7
30	Thur	2:04	18.0	3:19	16.6	8:45	-1.8	8:48	3.8

JULY		SELDOVIA DISTRICT							
1	Fri	2:47	18.8	3:56	17.4	9:23	-2.7	9:30	3.0
2	Sat	3:29	19.4	4:33	18.1	10:01	-3.3	10:12	2.3
3	Sun	4:12	19.6	5:11	18.5	10:40	-3.5	10:55	1.8
4	Mon	4:56	19.3	5:49	18.7	11:19	-3.1	11:40	1.5
5	Tues	5:42	18.5	6:30	18.7	---	---	12:01	-2.2
6	Wed	6:33	17.3	7:13	18.4	0:29	1.4	12:45	-0.8
7	Thur	7:31	15.9	8:01	18.0	1:23	1.5	1:34	0.8
8	Fri	8:38	14.5	8:56	17.6	2:25	1.5	2:31	2.6
9	Sat	9:56	13.7	9:58	17.3	3:36	1.4	3:37	4.0
10	Sun	11:22	13.7	11:05	17.4	4:53	0.8	4:51	4.7
11	Mon	---	---	12:40	14.5	6:05	-0.2	6:03	4.7
12	Tues	0:12	17.8	1:43	15.7	7:06	-1.3	7:07	4.0
13	Wed	1:12	18.5	2:33	16.9	7:58	-2.4	8:01	3.2
14	Thur	2:05	19.1	3:17	17.8	8:43	-3.1	8:49	2.3
15	Fri	2:52	19.6	3:56	18.5	9:24	-3.4	9:33	1.8
16	Sat	3:35	19.7	4:32	18.8	10:02	-3.2	10:15	1.5
17	Sun	4:15	19.4	5:07	18.8	10:38	-2.6	10:54	1.5
18	Mon	4:54	18.7	5:40	18.5	11:12	-1.6	11:33	1.8
19	Tues	5:33	17.7	6:12	17.9	11:45	-0.3	---	---
20	Wed	6:12	16.4	6:44	17.2	0:12	2.4	12:19	1.3
21	Thur	6:54	15.0	7:18	16.4	0:53	3.1	12:53	2.9
22	Fri	7:43	13.5	7:57	15.6	1:38	3.8	1:31	4.6
23	Sat	8:43	12.3	8:43	14.9	2:32	4.4	2:18	6.1
24	Sun	10:01	11.6	9:43	14.5	3:40	4.6	3:23	7.3

2011	HIGH TIDES				LOW TIDES			
	A.M.	FT.	P.M.	FT.	A.M.	FT.	P.M.	FT.

JULY		SELDOVIA DISTRICT							
25	Mon	11:32	11.8	10:52	14.7	4:59	4.2	4:43	7.7
26	Tues	12:47	12.8	11:59	1.5	6:08	3.1	5:58	7.3
27	Wed	---	---	1:38	14.2	7:01	1.6	6:57	6.2
28	Thur	0:56	16.7	2:19	15.7	7:45	0.0	7:46	4.8
29	Fri	1:46	18.1	2:55	17.2	8:24	-1.5	8:30	3.3
30	Sat	2:31	19.4	3:30	18.5	9:02	-2.7	9:12	1.8
31	Sun	3:15	20.4	4:05	19.6	9:39	-3.5	9:54	0.6

AUGUST		SELDOVIA DISTRICT							
1	Mon	3:59	20.8	4:41	20.4	10:18	-3.7	10:36	-0.3
2	Tues	4:43	20.6	5:18	20.7	10:57	-3.1	11:21	-0.8
3	Wed	5:30	19.8	5:57	20.6	11:37	-2.0	---	---
4	Thur	6:19	18.4	6:39	19.9	0:08	-0.7	12:21	-0.3
5	Fri	7:15	16.6	7:27	18.9	1:00	-0.1	1:08	1.7
6	Sat	8:21	14.9	8:22	17.8	1:59	0.7	2:04	3.7
7	Sun	9:42	13.7	9:30	16.8	3:11	1.5	3:14	5.3
8	Mon	11:16	13.6	10:49	16.4	4:35	1.6	4:38	6.0
9	Tues	---	---	12:38	14.5	5:56	1.0	5:59	5.6
10	Wed	0:07	16.8	1:37	15.8	7:00	0.0	7:04	4.5
11	Thur	1:10	17.7	2:22	17.1	7:50	-1.0	7:55	3.3
12	Fri	2:01	18.6	2:59	18.2	8:30	-1.6	8:38	2.1
13	Sat	2:43	19.2	3:32	18.9	9:06	-1.9	9:17	1.3
14	Sun	3:21	19.6	4:02	19.4	9:38	-1.8	9:53	0.8
15	Mon	3:57	19.6	4:31	19.5	10:10	-1.4	10:28	0.6
16	Tues	4:32	19.2	4:58	19.3	10:40	-0.5	11:01	0.8
17	Wed	5:07	18.4	5:26	18.8	11:10	0.6	11:36	1.3
18	Thur	5:43	17.3	5:55	18.1	11:41	2.0	---	---
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21	Sun	7:58	12.9	7:43	15.1	1:35	4.0	1:28	6.7
22	Mon	9:15	11.8	8:46	14.3	2:38	4.8	2:31	8.0
23	Tues	10:55	11.8	10:10	14.2	4:04	4.9	4:03	8.5
24	Wed	12:18	12.9	11:32	15.1	5:31	4.0	5:32	7.8
25	Thur	---	---	1:09	14.5	6:31	2.4	6:36	6.2
26	Fri	0:36	16.6	1:47	16.4	7:17	0.7	7:26	4.2
27	Sat	1:28	18.3	2:22	18.2	7:57	-1.0	8:09	2.1
28	Sun	2:15	20.0	2:57	19.9	8:35	-2.2	8:51	0.1
29	Mon	3:00	21.2	3:32	21.3	9:13	-2.9	9:33	-1.5
30	Tues	3:44	21.7	4:08	22.1	9:52	-3.0	10:15	-2.5

June 20 - July 7 (6 periods)	July 9 - 15 (2 periods)	July 11	July 16 - 31 (4 Periods)	August 1 - 15 (5 Periods)
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<ul style="list-style-type: none"> Season Opens Third Monday of June or June 19 (Later Date) Regular Periods District Wide 	<ul style="list-style-type: none"> Over 2.3 mil - 1 Additional Period in Expanded Corridor & Area 1 EO's in Expanded Corridor Additional EO's Allowed in Emergency Outside of Expanded Corridor 	<ul style="list-style-type: none"> Expanded Corridor 	<p>Less Than 2.3 Million</p> <ul style="list-style-type: none"> 1 Period in Expanded Corridor 3 Periods - No Restrictions No Restrictions on Number of EO's or Locations <p>2.3 to 4.6 Million</p> <ul style="list-style-type: none"> 1 Period per week for 2 weeks in Expanded Corridor and/or Area 1 - Other periods District Wide No Restrictions on Number of EO's or Locations <p>Above 4.6 Million</p>	<ul style="list-style-type: none"> Regular Periods District Wide <p>If 1% Rule is Met</p> <ul style="list-style-type: none"> Restricted to Areas 3 & 4
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August 31, 2011

Mr. Steve Atwater
Superintendent of Schools
KPBSD
148 North Binkley Street
Soldotna, AK 99669

Dear Mr. Atwater:

Recently, Coach Bill Steyer contacted USA Track & Field, the National Governing Body in the U.S. for the sports of track & field, long distance running and race walking, in regards to the current condition of and replacement of the Homer H.S. track & field facility. Coach Steyer described a facility that is in critical need of refurbishment and/or replacement.

The sport of track & field has, at the 17,000 U.S. high schools, over 1,000,000 boys and girls participating in track & field and cross country. There are nearly 2,000 U.S. colleges & universities sponsoring these sports, many of which offer athletic scholarships to assist young people in attending these schools. There are estimated to be over 30 million recreational runners and walkers throughout the U.S.

In many communities, the high school facility becomes not only the site for track & field, but also for football, soccer and lacrosse. In many communities, middle/junior high school athletes use these same facilities, as do many clubs and organizations for various sport and wellness programs. And let us not forget the citizens in the local community who regularly use the facilities for recreational and health & fitness programs year-round.

In a nation and at a time when obesity, diabetes and heart related illness have led to a national health crisis, having a good high school sports facility is the keystone to a community's wellness programs and efforts. Besides being the center-point of the high school sports program, an actively used facility is key to the recreational health and wellness of the entire community. An investment of several hundreds of thousands of dollars in such a facility will contribute millions of dollars directly and indirectly to the prevention and care in health care costs for all the people of your community.

For this reason, we strongly support the efforts that you, Coach Steyer and all of the Kenai Peninsula's citizenry and government officials are making to find adequate funding for the replacement of the Homer H.S. track and multi-sports facility. Doing so will be a great investment not only for the sport, but for the citizens of your community and state.

To help in this effort, I request that you copy and send this letter on to, among others, Mr. Gary Stevens, Alaska State Senator, Mr. Paul Seaton, Alaska State Representative, Mr. Bill Smith, District 8 Assembly Member and Mr. Walt Wrede, Homer City Manager.

Finally, and while USA Track & Field does not provide grant funds to support the renovation or re-building of athletics facilities, I/we can provide expertise in the optimal design and construction of a high school facility. Feel free to contact me in this regard or provide my contact information (317-713/4673) & [duff.mahoney@usatf.org] to your architects and planners.

Sincere best wishes for a successful fund-raising campaign and the development of a top-notch high school facility. I look forward to hearing a positive report from you on the go-ahead status of this project.

Best regards,

P. "Duffy" Mahoney
Director, High Performance Programs

Cc: Coach Bill Steyer.

**ANNOUNCEMENTS
PRESENTATIONS
BOROUGH REPORT
COMMISSION REPORTS**

**CITY OF HOMER
ALASKA**

MAYOR'S PROCLAMATION

**SEA OTTER AWARENESS WEEK
SEPTEMBER 25 – OCTOBER 1, 2011**

WHEREAS, The sea otter is a symbol of wilderness, an integral part of Alaska's natural ecosystem, and serves as an indicator for the overall health of Alaska's near shore marine ecosystem; and

WHEREAS, A growing awareness of the benefits of maintaining the health of the near shore marine ecosystem has raised public interest in the sea otter; and

WHEREAS, Disease from a variety of sources, including land-based biological pathogens, accounts for approximately 40% of the mortality for sea otters in a given year; and

WHEREAS, Sea otters play a critical role in the marine ecosystem as a keystone species. They promote a healthy kelp forest that, in turn, supports thousands of organisms; and

WHEREAS, Sea otters are now only found off the coast of Japan (less than six), Russia, Alaska, British Columbia, Washington, and California; and

WHEREAS, The survival of the sea otter remains dependent upon continued public support and increased understanding of the essential role sea otters play in nature.

NOW, THEREFORE, I, James C. Hornaday, Mayor of the City of Homer do hereby proclaim September 25 through October 1, 2011 as:

SEA OTTER AWARENESS WEEK

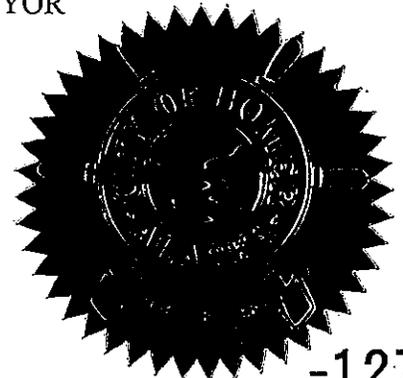
IN WITNESS WHEREIN, I have hereunto set my hand and caused to be affixed the official seal of the City of Homer, Alaska, to be affixed this 12th day of September, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK



PUBLIC HEARING(S)

**CITY OF HOMER
PUBLIC HEARING NOTICE
CITY COUNCIL MEETING**

Ordinances 11-23(A) and 11-36

A **public hearing** is scheduled for **Monday, September 12, 2011** during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Ordinances 11-23(A) and 11-36 internet address:
<http://www.cityofhomer-ak.gov/ordinances>

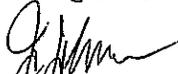
Ordinance 11-23(A), An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Sections 21.12.020; 21.14.020; 21.16.020; 21.18.020; 21.20.020; 21.22.020; Addressing Permitted Uses and Structures; to Add Hostel as a Permitted Use in the Rural Residential, Urban Residential, Residential Office, Central Business, Town Center, Gateway Business District. Wythe.

Ordinance 11-36, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Reappropriating \$15,000 for Drainage and Associated Improvements at the Fire Hall Parking Lot. City Manager/Fire Chief.



All interested persons are welcomed to attend and give testimony. Written testimony received by the Clerk's Office prior to the meeting will be provided to Council.

** Copies of proposed Ordinances, in entirety, are available for review at Homer City Clerk's Office. Copies of the proposed Ordinances are available for review at City Hall, the Homer Public Library, the City of Homer Kiosks at City Clerk's Office, Captain's Coffee, Harbormaster's Office, and Redden Marine Supply of Homer and the City's homepage - <http://clerk.ci.homer.ak.us>. Contact the Clerk's Office at City Hall if you have any questions. 235-3130, Email: clerk@ci.homer.ak.us or fax 235-3143.

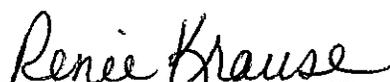
Jo Johnson, CMC, City Clerk 

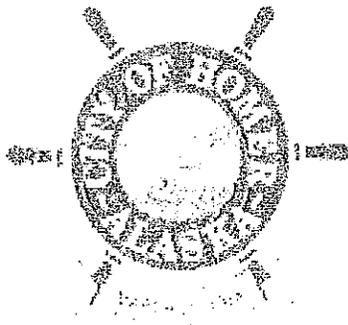
Publish: Homer Tribune: September 7, 2011

CLERK'S AFFIDAVIT OF POSTING

I, Renee Krause, Deputy City Clerk I for the City of Homer, Alaska, do hereby certify that a copy of the Homer Advisory Planning Commission Public Hearing Notice for Amending Homer City Code 21.60.040, Definitions; Homer City Code 21.60.060, Signs Allowed on Private property with and Without permits; Homer City Code 21.60.070, Permits Required; Homer City Code 21.60.090, Signs in the Public Right of Way; Homer City Code 21.60.100, Signs Exempt from Regulation Under this Chapter; Homer City Code 21.60.110, Signs Prohibited Under this Chapter; Homer City Code 21.60.130, Temporary Signs-Private Property; Homer City Code 21.60.150, Time of Compliance – Nonconforming Signs and Signs Without Permits; and Homer City Code 21.60.170, Enforcement and Remedies; and Repealing Homer City Code 21.60.120, General Permit Procedures; Homer City Code 21.60.140, temporary Signs – Public Rights of Way; and Homer City Code 21.60.160, Violations; Regarding the Regulation of Signs in the City of Homer kiosks located at City Clerk's Office, Captain's Coffee Roasting Co., Harbormaster's Office, Redden Marine Supply of Homer, and posted same on City of Homer Website on August 26th 2011.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal of said City of Homer this 25th day of August, 2011


Renee Krause, CMC, Deputy City Clerk I



ORDINANCE REFERENCE SHEET
2011 ORDINANCE
ORDINANCE 11-23

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Sections 21.12.020; 21.14.020; 21.16.020; 21.18.020; 21.20.020; 21.22.020; 21.24.020; 21.26.020; Addressing Permitted Uses and Structures; and Homer City Code 21.28.030 Conditional Uses and Structures; to Add Hostel as a Permitted Use in the Rural Residential, Urban Residential, Residential Office, Central Business, Town Center, Gateway Business, General Commercial 1, and General Commercial 2 Zoning Districts, and to Add Hostel as a Conditional Use in the Marine Commercial Zoning District.

Sponsor: Wythe

1. City Council Regular Meeting June 13, 2011 Introduction
2. Referred to Planning Commission on June 13, 2011
3. City Council Regular Meeting August 22, 2011 Pending Business
 - a. Memorandum 11-118 from City Planner as backup
 - b. Draft Ordinance 11-23 from Planning Commission
 - c. Staff Reports PL 11-36, 11-79, and 11-81
 - d. Planning Commission minutes of July 20 and August 3, 2011
4. City Council Regular Meeting September 12, 2011 Public Hearing and Second Reading
 - a. Ordinance 11-23(A) as amended by Council on August 22, 2011 to accept Planning Commission recommendations
 - b. Memorandum 11-118 from City Planner as backup
 - c. Draft Ordinance 11-23 from Planning Commission
 - d. Staff Reports PL 11-36, 11-79, and 11-81
 - e. Planning Commission minutes of July 20 and August 3, 2011

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**CITY OF HOMER
HOMER, ALASKA**

Wythe

ORDINANCE 11-23(A)

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE SECTIONS 21.12.020; 21.14.020; 21.16.020; 21.18.020; 21.20.020; 21.22.020; TO ADD HOSTEL AS A PERMITTED USE IN THE RURAL RESIDENTIAL, URBAN RESIDENTIAL, RESIDENTIAL OFFICE, CENTRAL BUSINESS, TOWN CENTER, GATEWAY BUSINESS.

WHEREAS, Homer City Code 21.03.040 provides a definition for "Hostel"; and,

WHEREAS, The sections of the Homer City Code under consideration provide for "permitted" housing uses in the various zoning districts, but no provision is made for the location of "hostels".

THE CITY OF HOMER ORDAINS:

Section 1. Subsection (e) of Homer City Code 21.12.020, Rural Residential District, Permitted uses and structures, is amended to read as follows:

e. Rooming house, bed and breakfast and hostel;

Section 2. Subsection (f) of Homer City Code 21.14.020, Urban Residential District, Permitted uses and structures, is amended to read as follows:

f. Rooming house, bed and breakfast and hostel;

Section 3. Subsection (d) of Homer City Code 21.16.020, Residential Office District, Permitted uses and structures, is amended to read as follows:

d. Rooming house, bed and breakfast and hostel;

Section 4. Subsection (cc) of Homer City Code 21.18.020, Central Business District, Permitted uses and structures, is amended to read as follows:

cc. Rooming house, bed and breakfast and hostel;

Section 5. Subsection (x) of Homer City Code 21.20.020, Town Center District, Permitted uses and structures, is amended to read as follows:

x. Rooming house, bed and breakfast and hostel;

46 Section 6. Subsection (o) of Homer City Code 21.22.020, Gateway Business District,
47 Permitted uses and structures, is amended to read as follows:

48
49 o. Rooming house, bed and breakfast and hostel;

50
51 Section 7. This Ordinance is of a permanent and general character and shall be included
52 in the City Code.

53
54 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
55 _____ 2011.

56
57 CITY OF HOMER

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61 _____
62 JAMES C. HORNADAY, MAYOR

63 ATTEST:

64
65
66 _____
67 JO JOHNSON, CMC, CITY CLERK

68 YES:

69 NO:

70 ABSTAIN:

71 ABSENT:

72 First Reading:

73 Public Hearing:

74 Second Reading:

75 Effective Date:

76
77 Reviewed and approved as to form:

78
79
80
81 _____
82 Walt E. Wrede, City Manager

80
81 _____
82 Thomas F. Klinkner, City Attorney

83 Date: _____

83 Date: _____



City of Homer

Planning & Zoning

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Homer, Alaska 99603-7645

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Web Site www.ci.homer.ak.us

MEMORANDUM 11-118

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL
WALT WREDE, CITY MANAGER

FROM: RICK ABBOUD, CITY PLANNER

DATE: AUGUST 22, 2011

SUBJECT: Draft Ordinance 11-23, Adding "Hostel" as a permitted or conditional use in various zoning districts.

Without guidance from the City Council, the Planning Department brought the issue to the Planning Commission at the March 16, 2011 worksession meeting. At that meeting the item was added to the Commission work list and not given any type of high priority. Next the issue was brought before the Commission at the July 20, 2011 meeting. The Planning Department made a recommendation for amendment, after consideration the Commission modified the amendment and held a public hearing on the item as amended on August 8, 2011. The Commission recommended that hostels be added to the permitted uses in the Residential Districts, the Central and Gateway Business Districts along with the Town Center District. This final recommendation is presented in strikeout fashion of the original ordinance proposed by Council member Wythe.

Recommendation:

The Homer Advisory Planning Commission recommends the Homer City Council approve the proposed ordinance as amended.

ATTACHMENTS:

Draft Ordinance 8.3.11
SR PL 11-36, 11-79, 11-81
HAPC minutes 7/20, 8/3/11

*Draft from
Planning Commission*

CITY OF HOMER
HOMER, ALASKA

Wythe

ORDINANCE 11-23

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE SECTIONS 21.12.020; 21.14.020; 21.16.020; 21.18.020; 21.20.020; 21.22.020; ~~21.24.020; 21.26.020;~~ ADDRESSING PERMITTED USES AND STRUCTURES; ~~AND HOMER CITY CODE 21.28.030 CONDITIONAL USES AND STRUCTURES;~~ TO ADD HOSTEL AS A PERMITTED USE IN THE RURAL RESIDENTIAL, URBAN RESIDENTIAL, RESIDENTIAL OFFICE, CENTRAL BUSINESS, TOWN CENTER, GATEWAY BUSINESS, ~~GENERAL COMMERCIAL 1, AND GENERAL COMMERCIAL 2 ZONING DISTRICTS,~~ AND TO ADD HOSTEL AS A ~~CONDITIONAL USE IN THE MARINE COMMERCIAL ZONING DISTRICT.~~

WHEREAS, Homer City Code 21.03.040 provides a definition for "Hostel"; and,

WHEREAS, The sections of the Homer City Code under consideration provide for "permitted" and ~~"conditional"~~ housing uses in the various zoning districts, but no provision is made for the location of "hostels".

THE CITY OF HOMER ORDAINS:

Section 1. Subsection (e) of Homer City Code 21.12.020, Rural Residential District, Permitted uses and structures, is amended to read as follows:

e. Rooming house, ~~and bed and breakfast~~ **and hostel**;

Section 2. Subsection (f) of Homer City Code 21.14.020, Urban Residential District, Permitted uses and structures, is amended to read as follows:

f. Rooming house, ~~and bed and breakfast~~ **and hostel**;

Section 3. Subsection (d) of Homer City Code 21.16.020, Residential Office District, Permitted uses and structures, is amended to read as follows:

d. Rooming house, ~~and bed and breakfast~~ **and hostel**;

Section 4. Subsection (cc) of Homer City Code 21.18.020, Central Business District, Permitted uses and structures, is amended to read as follows:

cc. Rooming house, ~~and bed and breakfast~~ **and hostel**;

[Bold and underlined added. Deleted language stricken through.]

46 Section 5. Subsection (x) of Homer City Code 21.20.020, Town Center District,
47 Permitted uses and structures, is amended to read as follows:

48
49 x. Rooming house, ~~and bed and breakfast~~ **and hostel**;

50
51 Section 6. Subsection (o) of Homer City Code 21.22.020, Gateway Business District,
52 Permitted uses and structures, is amended to read as follows:

53
54 o. Rooming house, ~~and bed and breakfast~~ **and hostel**;

55
56 ~~Section 7. Subsection (ii) of Homer City Code 21.24.020, General Commercial District~~
57 ~~1, Permitted uses and structures, is amended to read as follows:~~

58
59 ~~ii. Rooming house, and bed and breakfast~~ **and hostel**;

60
61 ~~Section 8. Subsection (v) of Homer City Code 21.26.020, General Commercial District 2~~
62 ~~Permitted uses and structures, is amended to read as follows:~~

63
64 ~~v. Hotels, and motels~~ **and hostels**;

65
66 ~~Section 9. Subsection (h) of Homer City Code 21.28.030, Marine Commercial District,~~
67 ~~Conditional uses and structures, is amended to read as follows:~~

68
69 ~~h. Hotels, and motels~~ **and hostels**;

70
71 Section 10. This Ordinance is of a permanent and general character and shall be included
72 in the City Code.

73
74 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of
75 _____ 2011.

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77 CITY OF HOMER

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80 _____
81 JAMES C. HORNADAY, MAYOR

82 ATTEST:

83
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85 _____
86 JO JOHNSON, CMC, CITY CLERK

87 YES:

[**Bold and underlined added.** Deleted language stricken through.]

88 NO:
89 ABSTAIN:
90 ABSENT:
91
92 First Reading:
93 Public Hearing:
94 Second Reading:
95 Effective Date:
96
97 Reviewed and approved as to form:
98
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100 _____
101 Walt E. Wrede, City Manager
102
103 Date: _____

Thomas F. Klinkner, City Attorney
Date: _____

[Bold and underlined added. Deleted language stricken through.]



City of Homer

Planning & Zoning

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STAFF REPORT PL 11-36

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Julie Engebretsen, Planning Technician
MEETING: March 16, 2011
SUBJECT: Hostels as a listed use in the zoning code

GENERAL INFORMATION

When the Council was reviewing the recent junk ordinance (11-03), a Council member brought up that hostels are defined by city code, but they are not a listed use in any zoning district. The Commission may wish to discuss this use, or postpone and add it to the work list.

"Hostel" means any building or portion of a building containing dormitory-style sleeping accommodations for not more than fifteen guests that that are used, rented or hired out on a daily or longer basis.

If a use is not listed in a zoning district, then the following process applies:

21.04.020 Unlisted uses. a. Unlisted uses may be allowed within a zoning district upon application of the property owner and written decision by the Planning Commission, if, after a public hearing, the commission finds the proposed use meets all of the following criteria:

1. The use is not specifically permitted outright or conditionally in any other district;
2. The use is not more appropriate in another district;
3. The use is compatible with the purposes of the district in question;
4. The use is similar to and not more objectionable than other uses permitted outright in that district;
5. The use satisfies any other criteria specifically applicable to approval of unlisted uses in the zoning district in question.

b. In approving an application for a specific unlisted use, the Planning Commission may determine that the unlisted use should be treated as a conditional use. If it does, then the application shall be processed and decided under the provisions of HCC Chapter 21.71. The applicant will be given notice and an opportunity to provide supplemental information in support of the matter as a conditional use permit application.

STAFF COMMENTS/RECOMMENDATIONS:

Comment: There is nothing wrong with using the unlisted use process for a hostel. But it is a code housekeeping issue that could be addressed if the Commission is interested.

Recommendation: Planning Commission provide direction to staff on when or if you would like to add this use to any zoning districts.



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STAFF REPORT PL 11-79

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: July 20, 2011
SUBJECT: Hostels included as a “permitted” and “conditional” housing use.

At the June 13, 2011 City Council meeting, Councilwoman Wythe sponsored an ordinance that if approved would include “hostels” as a permitted use in all the districts except Marine Industrial and would include ‘hostels’ as conditional use in the GC2 district.

First the definition for “hostel” per HCC 21.03 “means any building or portion of a building containing dormitory-style sleeping accommodations for not more than fifteen guests that that are used, rented or hired out on a daily or longer basis.”

Per HCC 21.03 “Hostel” is not a hotel: “...The terms “hotel” and “motel” excludes bed and breakfast, rooming house, dormitory, shelter for the homeless, and hostel.”

Adding ‘hostels’ as a permitted use aligns well with rooming houses and bed and breakfasts except in one district, the General Commercial 2 district. Conversely, the purpose of the GC2 district is to “provide a sound area for heavy commercial and industrial uses... .” Allowing ‘hostels’ in an area zoned for heavy commercial and industrial use is not safe, therefore not recommended by staff.

Adding ‘hostels’ as a conditional use to the Marine Commercial district is discussed in the 2011 Homer Spit Comprehensive Plan, Pg 25, 1.C.

Resort/Residential Land Use: “A residential option may be considered as part of the planning process. A clear policy is needed and appropriate regulations created and enforced to meet public health and safety concerns. Lodging and nightly rental facilities that may be permitted in the future can be located above existing and future commercial developments. By permitting these activities, the City can better regulate them and ensure facilities meet building, health, and safety codes.”

STAFF RECOMMENDS:

1. Delete line 63-54 which references the GC2 district.
2. Discuss and amend if needed line 68-69 which references the MC district.
3. Adopt and send to public hearing Ord. 11-23.

Att: Ord. 11-23

Motion carried.

The Commission discussed banners and when they are and are not temporary signs. Question was raised whether a banner tied at all four corners to two permanent poles constitutes a rigid structure along the entire circumference. Staff encouraged that if it is encased or mounted on a separate frame, then it is no longer a banner. When it is attached without a frame then it's a banner. The conversation transitioned to whether there would be an allowance for advertising civic events and if that is even appropriate to restrict a temporary sign based on the message.

On page 2 of the staff report there was a note about signage on churches and B&B's along the Sterling Highway. Chair Minsch encouraged the Commissioners to read the gateway overlay information as there are specific rules for that area.

The discussion carried over to political signs. Because there is no definition of a temporary sign and how long it can be displayed, it is challenging. Election signs have a purpose and they have a time they can be up before elections and a time they need to come down. In the draft the attorney argues that they are temporary sign and should be addressed like any other. Point was raised that in our town it isn't something that will be enforced as a temporary sign.

HIGHLAND/VENUTI MOVED TO POSTPONE DISCUSSION TO THE NEXT WORKSESSION AND ASK THE CITY ATTORNEY TO PARTICIPATE.

City Planner Abboud said it will be included on the regular meeting agenda as well.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

C. Staff Report PL 11-76, Bylaws Change to Amend the Meeting Time

This item was postponed to the next meeting due to notice requirements for the second notice of the amendment.

The Commission took a short recess at 8:47 p.m. and the meeting resumed at 8:50 p.m.

NEW BUSINESS

A. Staff Report PL 11-79 Hostels Permitted as "Permitted" and "Conditional" Housing Use

City Planner Abboud reviewed the staff report. He recommended eliminating GC2 from the ordinance and including it in the Marine Commercial district to accommodate workers on the spit.

HIGHLAND/VENUTI MOVED TO DISCUSS AND MAKE RECOMMENDATIONS REGARDING HOSTELS AS PERMITTED AND CONDITIONAL USES IN ZONING DISTRICTS.

Commissioner Highland noted a typographical error on staff recommendation 1.

City Planner Abboud explained that hostel isn't listed as a permitted or conditional use in any district, so it would be an "other" use that would have to be addressed through a CUP process. It is a bit of a quandary.

MINSCH/VENUTI MOVED TO DELETE ORDINANCE LINES 58 AND 59 THAT REFERENCE GC1, LINES 63 AND 64 THAT REFERENCE GC2, LINES 68 AND 69 THAT REFERENCE MARINE COMMERCIAL AS WELL AS NOT ALLOWING HOSTELS IN THE MARINE INDUSTRIAL DISTRICT.

There was discussion that hostels would be allowed where rooming house and B&B type uses are. The use is appropriate in the marine and general commercial districts as there is limited space for those districts and hostels are not a compatible use.

There was brief discussion for clarification on the purpose of the ordinance and the districts where they would be allowed.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

HIGHLAND/VENUTI MOVED TO ADOPT STAFF REPORT PL 11-79 HOSTELS AND SEND IT TO PUBLIC HEARING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

A. City Manager's Report June 27, 2011

COMMENTS OF THE AUDIENCE

Members of the audience may address the Commission on any subject. (3 minute time limit)

There were no audience comments.

COMMENTS OF STAFF

City Planner Abboud commented that he would work to improve future packets.

COMMENTS OF THE COMMISSION

Commissioner Highland commented that she would still like the Commission to discuss the idea of no further residential development on the Spit. She provided an informational piece for them to review. She said she wished Commissioner Druhot well and thanked her for her service.

Commissioner Druhot said it has been good to work with everyone but it is time for her to move on.



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STAFF REPORT PL 11-81

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: August 3, 2011
SUBJECT: Draft Ordinance 11-23, Adding "Hostel" as a permitted or conditional use in various zoning districts.

At the July 20, 2011 HAPC meeting, the commission discussed Councilwoman Wythe's draft ordinance. The ordinance proposed the inclusion of "hostel" as a permitted use in all the zoning districts except Marine Commercial and Marine Industrial. While the ordinance did not propose adding the use to the Marine Industrial District, it did suggest adding "hostel" as a conditional use in the Marine Commercial District.

The Commission supports proposal to add "hostel" as a permitted use in the residential districts, CBD, TCD and the GBD. The HAPC does not recommend adding "hostel" in the GC1 and GC2 districts due to the heavy commercial uses permitted in the GC1/2 districts. Typically, 'hostels' are residential in nature and mixing residential uses with heavy commercial uses is not conducive to the health and safety of the residents. It was also noted that land for commercial activities is limited and the commission did not want to further constrain supply with the addition of another residential use. The Commission did not recommend adding 'hostels' as a conditional use in the Marine Commercial district because hostels do not meet the purpose of the MC district in that it is not water-related nor water-dependant per HCC 21.28.010. Additionally, the Commission wishes to express that, although not suggested in the proposed ordinance, they do not recommend the permitted or conditionally permitted opportunity for hostels to be considered in the Marine Industrial District.

The copy of Ordinance 11-23 found in the HAPC packet is the proposed ordinance with the recommendations of the Commission presented as ~~strike through~~. The written names of the various zoning districts have been added to the various sections of the ordinance for clarity.

STAFF RECOMMENDS: Hold a public hearing. Forward proposed ordinance 11-23, as amended to the Homer City Council.

Att: Ord. 11-23 mark-up

PLAT CONSIDERATION

PENDING BUSINESS

A. Staff Report PL 11-82, Sign Code Amendments

The Commission continued their discussion from the worksession. They addressed electoral signs, temporary signs, and off premise signs.

B. Staff Report PL 11-76, Draft Resolution Amending the Homer Advisory Planning Commission Bylaws to Change the Regular Meeting Time

MINSCH/HIGHLAND MOVED TO APPROVE THE DRAFT RESOLUTION OUTLINED IN STAFF REPORT PL 11-76 AND FORWARD TO CITY COUNCIL FOR ADOPTION.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

C. Staff Report PL 11-77, East End Mixed Use

Chair Minsch explained that the Commission gave staff feedback during the worksession.

NEW BUSINESS

A. Staff Report PL 11-84, More than One Permitted Principal Use on a Lot

City Planner Abboud reviewed the staff report.

HIGHLAND/VENUTI MOVED TO DISCUSS AND MAKE RECOMMENDATIONS.

No objection was expressed and discussion ensued.

The Commission discussed challenges and concerns regarding density and how it relates to the different districts and the Comprehensive Plan. They began reviewing districts to try to establish if there is enough direction for staff to make a determination rather than bringing it to the Commission with a CUP. The following points were raised:

- Concern was expressed regarding water and septic requirements in rural residential district.
- Staff could permit one additional use, and two or more would come to the Commission.
- Would this include permitting a second 4-plex or rooming house.

Chair Minsch recommended reviewing the Comprehensive Plan. City Planner Abboud appreciated the feed back and will bring a revised recommendation at a future meeting.

INFORMATIONAL MATERIALS

ORDINANCE REFERENCE SHEET
2011 ORDINANCE
ORDINANCE 11-36

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Reappropriating \$15,000 for Drainage and Associated Improvements at the Fire Hall Parking Lot.

Sponsor: City Manager/Fire Chief

1. City Council Regular Meeting August 22, 2011 Introduction
2. City Council Regular Meeting September 12, 2011 Public Hearing and Second Reading
 - a. Substitute Ordinance 11-36(S)
 - b. Email explanation from Public Works Director Meyer

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/Fire Chief

4 ORDINANCE 11-36

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
7 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
8 BY REAPPROPRIATING \$15,000 FOR DRAINAGE AND
9 ASSOCIATED IMPROVEMENTS AT THE FIRE HALL
10 PARKING LOT.

11
12 WHEREAS, The adopted FY 2008 Operating Budget contained a capital appropriation in
13 the amount of \$15,000 to make drainage improvements at the Fire Hall parking lot; and

14
15 WHEREAS, The project was not completed for a variety of reasons and no money was
16 expended, however, the need to make drainage improvements still exists and the Fire
17 Department wishes to have the expenditure reauthorized; and

18
19 WHEREAS, HCC 3.05.030 (b) provides "An appropriation for a capital expenditure shall
20 continue in force until the purpose for which it is made has been accomplished or abandoned; the
21 purpose of such appropriation shall be deemed abandoned if three years pass without
22 disbursement or encumbrance of the appropriation."

23
24 THE CITY OF HOMER ORDAINS:

25
26 Section 1. The FY 2011 Operating Budget is hereby amended by re-appropriating
27 \$15,000 from the Fire Department Depreciation Reserves for drainage improvements at the Fire
28 Hall parking lot as follows:

29
30 Expenditure:

<u>Acct No.</u>	<u>Description</u>	<u>Amount</u>
156-393	Fire Depreciation Reserves	\$15,000
	Parking Lot Drainage	

31
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34
35 Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall
36 not be codified.

37
38 PASSED AND ENACTED by the Homer City Council this _____ day of _____,
39 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

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ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

Walt Wrede, City Manager

Date: _____

Thomas F. Klinkner, City Attorney

Date: _____

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/Fire Chief

4 ORDINANCE 11-36(S)

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
7 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
8 BY REAPPROPRIATING ~~\$15,000~~ \$20,000 FOR DRAINAGE
9 AND ASSOCIATED IMPROVEMENTS AT THE FIRE HALL
10 PARKING LOT.

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12 WHEREAS, The adopted FY 2008 Operating Budget contained a capital appropriation in
13 the amount of ~~\$15,000~~ \$20,000 to make drainage improvements at the Fire Hall parking lot; and
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15 WHEREAS, The project was not completed for a variety of reasons and no money was
16 expended, however, the need to make drainage improvements still exists and the Fire
17 Department wishes to have the expenditure reauthorized; and
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20 continue in force until the purpose for which it is made has been accomplished or abandoned; the
21 purpose of such appropriation shall be deemed abandoned if three years pass without
22 disbursement or encumbrance of the appropriation."
23

24 THE CITY OF HOMER ORDAINS:

25
26 Section 1. The FY 2011 Operating Budget is hereby amended by re-appropriating
27 ~~\$15,000~~ \$20,000 from the Fire Department Depreciation Reserves for drainage improvements at
28 the Fire Hall parking lot as follows:
29

30 Expenditure:

31 <u>Acct No.</u>	32 <u>Description</u>	33 <u>Amount</u>
34 156-393	35 Fire Depreciation Reserves	36 \$15,000 <u>\$20,000</u>
	37 Parking Lot Drainage	

38 Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall
39 not be codified.
40

PASSED AND ENACTED by the Homer City Council this _____ day of _____,
2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

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ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

Walt Wrede, City Manager

Date: _____

Thomas F. Klinkner, City Attorney

Date: _____

Jo Johnson

From: Walt Wrede
Sent: Friday, August 26, 2011 2:56 PM
To: Jo Johnson
Cc: Carey Meyer; Bob Painter; Jan Jonker
Subject: FW: Fire Hall Drainage Improvements

JO:

Please prepare a substitute ordinance that changes the expenditure from \$15,000 to \$20,000. The attached information can be used as back-up.

Thanks, walt

From: Carey Meyer
Sent: Friday, August 26, 2011 11:02 AM
To: Bob Painter
Cc: Walt Wrede; Jan Jonker
Subject: Fire Hall Drainage Improvements

PW has completed the detailed design of the above referenced project.



Design-Plan.pdf

I recommend, at the second reading of the authorizing Ordinance, that the budget be increased from \$15,000 to \$20,000.

Fire Station Drainage Improvements

Cost Estimate - August 2011

Items of Work	Units	Unit	Item
		Price	Price
Mob/Demob	LS	\$1,750.00	\$ 3,500.00
Ditching	LS	\$1,750.00	\$ 1,750.00
F&I 12" CMP	75	LF	\$ 4,875.00
F&I SDMH	LS	\$5,500.00	\$ 5,500.00
Connect to Exist. CB	LS	\$2,250.00	\$ 2,100.00
Topsoil/Hydoseeding		\$2,500.00	\$ 2,250.00
Total Project Cost			\$19,975.00

Carey S. Meyer, P.E.
City of Homer

Public Works Director
3575 Heath Street
Homer, AK 99603
e-mail: cmeyer@ci.homer.ak.us
Phone: (907) 235-3170
Fax: (907) 235-3145
Cell: (907) 399-7232

ORDINANCE(S)

ORDINANCE REFERENCE SHEET
2011 ORDINANCE
ORDINANCE 11-37

An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Community Preparedness Outreach Award in the Amount of \$5,000 from the National Network of Libraries of Medicine and Authorizing the City Manager to Execute the Appropriate Documents.

Sponsor: City Manager/Library Director

1. City Council Regular Meeting September 12, 2011 Introduction
 - a. Memorandum 11-122 from Library Director as backup
 - b. Email from Library Director, Re: Community Preparedness Award
 - c. Community Preparedness Day Award Application
 - d. National Network of Libraries of Medicine Community Preparedness Day Award

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**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Library Director

ORDINANCE 11-37

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, ACCEPTING AND APPROPRIATING A COMMUNITY PREPAREDNESS OUTREACH AWARD IN THE AMOUNT OF \$5,000 FROM THE NATIONAL NETWORK OF LIBRARIES OF MEDICINE TO PROVIDE DISASTER PREPAREDNESS INFORMATION AND DISASTER KITS AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The City submitted an application for the Community Preparedness Day and Disaster Kit Award to the National Network of Libraries of Medicine; and

WHEREAS, The National Network of Libraries of Medicine made the award to the Library in the amount of \$5,000 for the purpose of providing Disaster preparedness information and Disaster Kits to the residents of Homer and the surrounding community.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby accepts and appropriates a National Network of Libraries of Medicine Award in the amount of \$5,000 to provide Community Preparedness Outreach to the residents of Homer and the surrounding community as follows:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
Revenue:		
100-030-4514	National Network of Libraries of Medicine Award	\$5,000
Expenditure:		
100-145-5210	Disaster Preparedness information and Disaster Kits	\$5,000

Section 2. The City Manager is authorized to execute the appropriate documents.

Section 3. This is a budget amendment ordinance, is temporary in nature, and shall not be codified.

ENACTED BY THE HOMER CITY COUNCIL this ___ day of _____, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

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ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:

NO:

ABSENT:

ABSTAIN:

First Reading:

Public Hearing:

Second reading:

Effective Date:

Reviewed and approved as to form:

Walt Wrede, City Manager

Date: _____

Thomas F. Klinkner, City Attorney

Date: _____

**Homer Public Library
500 Hazel Avenue
Homer, Alaska 99603
907-235-3180**

MEMORANDUM 11-122

TO: MAYOR AND COUNCIL

THROUGH: WALT WREDE, CITY MANAGER

FROM: ANN DIXON, LIBRARY DIRECTOR

DATE: AUGUST 30, 2011

SUBJECT: NNLM AWARD FOR COMMUNITY PREPAREDNESS DAY

On August 30, 2011 the National Network of Libraries of Medicine, Pacific Northwest Region, awarded \$5,000 to the Homer Public Library to coordinate and host a "Community Preparedness Day" on September 24, 2011. The award funds will be used to purchase up to 70 Disaster Kits for distribution to the public on Community Preparedness Day. In addition, local emergency response organizations will distribute information, give presentations and participate in a round table discussion of disaster and preparedness issues.

Other activities within the week will include a safety Story Time for children and a program of "Survivor's Stories," an opportunity for local people to share their experiences during the 1964 Earthquake.

The Award agreement states: "This is an outreach award (not a grant)."

RECOMMENDATION: Approve Ordinance 11-37 accepting the National Network of Libraries of Medicine award and authorizing the Library Director to execute the Award agreement.

Jo Johnson

From: Ann Dixon
Sent: Tuesday, August 30, 2011 9:31 AM
To: Jo Johnson; Walt Wrede
Subject: Community Preparedness Grant ordinance
Attachments: community_preparedness_day_app_2011_final.dot

Jo, attached is the application and below is copied some clarification that was requested via e-mail.

Thanks for writing it up.

Ann

> --Friends of the Homer Public Library will provide support and
> assistance to the Homer Public Library staff and to the other partner
> organizations in setting up presentations and videos, passing out
> Emergency Kits, and assisting other organizations.
>
> --While planning is not final, Kenai Peninsula Borough-Office of
> Emergency Management will provide one person to staff a table with
> handouts and information from 10 am to 5 pm. This is especially
> pertinent because of a recent, rather serious, glitch in the tsunami
> warning system. The false alarm has been highly controversial.
>
> --All other organizations will give short (5 to 15 min.) presentations
> on their role in Disaster Preparedness in the Homer area and will have
> a person available to answer questions or provide additional
> information for 1 hour each.
>

> -- As mentioned above, each participating organization will give an
> informational presentation on their topic. Presentations will be
> scheduled in advance and this schedule will be included in promotional
> materials.
>
> -- Other activities will include clips and movies showing preparations
> and actual emergencies from earthquakes, tsunamis, avalanches,
> volcanoes, wildfires and floods.
>
> --Community Emergency Response Teams (CERT) recruiting videos, etc.
> will be shown between presentations by partner organizations.
>
> --Brochures and maps showing evacuation routes and other emergency
> information, including radio frequencies to listen to in emergencies,
> will be available.
>
> --Crayon stations will be set up in the children's area, where
> children may color in age-appropriate booklets and handouts from the
> various agencies.

COMMUNITY PREPAREDNESS DAY AWARD APPLICATION

1. **Institution:** **Homer Public Library**
2. **Project Manager:** **Ann Dixon**
3. **Position Title:** **Director**
4. **Email Address:** **adixon@ci.homer.ak.us**
5. **Mailing Address:** **500 Hazel Ave., Homer, AK 99603**
6. **Telephone:** **(907)-235-3180**
7. **Fax:** **(907)-235-3136**
8. **Project Title:** **Community Preparedness Day and Disaster Kit**
9. **Summary:**

The Homer Public Library, together with the organizations listed in paragraph 11 below, will provide Disaster Preparedness information and 64 Disaster Kits to the residents of Homer and the surrounding community in conjunction with FEMA's "Ready America" campaign. Disaster Kits consisting of FEMA booklet B-475 "Preparing for Disaster," a 5-gallon plastic bucket for storing emergency water, a NOAA public alert radio with AM/FM radio, and a first aid kit will be distributed by date and time of sign up on-line or in person at the Library. Homer's Community Preparedness Day will tentatively take place at the Homer Public Library on Saturday, September 24, 2011, with various Disaster Preparedness activities taking place during the week prior.

10. Describe the community you will be reaching:

Homer, Alaska is a rural community of approximately 5,100 people within the city limits and another 7,000 in the surrounding communities, including the Native villages of Seldovia, Nanwalek and Port Graham. There are also the "Old Believer"

Russian-speaking villages of Nikolaevsk, Razdolna, Voznesenka and Kachemak Selo. All of these villages are relatively remote. The demographics of the entire Kenai Peninsula Borough (as opposed to the southern Kenai Peninsula, of which Homer is the largest city in a roughly 8000 sq. mi. area) are 53,578 total population, including 46,857 White, 4,081 Native American, 269 African American, 631 Asian, 119 Pacific Islander and 3,107 multiple mixed race. This includes 1,553 Hispanics (Source – Alaska Community Database Online, 2010). The education level of the over-25-year-old members of the Kenai Peninsula Borough is 88.5% high school graduates and 20.3% college graduates.

In the last year Homer has experienced two tsunami warnings, one resulting from the 2011 Japan earthquake. Over the last 10 years the Homer area has had several floods, including the 2002 flood, which cut off all road access to the entire southern Kenai Peninsula for over three days and was declared a Federal Disaster. In the last decade the Homer area has also experienced several volcanic eruptions, several major wildfires, numerous power outages and many severe winter storms that interrupted vital transportation routes and delayed the movement of mail, food and other essentials.

11. What organizations will participate in your Community Preparedness Day Activities?

- Kenai Peninsula Borough – Office of Emergency Management
- South Peninsula Hospital
- Homer Volunteer Fire Dept.
- Kachemak Emergency Services
- Homer Public Health nurses
- KBBI Public Radio
- Salvation Army
- Boy Scouts of America
- Homer Animal Shelter
- Homer Senior Center
- Friends of the Homer Public Library

12. Describe your Community Preparedness Day activity or activities.

On Preparedness Day, September 24, 2011, the Library will begin by passing out Disaster Kits to families that have signed up in advance online or in person at the Library.

In addition to the kits, FEMA brochures, local tsunami evacuation route maps, and other local emergency information will be handed out. Videos and books on earthquakes, avalanches, volcanoes, wildfires, etc. will be displayed and available for check out or purchase.

Ready America Web site information will be available on bookmarks that will be distributed to library patrons. Information will be presented about Rapid Notify, an emergency cell phone notification system available through the Kenai Borough's website. Volunteers and library staff will be on hand to help patrons register online for this service while they are at the Library.

Information on pet care during emergencies will also be presented. Local emergency personnel will be invited to participate and answer questions.

Prior to Preparedness Day, several events will be held at the Library, including Children's Story Hour on September 21st and a Survivor Storytelling Program, featuring survivors of the 1964 Good Friday Earthquake.

13. How will you promote your Community Preparedness Day activity or activities?

Community Preparedness Day activities will be promoted and advertised on KBBI AM 890 radio station, the Homer News and Homer Tribune local newspapers, and with flyers and posters in the Library and on local bulletin boards. Information will also be listed on the Homer Public Library and Friends of the Homer Public Library Web sites.

14. How will you evaluate your project? (Applicants should consult the Outreach and Evaluation Resource Center booklet "Including Evaluation in Outreach Project Planning" http://nlnm.gov/evaluation/booklets/booklet2/booklet2_whole.pdf or the NN/LM PNR office when developing needs assessments and/or evaluation plans).

The goals of the Community Preparedness Day are to 1) increase awareness and planning for potential emergencies and 2) prepare participants to better cope in the event of an actual emergency.

Evaluation of the success of the program will be accomplished by signing in to Preparedness Day and filling out a short questionnaire. Following the program, a more detailed electronic and/or paper form will be used to measure the events effectiveness and provide data for follow-up training or events.

15. How will you spend the award?

70 Emergency Kits as listed above @ \$70 ea.	\$4,900
Advertising	100
Matching funds:	
Friends of Homer Public Library Volunteer/Staff time	800

NN/LM PNR

Community Preparedness Day CFA

Friends of Homer Public Library Donation	500
Homer Public Library Staff time	800
Advertising, brochures, handouts	400
Copying and administrative costs	100

Grant funding = \$5,000

Local and In-Kind Contributions = \$2,600

Submit application by **August 12, 2011** in electronic format to:

Gail Kouame, Consumer Health Coordinator
National Network of Libraries of Medicine
Pacific Northwest Region (NN/LM PNR)
University of Washington
Box 357155
Seattle, WA 98195
Phone: 1-800-338-7657 (AK, ID, MT, OR, and WA)
Email: gmarie@uw.edu

National Network of Libraries of Medicine, Pacific Northwest Region
Community Preparedness Day Award

*Homer Public Library
500 Hazel Ave.
Homer, AK 99603*

Community Preparedness Day and Disaster Kit

Project Manager: Ann Dixon

Period of Performance: September 1, 2011 – November 30, 2011

Award Total: \$5000

STATEMENT OF WORK

Purpose:

The Homer Public Library will partner with local agencies and community organizations to host "Community Preparedness Day and Disaster Kit" with information specific to emergency preparedness and planning for Homer residents. They will also provide Disaster Kits to the residents of Homer and the surrounding community in conjunction with FEMA's "Ready America" campaign. "Community Preparedness Day" is scheduled to take place at the library on September 24, 2011, with other planned activities to take place during the week prior.

Goals:

1. Participants will have an increased awareness of potential emergencies.
2. Participants will have an improved knowledge of emergency preparedness and planning.
3. Participants will better know what to do and how to cope in an emergency.

Objectives:

1. Expose community members to local agencies that are involved in community preparedness and response.
2. Provide information and tools that will enable the community to be better prepared for an emergency.
3. Provide a limited number Disaster Kits.
4. Provide customized local emergency information.

5. Provide related programming prior to the Community Day event that will educate participants about issues relevant to emergency preparedness.

DELIVERABLES

1. A final report for the award is required. It should summarize the work performed, problems and barriers encountered, and, most importantly, it should discuss the evaluation and impact of the award activities, including methods used for the evaluation and copies of evaluation materials or forms. Any materials developed for the event should accompany the final report in an appendix. This should include any materials developed for the event, any pre- and post-training surveys with a summary of the findings, and a final evaluation of the entire project. This report may be filed at any time after the project is completed but must be submitted to the RML no later than December 31, 2011. A template will be provided.
2. At least one brief article about the project will be submitted to the NN/LM PNR newsletter/blog, the Dragonfly - <http://nnlm.gov/pnr/dragonfly/>
3. At least one brief article about the project will be submitted for inclusion in a public library newsletter such as Newspoke, the newsletter for the Alaska Library Association.
4. This is an outreach award (not a grant). Please acknowledge funding as follows:

This project has been funded in whole or in part with Federal funds from the National Library of Medicine, National Institutes of Health, Department of Health and Human Services, under Contract No. HHS-N-276-2011-00008-C with the University of Washington.
5. According to the Department of Health and Human Services synopsis of Section 508 of the Rehabilitation Act, federal agencies are obligated to make all electronic and information technology (EIT) that they develop, maintain or use compliant with Section 508. Compliance information is at <http://www.section508.gov>.

Total amount funded through the NN/LM PNR: \$5000.

Money will be disbursed through an invoice process. The University of Washington will set up a purchase order for \$5000. An invoice for \$5000 should be submitted by Homer Public Library to:

National Network of Libraries of Medicine, Pacific Northwest Region
ATTN: Susan Meyers
Box 357155
University of Washington

Seattle, WA 98195

Do NOT submit an invoice directly to other UW accounting or purchasing departments.
Reimbursement will be made only to Homer Public Library.

Period of Performance: September 1, 2011 – November 30, 2011

For: Homer Public Library

Ann Dixon

Aug. 30, 2011

Ann Dixon, Director

Date

**For: National Network of Libraries of Medicine, Pacific Northwest Region
University of Washington**

Cathy Burroughs, Associate Director

Date

ORDINANCE REFERENCE SHEET
2011 ORDINANCE
ORDINANCE 11-38

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$70,000 from the Water and Sewer Reserve Account to Pay the Amount Agreed Upon to Settle the Eminent Domain Action, *City Of Homer V. 4.014 Acres, More Or Less, Of Land, And Nancy J. Hillstrand.*

Sponsor: City Manager

1. City Council Regular Meeting September 12, 2011 Introduction

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager

4 ORDINANCE 11-38
5

6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
7 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
8 BY APPROPRIATING \$70,000 FROM THE WATER AND
9 SEWER RESERVE ACCOUNT TO PAY THE AMOUNT
10 AGREED UPON TO SETTLE THE EMINENT DOMAIN
11 ACTION, *CITY OF HOMER v. 4.014 ACRES, MORE OR LESS,*
12 *OF LAND, AND NANCY J. HILLSTRAND.*
13

14 WHEREAS, In January 2008 the City of Homer initiated an eminent domain action,
15 styled *City of Homer v. 4.014 Acres, More or Less, of Land, and Nancy J. Hillstrand*, to acquire
16 a site for the City's new water treatment plant; and
17

18 WHEREAS, In order to control access to the site of the new water treatment plant, the
19 City in October 2008 constructed a fence across a section line easement known as Carter Drive,
20 that provided legal access to property owned by Ms. Hillstrand; and
21

22 WHEREAS, In July 2011, the City constructed a new road from Skyline Drive north of
23 the City's old water treatment plant site to connect Carter Drive to Skyline Drive; and
24

25 WHEREAS, In addition to seeking compensation from the City for the taking of the new
26 water treatment plant site in the eminent domain action, Ms. Hillstrand asserted that she was
27 entitled to compensation for the temporary closure of the access to her property via Carter Drive,
28 a claim that the City disputed; and
29

30 WHEREAS, Because of the cost and uncertainty involved in continuing to litigate Ms.
31 Hillstrand's claim for temporary deprivation of access to her property, the Council finds that it is
32 in the best interest of the City to compromise that claim with Ms. Hillstrand; and
33

34 WHEREAS, Ms. Hillstrand has accepted the amount that the City had deposited with the
35 Superior Court as compensation for the taking of the new water treatment plant site, and the City
36 and Ms. Hillstrand now have agreed upon an amount to compromise her claim for compensation
37 for the temporary closure of access to her property via Carter Drive, which will dispose of all of
38 Ms. Hillstrand's remaining claims in the eminent domain action.
39

40 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
41

42 Section 1. The FY 2011 Operating Budget is hereby amended by appropriating \$70,000
43 from the Water and Sewer Reserve Account for the purpose of paying the amount agreed upon to
44 settle the eminent domain action, *City of Homer v. 4.014 Acres, More or Less, of Land, and*
45 *Nancy J. Hillstrand*, as follows:
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Expenditure:

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
256-378	Settlement of <i>City of Homer v. 4.014 Acres, More or Less, of Land, and Nancy J. Hillstrand</i>	\$70,000.00

Section 2. This is a budget amendment ordinance is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____ day of _____ 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:
NO:
ABSTAIN:
ABSENT:

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

Reviewed and approved as to form:

Walt E. Wrede, City Manager

Thomas F. Klinkner, City Attorney

Date: _____

Date: _____

ORDINANCE REFERENCE SHEET
2011 ORDINANCE
ORDINANCE 11-39

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$12,600 from the Port and Harbor Net Assets Budget for the Purpose of Reconciling a Clerical Oversight.

Sponsor: City Manager/Port and Harbor Director

1. City Council Regular Meeting September 12, 2011 Introduction
 - a. Memorandum 11-123 from Port and Harbor Director as backup

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/
4 Port and Harbor Director

5 ORDINANCE 11-39
6

7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
8 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
9 BY APPROPRIATING \$12,600 FROM THE PORT AND
10 HARBOR NET ASSETS BUDGET FOR THE PURPOSE OF
11 RECONCILING A CLERICAL OVERSIGHT.
12

13 WHEREAS, The finalized Port & Harbor 2011 budget was published with the Port
14 Operations Supplies line item as \$1,400; and
15

16 WHEREAS, The line item should have read \$14,000 creating a budget line item overrun;
17 and
18

19 WHEREAS, The Port & Harbor 2012 budget was submitted to include this \$12,600
20 expenditure; and
21

22 WHEREAS, This amendment will not cause a budget shortfall in the Port Enterprise
23 budget as the operations budget was approved by Council December of 2010.
24

25 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
26

27 Section 1: The FY 2011 Port and Harbor Operating Budget is hereby amended by
28 appropriating an additional \$12,600 from the Net Assets to Harbor Operations 400-601 account
29 for the purposes of reconciling a clerical error.
30

31 Expenditure:

<u>Acct. No.</u>	<u>Description</u>	<u>Amount</u>
400-601	Port/Harbor Operations	\$12,600

32
33
34

35 Section 2: This is a budget amendment ordinance, is not of a permanent nature, and shall
36 not be codified.
37

38 PASSED AND ENACTED by the Homer City Council this ___ day of _____, 2011.
39

40 CITY OF HOMER
41

42
43
44 _____
45 JAMES C. HORNADAY, MAYOR
46

47 ATTEST:

48

49

50

51 JO JOHNSON, CMC, CITY CLERK

52

53 AYES:

54 NOES:

55 ABSTAIN:

56 ABSENT:

57

58 First Reading:

59 Public Hearing:

60 Second Reading:

61 Effective Date:

62

63 Reviewed as to form and content:

64

65

66 Walt Wrede, City Manager

67

68

69 Date: _____

Thomas Klinkner, City Attorney

Date: _____



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM 11-123

TO: HOMER CITY COUNCIL & WALT WREDE, CITY MANAGER
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
DATE: AUGUST 31, 2011
SUBJECT: HARBOR OPERATIONS BUDGET

Background

Ordinance 11-39 is a housekeeping item needed for the purpose of accurate accounting of the annual Operations budget. The final budget was published with a clerical error in the 400-601 account. Staff did not detect the error until recently, thus this appropriation will correct it.

Recommendation

Approve Ordinance 11-39 appropriating \$12,600 from the Port and Harbor Net assets budget for the purpose of reconciling a clerical oversight.

ORDINANCE REFERENCE SHEET
2011 ORDINANCE
ORDINANCE 11-40

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$10,000 from the Port and Harbor Reserves for the Purpose of a Detailed Basin Survey of the Small Boat Harbor.

Sponsor: City Manager/Port and Harbor Director

1. City Council Regular Meeting September 12, 2011 Introduction
 - a. Memorandum 11-124 from Port and Harbor Director as backup

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/
4 Port and Harbor Director

5 ORDINANCE 11-40
6

7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
8 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
9 BY APPROPRIATING \$10,000 FROM THE PORT AND
10 HARBOR RESERVES FOR THE PURPOSE OF A DETAILED
11 BASIN SURVEY OF THE SMALL BOAT HARBOR.
12

13 WHEREAS, The Army Corps of Engineers (ACOE) is responsible for maintaining a
14 100' wide channel from the harbor entrance to the load and launch ramp; and
15

16 WHEREAS, Port and Harbor Enterprise must maintain the design draft of the harbor
17 basin outside of the ACOE annual maintenance dredging program; and
18

19 WHEREAS, Results from a detailed survey will give City management information on
20 draft and quantities of materials that will need to be removed in order to maintain the harbor; and
21

22 WHEREAS, ACOE using their approved contracting regulations has engaged a firm to
23 survey the portion of the harbor that they are tasked to maintain; and
24

25 WHEREAS, There would be considerable mobilization cost savings to the City by
26 engaging this same firm for our work while they are on site; and
27

28 WHEREAS, The company Hughes and Associates has been vetted through the ACOE
29 contracting methods; the City is therefore justified in a sole source purchase for this service.
30

31 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
32

33 Section 1. That the City Council of Homer, Alaska, hereby amends the FY 2011
34 Operating Budget by appropriating \$10,000 from the Port and Harbor Reserves for the purpose
35 of a detailed basin survey of the Small Boat Harbor.
36

37 Expenditure:

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
40 456-380	Basin Survey of the Small Boat Harbor	
	Port & Harbor Reserves	\$10,000

43 Section 2. This ordinance is a budget amendment only, is not of a permanent nature
44 and is a non code ordinance.
45

46 ENACTED BY THE HOMER CITY COUNCIL this ____ day of _____, 2011.
47
48

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

49
50
51
52
53
54 ATTEST:

55
56
57
58 _____
JO JOHNSON, CMC, CITY CLERK

59
60
61 YES:
62 NO:
63 ABSENT:
64 ABSTAIN:

65
66 First Reading:
67 Public Hearing:
68 Second reading:
69 Effective Date:

70
71 Reviewed and approved as to form:

72
73 _____
74 Walt Wrede, City Manager

Thomas F. Klinkner, City Attorney

75
76 Date: _____

Date: _____

77
78
79
80 Fiscal Note: Fiscal information contained in ordinance.



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
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E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM 11-124

TO: HOMER CITY COUNCIL & WALT WREDE, CITY MANAGER

FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER

DATE: AUGUST 31, 2011

SUBJECT: APPROPRIATION FOR A DETAILED HARBOR SURVEY

Background

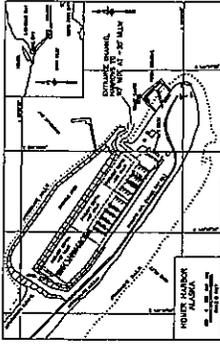
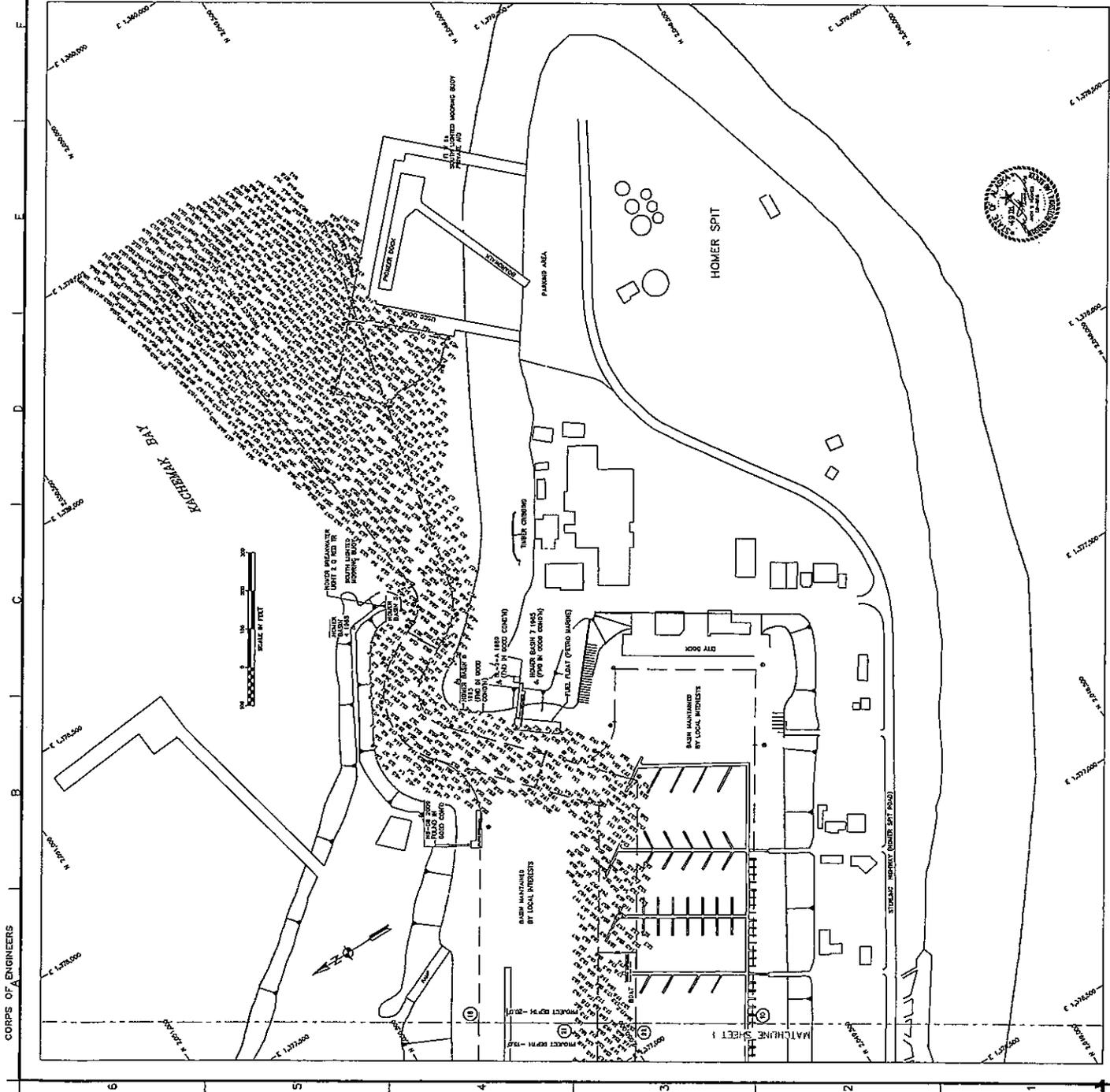
There is a federal interest in maintaining the Homer Harbor due to our large commercial fleet and the commerce it stimulates in this region. Because of this, the Army Corps of Engineers is tasked with maintaining the project-design depths in the harbor basin. The Corps responsibility is limited to the area detailed in the attached diagram. The City of Homer is responsible for the remainder of the basin.

This appropriation will be used to produce the baseline data necessary to determine the actual depth of our harbor basin. The project will survey the large vessel portion of the harbor from the Fish Dock to JJ float. A calculation of quantities of material will be produced for any re-dredging that may be required in order to return the harbor to project-design depth.

Recommendation

Approve Ordinance 11-40 allocating \$10,000.00 from the Port and Harbor Reserves for this project.

Attachments: Diagram of Corps of Engineers Area of Responsibility



- NOTES**
- HORIZONTAL CONTROL IS ALASKA STATE PLANE ZONE 4. IN FEET, HAD NO MONUMENT USAGE. 2-DIMENSIONAL CONTROL IS 1377449.00 E, 1377449.00 N AND 1377449.00 W AS IN 1377449.00 E, 1377449.00 N AND 1377449.00 W.
 - VERTICAL CONTROL IS IN FEET, REFERRED TO MEAN LOWER LOW WATER (MLLW) OF 1985. MONUMENT NUMBER 1377449.00.
 - SOUNDINGS ARE IN FEET AND ARE CORRECTED UNDER STEREOGRAPHIC PROJECTIONS.
 - THIS SURVEY IS IN ACCORDANCE WITH THE SURVEYING ACT OF 1946 AND ASSOCIATED REGULATIONS. THE SURVEY WAS CONDUCTED BY THE U.S. ARMY CORPS OF ENGINEERS, ALASKA DISTRICT OFFICE, HONOLULU, HAWAII, UNDER THE SUPERVISION OF THE DISTRICT ENGINEER, HONOLULU, HAWAII.
 - THE SURVEY WAS CONDUCTED ON MAY 7, 2010, BY THE U.S. ARMY CORPS OF ENGINEERS, ALASKA DISTRICT OFFICE, HONOLULU, HAWAII, UNDER THE SUPERVISION OF THE DISTRICT ENGINEER, HONOLULU, HAWAII.
 - THE SURVEY WAS CONDUCTED BY THE U.S. ARMY CORPS OF ENGINEERS, ALASKA DISTRICT OFFICE, HONOLULU, HAWAII, UNDER THE SUPERVISION OF THE DISTRICT ENGINEER, HONOLULU, HAWAII.
 - THE SURVEY WAS CONDUCTED BY THE U.S. ARMY CORPS OF ENGINEERS, ALASKA DISTRICT OFFICE, HONOLULU, HAWAII, UNDER THE SUPERVISION OF THE DISTRICT ENGINEER, HONOLULU, HAWAII.
 - THE SURVEY WAS CONDUCTED BY THE U.S. ARMY CORPS OF ENGINEERS, ALASKA DISTRICT OFFICE, HONOLULU, HAWAII, UNDER THE SUPERVISION OF THE DISTRICT ENGINEER, HONOLULU, HAWAII.

DATE: 5/7/2010
 PROJECT: HOMER SPIT
 DRAWING NO.: 1377449.00
 SHEET: 2 OF 2

U.S. ARMY CORPS OF ENGINEERS
 ALASKA DISTRICT OFFICE
 HONOLULU, HAWAII

Reference number:
 SHEET 2 OF 2

STATION	MARKING	DATE	DESCRIPTION
1	1377449.00	5/7/2010	MONUMENT
2	1377449.00	5/7/2010	MONUMENT
3	1377449.00	5/7/2010	MONUMENT
4	1377449.00	5/7/2010	MONUMENT
5	1377449.00	5/7/2010	MONUMENT
6	1377449.00	5/7/2010	MONUMENT
7	1377449.00	5/7/2010	MONUMENT
8	1377449.00	5/7/2010	MONUMENT
9	1377449.00	5/7/2010	MONUMENT
10	1377449.00	5/7/2010	MONUMENT
11	1377449.00	5/7/2010	MONUMENT
12	1377449.00	5/7/2010	MONUMENT

PROJECT LIMITS - HOMER SMALL BOAT HARBOR	MONITORING	EXISTING	CONSTRUCTION	EXISTING
1	1377449.00	1377449.00	1377449.00	1377449.00
2	1377449.00	1377449.00	1377449.00	1377449.00
3	1377449.00	1377449.00	1377449.00	1377449.00
4	1377449.00	1377449.00	1377449.00	1377449.00
5	1377449.00	1377449.00	1377449.00	1377449.00
6	1377449.00	1377449.00	1377449.00	1377449.00
7	1377449.00	1377449.00	1377449.00	1377449.00
8	1377449.00	1377449.00	1377449.00	1377449.00
9	1377449.00	1377449.00	1377449.00	1377449.00
10	1377449.00	1377449.00	1377449.00	1377449.00
11	1377449.00	1377449.00	1377449.00	1377449.00
12	1377449.00	1377449.00	1377449.00	1377449.00

CURVE DATA - HOMER SMALL BOAT HARBOR	MARKING	ANGLE	DELTA ANGLE	TANGENT
1	1377449.00	1377449.00	1377449.00	1377449.00
2	1377449.00	1377449.00	1377449.00	1377449.00
3	1377449.00	1377449.00	1377449.00	1377449.00
4	1377449.00	1377449.00	1377449.00	1377449.00
5	1377449.00	1377449.00	1377449.00	1377449.00
6	1377449.00	1377449.00	1377449.00	1377449.00
7	1377449.00	1377449.00	1377449.00	1377449.00
8	1377449.00	1377449.00	1377449.00	1377449.00
9	1377449.00	1377449.00	1377449.00	1377449.00
10	1377449.00	1377449.00	1377449.00	1377449.00
11	1377449.00	1377449.00	1377449.00	1377449.00
12	1377449.00	1377449.00	1377449.00	1377449.00

PROJECT LIMITS - USCGC BERTH (USCGC "HICKORY")	MONITORING	EXISTING	CONSTRUCTION	EXISTING
1	1377449.00	1377449.00	1377449.00	1377449.00
2	1377449.00	1377449.00	1377449.00	1377449.00
3	1377449.00	1377449.00	1377449.00	1377449.00
4	1377449.00	1377449.00	1377449.00	1377449.00
5	1377449.00	1377449.00	1377449.00	1377449.00
6	1377449.00	1377449.00	1377449.00	1377449.00
7	1377449.00	1377449.00	1377449.00	1377449.00
8	1377449.00	1377449.00	1377449.00	1377449.00
9	1377449.00	1377449.00	1377449.00	1377449.00
10	1377449.00	1377449.00	1377449.00	1377449.00
11	1377449.00	1377449.00	1377449.00	1377449.00
12	1377449.00	1377449.00	1377449.00	1377449.00

SURVEY

CITY MANAGER'S REPORT

MANAGERS REPORT

August 8, 2011

TO: MAYOR HORNADAY / HOMER CITY COUNCIL

FROM: WALT WREDE *W. Wrede*

UPDATES / FOLLOW-UP

1. Lobbyist Contract: I recently had a conversation with Linda Anderson about a contract for next year. She inquired whether the City is interested in a new contract. She said that Anderson group is very much interested in continuing to work with the City of Homer. She proposed no change in the contract terms or in the compensation amount. I told her that I would discuss this with the Council and let her know. Linda will be in Homer for the Harbormaster's conference that runs from October 10th through the 13th. She will be helping to make a presentation about the fish tax legislation. Council has a meeting on Monday the 10th and it is conceivable that you could meet with Linda and talk to her directly about this. Unless Council wants to talk about this topic prior to the September 24th meeting, I will plan to insert the money for a lobbyist into the budget that will be submitted at that time.
2. Derelict Vessels: The Port and Harbor Director and the City Attorney were successful in having another derelict vessel removed from the harbor last week. This was a monumental effort that took over a decade. The City Attorney's office has completed a legal review of Federal maritime law and the City Code and Tariff. Guidelines and protocol for Port and Harbor staff have been developed that will be very helpful when it becomes necessary to deny access to port and harbor facilities.
3. The Fishing Hole: I have had several conversations with ADF&G staff over the past few weeks about the Fishing Hole. ADG&G is interested in doing whatever it can to assist the City in obtaining funding for dredging. ADF&G states that it is unable to make its own budget request for dredging however, it hopes the Council will include the project on its CIP Priority list. If it does so, ADF&G will try to provide support with Legislators. ADF&G may come to a future meeting as a visitor to describe how important it thinks dredging is for future productivity at the lagoon. We have tentatively discussed September 26 and October 10.
4. Svedlund and Pioneer: The new Senior Center Director, Keren Kelley, came to visit this week and reported that seniors who drive and the Senior Center Board are very concerned about safety at the corner of Svedlund and Pioneer. Making a left hand turn is problematic and there are line of sight issues. The Board asked whether the City would consider a stop sign at that intersection on Pioneer. I told Keren about the intersection study that was conducted several years ago which identified the most dangerous intersections in need of traffic control. I also told her about right turn only discussions taking place at the Transportation Committee level. I also told her that I would bring this issue to the attention of the Chief of Police, the Council, and the State Traffic Engineer. Keren said that the Board would likely follow-up with a letter to either me or the Council.

5. Copier Savings: We recently revamped and renewed the City's leasing and service contract for Xerox copy machines. This covers the copy machines in all city departments. We were able to get the newest, most energy efficient machines and still save \$12,000 over what we are paying now. Terry and Regina were able to pull this off by synchronizing the expiration date for all of the machines and by making use of an already negotiated state contract. (political subdivisions of the state are able to do this). I am letting you know about this not only because I am pleased about the savings, but also because there will be other opportunities to take advantage of state negotiated contracts in the future. I believe the language in the City's procurement code could be amended to make it more clear that taking advantage of negotiated state contracts is consistent with the City procurement code. Recall that we discussed this issue before related to vehicles.
6. Animal Shelter: Council members recently asked several questions about the Animal Shelter within the context of the soon to begin budget discussions. One question had to do with the 5% annual increase in the existing contract. The other had to do with what it might cost to staff the facilities with employees. Chief Robl has concluded that it would likely take one full time employee and two part time employees if the City were to keep the Shelter open to the public the same hours that it is now. Regina will be running the numbers on what that might cost. With benefits, it would likely be more than the City is paying under the current contract. Also, the City would then have to begin paying for things that it is not now such as food, supplies, fuel, vehicle maintenance, etc. It is important to note that the 5% increase each year is not just compensation, it was intended to cover increases in fixed costs (fuel especially). The Chief has met with Sherry Bess and she has stated that she is willing to exercise a contract option for two more years with no increase. Attached is a memorandum and recommendation from the Chief on how to move ahead.
7. MOU/Frequency Sharing Agreement: At recent Council meetings we discussed the FCC requirement that all two way radios go to "narrow band" by January 2013. We discussed this most recently in association with the ordinance that just passed to purchase narrow band radios for the Public Works Department. The Borough is assisting public safety agencies with the conversion this month and in order to do that, a frequency sharing agreement is necessary. This is an important public safety issue because it will allow local and state public safety agencies to communicate with each other on the same channels during disasters, emergencies and mutual aid situations. The FCC requires that license holders of radio frequencies must grant permission in writing for other entities to use that frequency. The State, Borough, cities and emergency service areas within the Borough are party to the agreement. The MOU has a place to list the resolution number of the approving board if applicable. We have already signed the agreement because time was of the essence. We can bring back an "after the fact" resolution if Council wishes but did not think it was necessary because this seemed routine, there is no monetary or contractual obligation, and the City can get out of the agreement with 30 days notice.
8. State Small Business Credit Initiative (SSBCI). Last week, Council Members Hogan, Zak and I participated in a teleconference regarding the SSBCI. This is a Federal program designed to extend credit to start-up businesses and to businesses who either have problems obtaining credit or are located in areas where lending is restricted. The

program funds are generally intended for states but in this case, Alaska did not take the money. A representative from the Governor's office stated that the state did a lot of research on this but in the end, after consulting with local banks, decided that the program was not needed here. If states don't take the money, it can be available to municipalities under certain conditions. In essence, a municipality would accept a grant and then use the money to work with local banks to extend credit to local businesses. Cities can do this by providing capital access support, collateral support, loan guarantees, loan participation, or venture capital. In essence, the City would get into the banking business. The deadline for applications is September 27 which is a very short timeline. The application process is rather complicated. Council member Hogan has sponsored a resolution in support of investigating the program and authorizing the administration to apply. So, I will save any further comments for discussion.

9. OWL Project / Library: Attached is a memorandum from Library Director Ann Dixon regarding the On-Line With Libraries Project (OWL). In a nutshell, the State Library and the Alaska Department of Education and Early Development received funding from a variety of sources to enhance public computer centers at libraries around the state. Libraries were invited to participate and Homer was one of those chosen. We signed a letter of intent to participate back in December of 2010 and an MOU this July. Much of the work is already done. When Helen and I first talked about this opportunity last year, I did not think about bringing Council the normal ordinance accepting and appropriating grant funds because it was the state receiving the grants, not the City. The City was simply asked if it wanted to participate in a State program and would be among a number of Cities doing so. I am thinking about it differently now. The City is in fact receiving computers, video conferencing equipment, and a variety of other equipment and software. In that sense, it is very much like a grant. In addition, the City agrees to stay in the program for two years and pay a small percentage of the monthly internet costs. I regret that we did not think about this earlier but I am happy to bring you an ordinance accepting and appropriating the equipment if Council wishes. Both the library staff and the Friends of the Homer Public Library are very excited about bringing broadband, new computers, and video conferencing capability to the Library at minimal cost to the City.
10. Borough Ordinance 2011-07: Borough Ordinance 2011-07 is back on the table for public hearing and second reading at the Assembly meeting on September 6. This is the ordinance that would reduce the number of Borough Planning Commission members from 13 to 11 and would combine the Homer and Seldovia seats. You will recall that the Council adopted a resolution in opposition to this ordinance. At the time this report was written, I was planning to attend the meeting to testify on behalf of the City. I should be able to give you a report at the meeting.
11. City Hall Expansion and Renovation / Contract Modification and Amended Budget: Attached is a copy of Contract Modification # 2 and a revised budget. This document was reviewed by the Task Force at a meeting last week. Basically these amendments change the contract to include the renovation work the Council approved in the old part of City Hall and some additional work to rectify unanticipated problems (such as the need to add a beam in room 145 and additional structural engineering costs). Cost reductions from the original budget are also shown in the amount of \$42,400. The

contract modification and change order uses up some of the contingency fund however, \$70,792 remains, which is deemed to be adequate at this point in the project. Carey Meyer will be present to take the Council through this in detail if you wish.

12. Drainage Master Plan: The recent heavy rains have reminded many in town that the City and private property owners could benefit if the City adopted a Master Drainage Plan. Public Works Director Carey Meyer has been talking about this for a number of years and has explored funding options. Drainage problems and public complaints about drainage are a topic often encountered by both Public Works and the Planning Department. Council member Hogan has expressed his concern and requested that I address the issue with the Council and "get it on the table" for discussion. I include it here for that purpose.

ATTACHMENTS

1. September Employee Anniversaries
2. Department Statistical Report for July 2011
3. City Hall Expansion and Renovation / Contract Modification and Amended Budget
4. Chief Robl Memorandum re: Animal Shelter
5. Library Director Ann Dixon memorandum re: OWL Project
6. MOU / Radio Frequency Sharing Agreement.



City of Homer

Memorandum

To: Mayor Hornaday and Homer City Council
From: Walt Wrede, City Manager *W. Wrede*
Date: September 7, 2011
Re: September Employee Anniversaries

I want to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years. Each of these employees will have an anniversary this month.

Janie Stewart, Police	11 Years
Susan Gibson, Library	8 Years
Aaron Glidden, Port & Harbor	7 Years
Lary Kuhns, Police	7 Years
Ryan Davis, Public Works	4 Years
Holly Aderhold, Library	3 Years
Debra Waldorf, Library	3 Years
Ryan Browning, Police	1 Year
Jona Focht, Police	1 Year
Daren Hill, Public Works	1 Year

In addition, I would like to thank Steve Bambakidis, Systems Manager, for his 11 ½ years of service with the City. Steve and his family recently relocated to Portland, Oregon. The City wishes him the best of luck with his future endeavors!

City of Homer



Memorandum

To: Mayor and Council
From: Terry Felde *TS*
Date: September 2, 2011
Re: Department Statistics

STATISTICAL REPORTS FOR JULY, 2011.

- Clerks
- Police
- Animal Shelter
- Fire
- Port & Harbor
- Public Works
- Library

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Phone: 907-235-8121 ext 2222
Fax: 907-235-3148
E-mail: tfelde@ci.homer.ak.us

July 2011 Clerk Statistics

Monthly Statistics	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
City Council													
City Council Meetings	8	6	9	6	6	6	3						44
Overtime - hours	12	8.5	17	8	9	8	3.5						66
Agendas Prepared	12	12	20	18	11	12	8						93
# of Pages in Packet	958	552	608	604	866	630	286						4504
# of Packets Distributed	54	54	54	54	54	54	27						351
# of Tentative Agendas Distributed	18	18	18	18	18	18	18						126
# of Action Agendas Distributed	38	38	38	38	38	38	19						247
Minutes	5	3	5	2	2	3	2						22
# of Minutes Distributed	95	57	95	38	38	57	38						418
Commissions/Boards/Committees etc.													
Planning Commission Meeting	2	1	2	2	2	2	1						12
Overtime - hours	4.5	2	4	6	6	6	3						31.5
# of Packets Distributed	6	6	6	6	6	6	3						39
# of Agendas Distributed	28	28	28	28	28	28	14						182
Minutes	2	1	2	2	2	2	1						12
# of Minutes Distributed	28	28	28	28	28	28	14						182
Economic Development Commission Meeting	1	0	0	0	0	0	1						2
Overtime - hours	1.5	0	0	0	0	0	2.5						4
# of Pages in Packet	100	0	0	0	0	0	162						262
# of Packets Distributed	13	0	0	0	0	0	13						26
# of Agendas Distributed	14	0	0	0	0	0	14						28
Minutes	1	0	0	0	0	0	1						2
# of Minutes Distributed	14	0	0	0	0	0	14						28
Port and Harbor Commission Meeting	1	1	1	1	1	1	1						7
Overtime - hours	2.5	2	1	1.5	1.5	1	1.5						11
# of Pages in Packet	74	199	46	50	50	34	140						593
# of Packets Distributed	10	10	10	10	10	10	10						70
# of Agendas Distributed	14	14	14	14	14	14	14						98
Minutes	1	1	1	1	1	1	1						7
# of Minutes Distributed	14	14	14	14	14	14	14						98
Parks and Recreation Commission Meeting	1	1	1	1	1	1	1						7
Overtime - hours	0.5	3.25	3.25	3.25	2.75	3.25	3						19.25
# of Pages in Packet	104	28	276	8	92	44	292						844
# of Packets Distributed	14	14	14	14	14	14	14						98
# of Agendas Distributed	14	14	14	14	14	14	14						98

July 2011 Clerk Statistics

Special Committees/Task Force Meetings	2	3	2	1	1	1	0	0	0	9
Overtime - hours	1	2	3	0	1.25	0	0	0	0	7.25
# of Pages in Packet	48	75	60	54	41	0	0	0	0	278
# of Packets Distributed	30	30	20	10	10	0	0	0	0	100
# of Agendas Distributed	42	40	28	14	14	0	0	0	0	138
Minutes	2	3	1	1	1	0	0	0	0	8
# of Minutes Distributed	28	40	14	14	14	0	0	0	0	110
Records Requests										
# of Record Log Requests	13	12	17	12	9	7	4			74
Staff Time Processing Requests	5.5	6.5	1.50	2.50	1.00	0.50	0.15			17.65
Revenue from Requests	\$88.50	\$62.50	\$37.75	\$48.50	\$9.25	\$4.00	\$2.75			\$253.25
LIDS										
LID Reports	0	0	0	0	0	0	0	0	0	0
Phase I	0	0	0	0	0	1	0	0	0	1
Phase II	0	0	1	0	0	0	0	0	0	1
Phase III/Assessment District	0	0	0	0	0	0	0	0	0	0
Final Assessment Rolls	0	0	0	0	0	0	0	0	0	0
Neighborhood Meetings	0	0	0	1	1	0	0	0	0	2
License/Permits										
Liquor Licenses Processed	10	1	2	1	1	1	0	0	0	16
Gaming Permits Processed	7	1	1	0	1	0	2			12
Legislative										
Ordinance	2	8	2	4	6	7	3			32
Resolution	14	10	13	10	8	14	12			81
Memorandum	15	13	25	9	11	22	16			111
Mayor										
Appointments	1	0	5	4	3	6	4			23
Certificates	1	0	5	4	3	6	4			23
Proclamations	2	1	0	4	3	1	1			12
Recognition	1	1	2	1	1	0	0			6
Advertisements										
Public Hearings	3	3	3	4	4	3	3			23
# of Public Hearings Distributed	51	51	51	68	68	51	51			391
Bids/RFPs	4	2	4	6	3	0	0			19
Meeting Notice	4	4	5	4	4	5	4			30
Elections	0	0	0	0	0	0	0			3
# of Elections Distributed	0	0	0	0	0	0	51			51



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

MEMORANDUM

DATE: August 15, 2011
TO: City Manager Wrede
FROM: Chief Mark Robl *mwr*
SUBJECT: Monthly Report, July 2011

Police Department

The Police Department was very busy in July. We recorded 595 incidents and made 74 arrests. Our officers also issued 50 traffic citations and 67 traffic warnings. The monthly statistical report is attached for your review.

Sgt's Hutt and Shealy did several commercial vehicle inspections last month. They have been trying to conduct inspections throughout the summer in accordance with our state grant.

The fourth of July was very busy for us again this year. The spit was at maximum capacity. All camp grounds were full most of the month and the reports we've had from merchants is that business is up from last year's level.

We are working with the borough and our radio contractor on the narrowband cut-over. Reprogramming our systems and the cutover will occur in September.

Dispatchers are getting more training on the operation of the tsunami warning system. It is relatively easy to activate. We will coordinate with the borough and other cities on the peninsula prior to taking local control.

New dispatch hire Jeri Trail is doing well in training. Dispatcher Casey Moss has resigned and will be leaving soon to return to school. We are running a hiring process to replace her. Schedules will again be tightly stretched to provide coverage.

Homer Jail

The Jail was also very busy last month. No significant events occurred. The monthly statistical report is attached for your review.

Animal Shelter

No significant events occurred at the shelter last month. We did investigate a dog bite case and cited the owner. I'll forward the animal shelter manager's monthly report to you when I receive it.



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

Following is a summary of reported activity for the Homer Police Department:

	JULY	2011
Incidents		595
Arrests		74
Citations		51
Jail Bookings		66
Jail Days Served		90
Prisoners Transported to other DOC Facility		7



Mark H. Robl, Chief of Police

Monthly Incident Summary

Abandoned Vehicle	2	Impound (all)	1
Agency Assist Inside Alaska (other than AST)	14	Information/Other	2
Agency Assist Outside Alaska	1	Intoxicated Pedestrian	7
Agency Assist/AST	7	Littering	2
Animal Related Offense/Complaint	14	Lost Property	12
Assault (Fourth Degree)	4	Minor Consume or Possess	1
Assault/Family/Strongarm	1	Missing Adult	1
Assist Fire Department	5	Motorist Assist	2
AST Service Call (not Agency Asst)	1	MVA - Damage	5
ATV Complaint	1	MVA - Injury	2
Burglary/Force/Non-Residence	3	Obstruct Criminal Investigation	1
Burglary/Force/Residence	2	Parade/Funeral Escort	1
Child Neglect	1	Patrol Request	7
City Ordinance (all others)	4	Protective Custody/Alcohol	3
Civil Problem/Assist/Standby	21	Protective Custody/Mental	1
Consume/Possess Alcohol/18-21	1	Public Assist	8
Criminal/Malic Mischief/Business	4	Public Assist (counter traffic)	8
Criminal/Malic Mischief/Personal	6	REDDI (Report Every Drunk Driver Immediately)	26
Criminal/Malic Mischief/Public	1	Search Warrant Service	1
Damage Property	1	Security Checks - All Others	40
Death Invest/Unattended Death	1	Security Checks - Bars	6
Disorderly Conduct	2	Sexual Assault/Adult	1
Disturbance - Other	24	Sexual Assault/Minor	2
Domestic Dispute	4	Shoplifting	2
Drivers License Violation	1	Stalking	1
Driving While Intoxicated (Felony)	1	Subpoena/Summons Service	3
Driving While Intoxicated/Warning Only	3	Suspicious Circumstances	55
Driving While Intoxicated-Alcohol	10	Suspicious Vehicle	4
Drove w/o License	1	Taxicab Inspection/Fixit Tickets	15
Drug Information	2	Theft (all others)	1
DV Service Attempt	5	Theft by Receiving	1
DV Writ Service	12	Theft from Building	8
DWLS/R/C	2	Theft from Vehicle	3
False Alarm	10	Theft from Yard	1
Field Interview	1	Theft of Bicycle	3
Fireworks Complaint	2	Theft of Services	1
Forgery of Checks	2	Theft of Vehicle	2
Found Property	11	Threats	9
Fraudulent Use of an Access Device	2	Traffic (Criminal-all others)	4
Fraudulent Use of Credit Card	1	Traffic (Non-Criminal-all others)	19
Harassment	9	Traffic Control	1
Hit&Run/Leave Scene of Accident	1	Traffic Hazard	8

Traffic Warning	67
Trespass	6
TRO Violation	6
Use Fake ID	1
Vehicle Tampering	1
VID	1
Violate Camping Rules	3
Violation of Conditional Release	3
Warrant Arrest (FTA)	6
Welfare Check	19

Monthly Arrests Summary

Assault (Fourth Degree)	1
Assault/Family/Strongarm	1
Assault/Officer/Strongarm	1
Consume/Possess Alcohol/18-21	2
Criminal/Malic Mischief/Personal	3
Disorderly Conduct	2
Drivers License Violation	1
Driving While Intoxicated-Alcohol	10
Drove w/o License	1
DWLS/R/C	3
Fail to Provide Proof of MV Insurance	5
Fraudulant Use of Credit Card	1
Fugitive from Justice	1
MCA/Operate Vehicle	2
Obstruct Criminal Investigation	1
Possess/Use MJ (MICS VI)	2
Protective Custody/Alcohol	3
Protective Custody/Mental	1
Reckless Endangerment	4
Refuse Chemical Test (BA or PBT)	2
Resisting Arrest	1
Theft by Receiving	1
Theft II (charge only)	9
Theft III (charge only)	1
Theft IV (charge only)	2
Theft of Vehicle	3
TRO Violation	3
Violation of Conditional Release	1
Warrant Arrest (FTA)	6

Monthly Citation Summary

Total Count for Ticket Type A 4

Total Count for Ticket Type E 5

Total Count for Ticket Type P 20

Total Count for Ticket Type T 22

Type A = Animal Cite

Type P = Parking Cite

Type E = Equipment/Tobacco Cite

Type T = Moving/City Ordinance Cite

Type S = Court Summons

LT. DWIGHT KING
DEPARTMENT OF CORRECTIONS
4500 DIPLOMACY DRIVE #109
ANCHORAGE, AK 99508

MONTHLY CONTRACT JAIL REPORT CERTIFICATION

Month July, 20 11

Facility Reporting: Homer Community Jail

Total Number of Prisoners: 66

Total Number of Man-Days Served: 90

** Number of Prisoner Transports to another DOC Facility: 4

** Number of Prisoners Transported to another DOC Facility: 7

I DO HEREBY CERTIFY THAT THE FOREGOING IS A TRUE AND ACCURATE ACCOUNTING OF THE SERVICES RENDERED.

Certifying Officer: R. PITTA
(Printed Name)

Title: C50

[Signature]
(Signature)

** Indicates transports made by Homer Community Jail Staff

NOTE: This form must accompany the Monthly Booking Report.



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
 TELEPHONE (907) 235-3150
 TELECOPIER (907) 235-3151

MONTH END ACTIVITY REPORT - ANIMAL SHELTER

TO: Chief Mark Robl *MR*
 FROM: Coastal Animal Care
 REPORTING PERIOD: JUL 2011

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
BOARDERS	0	2	0	4	1	2	2						11
CITATIONS ISSUED	0	0	2	5	1	0	3						11
COMPLAINTS	14	15	26	22	14	15	25						131
EUTHANIZED	7	9	7	6	7	7	6						49
IMPOUNDS	3	5	3	6	2	5	14						38
REPORTED BITES	0	0	0	0	1	0	3						4
REPORTED LOST	25	32	37	24	40	48	48						254
ROAD KILLED	0	1	2	2	1	1	1						8
TURN INS from inside city													
STRAYS	10	7	8	10	12	9	10						66
OWNER TURN IN	4	15	11	11	6	7	14						68
RETURN TO OWNER	3	7	5	6	4	8	14						47
ADOPTED	5	4	9	6	7	4	11						46
TURN INS from outside city													
STRAYS	0	5	0	2	6	2	3						18
OWNER TURN IN	5	0	5	5	5	1	2						23
RETURN TO OWNER	0	2	2	1	1	0	5						11
ADOPTED	9	18	7	6	5	14	11						70
QUARANTINE	0	0	0	0	0	0	1						1
MISC SVC (Non-City Res)	18	12	9	12	8	9	6						74
OTHER (explain)	0	10	2	0	4	3	0						19
TOTAL INCIDENTS	103	144	135	128	125	135	179						949

need a home field trips

**Homer
Volunteer
Fire
Department**

604 east pioneer avenue,
homer, alaska 99603
907/235-3155
fax 907/235-3157
fire@ci.homer.ak.us

TO: Walt Wrede, CITY MANAGER
FROM: Robert Painter, FIRE CHIEF
DATE: 9-2-11
SUBJ: JULY ACTIVITY REPORT

EMERGENCY SERVICE ACTIVITY

Emergency Calls	JULY	'06	'07	'08	'09	'10	'11
Fire		12	12	6	3	1	9
EMS		51	50	56	71	37	45
Total Responses		63	62	62	74	38	54

Calls To Date

	'98	'99	'00	'01	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11
Fire	39	62	64	92	75	75	58	79	54	63	55	50	40	45
EMS	157	192	186	211	204	259	243	259	264	332	342	362	271	255
Total	196	254	250	303	279	334	301	329	318	395	397	412	311	300

	2006	2007	2008	2009	2010	2011
Community Loss	\$283K	\$155K	\$868K	\$75K	\$464K	\$2,042K
Property Saved	\$345K	\$182K	\$1,859K	\$269K	\$764K	\$1,945K

MEMBER EFFORT in hours (Month/Year to Date)

	'07	'08	'09	'10	'11
	Mon/YTD	Mon/YTD	Mon/YTD	Mon/YTD	Mon/YTD
Alarm	344/2,536	462/2,996	349/2,377	151/1,814	193/1,650
Training	203/1,376	180/2,320	52/1,522	194/2,361	236/1,802
Prevention	6/118	125/1,125	10/139	6/124	4/80
Other	40/438	93/926	57/980	64/364	32/420
Total:	593/4,467	675/5,967	517/4,442	414/4,662	465/3,952

GENERAL COMMENTS

Annual hose testing was conducted this month. Unfortunately, a little over a thousand feet of hose failed pressure testing (most was well over 20 years old so should be expected). We sent one long time firefighter to a NFA Fire Investigation Course in Anchorage. This class will permit our continued involvement in determining the origin of fires to rule out arson or other preventable causes of fire loss. We currently have only two firefighters (both volunteers) trained in fire cause determination.

"The team that cares."

**HOMER VOLUNTEER FIRE DEPARTMENT
MONTHLY ACTIVITY REPORT
For Month of JULY 2011**

Type of Alarm & Location

Location Service/Alarm Type	Homer		Kachemak City		K.E.S.A.		Other	
	M	YTD	M	YTD	M	YTD	M	YTD
Emergency Medical	43	252	1	2	1	1	0	0
Fire, Structural	2	8		0		0		0
Fire, Wildlands	3	10		0		0		0
Fire, Vehicle	1	5		0		0		0
Rescue Services		2		0		0		0
Public Assist	3	20		0		0		0
Total Fire	9	45	0	0	0	0	0	0
Combined Fire/EMS	52	297	1	2	1	1	0	0

Fire Loss/Save by Location

Location	Fire Loss		Fire Save	
	Month	Year-to-Date	Month	Year-to-Date
Homer	\$700	\$2,041,700	\$300	\$1,944,800
Kachemak City	0	0	0	0
K.E.S.A.	0	0	0	0
Other	0	0	0	0
Totals	\$700	\$2,041,700	\$300	\$1,944,800

Department Training and Other Activities Conducted

Activity/Class	Date	Members	Member Hours	Total Hours
EMS Tuesday Training	7/5	13	1.0	13.0
NFA Fire Invest. Course	7/11-20	1	80.0	80.0
Annual Hose Testing	7/12	13	7.0	91.0
Annual Hose Testing	7/19	10	4.5	45.0
EMS Tuesday Training	7/26	7	1.0	7.0
Shift Change	July	8	1.0	8.0
Dept. Services	July	3	8.0	24.0

Public Education/Prevention Activities

Activity	Date	Attendees	Members Assisting	Member Hours	Total Hours
Paul Banks Ele. w/ Ambulance	7/7	5	1	2.0	2.0
Car Seat Checks - SAFE KIDS	7/13	17	2	1.0	2.0

Total Manhours of Combined Activities and Alarms

Activity	EMS Service	Fire Service	Combined Monthly	Combined Year-to-Date
Alarms	178.9	14.0	192.9	1,650.1
Training	20.0	216.0	236.0	1,802.0
Prevention			4.0	79.5
Other			32.0	420.0
Total Hours	198.9	230.0	464.9	3,951.6



City of Homer

Port / Harbor
4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail Port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

TO: Walt Wrede, City Manager

FROM: Bryan Hawkins, Port Director/Harbormaster

DATE: August 1, 2011

RE: Month End Report to City Manager for July 2011

Enclosed are the monthly statistical and performance report for June 2011, the July Staff Report, the two accumulative reports on the docks, and the ice/crane report through July 31, 2011.

Port & Harbor

Monthly Statistical & Performance Report

For the Month of: **June 2011**

<u>Moorage Sales</u>	<u>2011</u>	<u>2010</u>	<u>Stall Wait List</u>	<u>2011</u>	<u>2010</u>
Daily Transient	200	212	No. on list at Month's End		
Monthly Transient	184	164	18' Stall	0	29
Semi-Annual Transient	12	5	20' Stall	1	0
Annual Transient	3	2	24' Stall	25	31
Annual Reserved	6	8	32' Stall	62	56
			40' Stall	25	29
			50' Stall	16	19
			75' Stall	5	8
<u>Grid Usage</u>			Total:	134	172
1 Unit = 1 Grid Tide Use	<u>2011</u>	<u>2010</u>			
Wood Grid	50	42			
Steel Grid	8	7			
			<u>Docking & Beach/Barge Use</u>		
			1 Unit = 1 or 1/2 Day Use	<u>2011</u>	<u>2010</u>
			Deep Water Dock	33	25
			Pioneer Dock	34	38
			Beach Landings	23	1
			Barge Ramp	15	3
<u>Services & Incidents</u>	<u>2011</u>	<u>2010</u>	<u>Wharfage (in short tons)</u>		
Vessels Towed	1	0	In Tons, Converted from Lb./Gal.	<u>2011</u>	<u>2010</u>
Vessels Moved	30	14	Seafood	580	1,000
Vessels Pumped	4	3	Cargo/Other	687	55
Vessels Sunk	0	1	Fuel	*	55,889
Vessel Accidents	1	1			
Vessel Impounds	0	0	<u>Crane Hours</u>	<u>2011</u>	<u>2010</u>
Equipment Impounds	10	16		325.8	384.3
Vehicle Impounds	1	0			
Property Damage	3	3	<u>Ice Sales</u>	<u>2011</u>	<u>2010</u>
Pollution Incident	3	0	For the Month of June	342	588
Fires Reported/Assists	0	0	Year to Date Total	1,080	1,726
EMT Assists	3	3			
Police Assists	6	6	<u>Difference between</u>		
Public Assists	34	21	<u>2010 YTD and 2011 YTD:</u>		646 tons less
Thefts Reported	1	2			
<u>Parking Passes</u>	<u>2011</u>	<u>2010</u>			
Long-term Pass	28	n/a			
Seasonal Pass	4	n/a			



City of Homer

Port / Harbor

4350 Homer Spit Road
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Web Site <http://port.ci.homer.ak.us>

PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbormaster
Prepared for the July 27, 2011 Port & Harbor Commission Meeting

July 20, 2011

1. Administration

• Staff met with:

Dave Mogar – Electrical Potentials
Staff Meeting
Sally Oberstien – Homer Trolley Rental
KPB Office of Emergency Management – Teleconference regarding the Tsunami Alert
Chamber of Commerce – Fish Expo Marketing Meeting
Jason Kottsick – Deep Water Dock Bird Deterrent Options
AMHS, Petro Marine, & City Manager – Meeting regarding Pipeline Project
Lease Committee

- The Homer Harbor staff gave our best wishes to Ineke Buchman, who has been a returning Harbor Assistant for the past several years, as she moved on to another occupation. David Craig was promoted to Harbor Assistant II and Rheanna Tussey was hired to fill the vacancy.
- Bryan Hawkins, Harbormaster, was treated to tours of the Port of Valdez and Whittier Harbor during a week-long Alaskan excursion.
- A meeting between Public Works, Port & Harbor, Port Maintenance, and the City Manager took place July 14th to discuss the transitioning of the Port Maintenance Department from Public Works to the Port and Harbor.

2. Operations

The month of July has brought about the peak recreational user season of the Harbor. Occupancy reached approximately 900 vessels over the 4th of July weekend. Parking lots, gear storage lots, campgrounds, and transient moorage have been very congested. Operations staff has been busy with the associated increase in public usage.

- Several EMS calls were generated. Notable incidents were a patient suffering from heart attack symptoms, a seafood processing employee suffering from seizures, and a patient suffering from diabetic symptoms.
- Harbor officers provided numerous boat tows for disabled vessels. One particular incident involved the rescue of a 70' yacht that had lost power and drifted onto a beach outside the harbor entrance.
- Harbor Staff successfully assisted in extinguishing two small grass/brush fires on the beaches adjacent to campgrounds.
- Notable public assists included the removal of a submerged vehicle and boat trailer at the L&L ramp and avoiding two potential fire hazards by assisting in the removal of a 30' pleasure craft whose bilge had filled with gasoline, and assisting a motorist, whose vehicle's fuel pump had a ruptured, coating the undercarriage with gasoline.
- The harbor tug continues to receive improvements. A hydraulic "kill switch" was installed as a safety mechanism for use with the capstan winch. Expanded metal grating was installed over the aft cabin windows to prevent exposure to tow line "snap back".
- Harbor assistants have been busy with grounds keeping duties. This month's focus has been on clearing the harbor banks walking path of brush and debris.
- Both the Deep Water and Pioneer dock received landings from the cruise ships Amsterdam and Silver Shadow, tugs Vigilant and Pacific Wolf, the cable ship I/T Intrepid, and the seafood processor R.M. Thorstenson.

3. Other

- The Air National Guard held training drills in the Kachemak Bay area June 27 -- 30th that included smoke, flares, and parachute activity.
- Petro Marine Services began its construction project of a new pipeline on the Pioneer Dock and improvements to their facility July 7th.

Date From	Date To	Crane Hours (Weekly)	Crane YTD	Tons of Ice (Weekly)	YTD Ice
1/3/2011	1/9/2011	6.7	6.7	0 shut down for maintenance	
1/10/2011	1/16/2011	23.5	30.2	0 shut down for maintenance	
1/17/2011	1/23/2011	18.3	48.5	0 shut down for maintenance	
1/24/2011	1/30/2011	18	66.5	0 shut down for maintenance	
1/31/2011	2/6/2011	10.7	77.2	0 shut down for maintenance	
2/7/2011	2/13/2011	19.1	96.3	0 shut down for maintenance	
2/14/2011	2/20/2011	26.8	123.1	0 shut down for maintenance	
2/21/2011	2/27/2011	30.1	153.2	0 shut down for maintenance	
2/28/2011	3/6/2011	58.3	211.5	0 shut down for maintenance	
3/7/2011	3/13/2011	76.3	287.8	57	57
3/14/2011	3/20/2011	79.1	366.9	46	103
3/21/2011	3/27/2011	38	404.9	44	147
3/28/2011	4/3/2011	39.2	444.1	31	178
4/4/2011	4/10/2011	27.1	471.2	21	199
4/11/2011	4/17/2011	56.1	527.3	83	282
4/18/2011	4/24/2011	43.1	570.4	33	315
4/25/2011	5/1/2011	79.7	650.1	81	396
5/2/2011	5/8/2011	62.6	712.7	96	492
5/9/2011	5/15/2011	60.6	773.3	79	571
5/16/2011	5/22/2011	49.7	823	70	641
5/23/2011	5/29/2011	51.9	874.9	97	738
5/30/2011	6/5/2011	73.7	948.6	82	820
6/6/2011	6/12/2011	83	1031.6	77	897
6/13/2011	6/19/2011	91	1122.6	82	979
6/20/2011	6/26/2011	78.1	1200.7	101	1080
6/27/2011	7/3/2011	92.1	1292.8	119	1199
7/4/2011	7/10/2011	75.3	1368.1	133	1332
7/11/2011	7/17/2011	148.5	1516.6	240	1572
7/18/2011	7/24/2011	68	1584.6	462	2034
7/25/2011	7/31/2011	65.3	1649.9	135	2169
8/1/2011	8/7/2011				
8/8/2011	8/14/2011				
8/15/2011	8/21/2011				
8/22/2011	8/28/2011				
8/29/2011	9/4/2011				
9/5/2011	9/11/2011				
9/12/2011	9/18/2011				
9/19/2011	9/25/2011				
9/26/2011	10/2/2011				
10/3/2011	10/9/2011				
10/10/2011	10/16/2011				
10/17/2011	10/23/2011				
10/24/2011	10/30/2011				
10/31/2011	11/6/2011				
11/7/2011	11/13/2011				
11/14/2011	11/20/2011				
11/21/2011	11/27/2011				
11/28/2011	12/4/2011			shut down for maintenance	
12/5/2011	12/11/2011			shut down for maintenance	
12/12/2011	12/18/2011			shut down for maintenance	
12/19/2011	12/25/2011			shut down for maintenance	
12/26/2011	1/1/2012			shut down for maintenance	

**City of Homer - Public Works Department
Monthly Statistics - 2011**

Type Work	January	February	March	April	May	June	July	August	September	October	November	December	2007	2008	2009	2010	2011	
Scheduled	Labor Hrs.																	
Repairs	1859	442	1952	376	1167	411	1976	508	1736.00	439	1553	342	342	342	342	342	342	342
Contract (billings)	364	111	448	84	563	94	456.5	79	498.25	112	751	143	143	143	143	143	143	143
Admin	0	9	181.5	9	163	7	55.5	9	32.25	70	33	72	72	72	72	72	72	72
PW Totals	2232	580	2333	484	1898	526	2503	625	2405	621	2444	566	566	566	566	566	566	566
Current Backlog	0	34	43				37			66	79							



NEW PORT TELESCOPIC TOOL CARRIER

Previous Year's Totals (12 months)

1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Labor Hrs	19,547	21,754	31,834	33,456	34,805	35,116	33,566	38,526	33,222	36,184	30,943	34,160.00	16,542
Wk Orders	3,024	3,158	5,015	6,543	6,036	6,438	6,573	6,758	6,892	6,553	5,785	7,372.00	4,019
Backlog	177	137	146	278	238	183	255	186	182	111	80	48	0

Public Works Labor Hours by Department

Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007	2008	2009	2010	2011	
City Hall	52.5	26	9	21	37	55	273	66	273	115	1218	19	0	55	24	25	103	2,219
Police	140	41	10	3	55	273	66	273	115	1218	19	0	35	32	3	3	71	2,413
Fire	48.5	35	18	4	27	138	76	21	146	1016	15.5	2	149	2	29.5	81.3	149	1,901
Public Works	102	32.5	21	0	27.0	294.5	130.0	82.0	277.0	1176.3	14.5	2	71.00	62.5	15.00	170.3	106	2,480
Water	32.5	62	29	11.3	18.5	348.67	103.5	14	832	687	12	48	48	11	15	106	38	2,331
Sanitation	84	39.76	52	14.5	9	50.5	286.5	116	154	790	509	12.5	62	38	107.5	83.75	4	2,407
Stormwater	40	57.75	35	10.5	33	175	174	80	1472	203	14	55	55	18	48	163	0	2,578
Streetlights																		0
Other																		0
Totals	421	250	92	37	248	1,627	763	776	3,740	5,992	102	2	474	187	244	777	0	16,338

Total Facilities Man Hours = 10,152 (to date)
 Total Parks Maint Hours = 3,740 (to date)
 Total Harbor Maint Hours = 2,389 (to date)
 Total Vehicle Maint. Hours = 1,663 (to date)

Total Hours - Vehicle & Equip. Maint. 1,663 (to date)

- ** Notes
1. Assumed maintenance of Port Facilities 09/1999
 2. Assumed maintenance of Airport Facility 7/1/00
 3. Assumed maintenance of Homer Educational/Recreation Center (HERC) 7/15/00
 4. Monthly hours may vary due to employee vacation time(s) and ongoing work in progress.
 5. Did not break out Capital Projects - accurate information would come from time sheets.
 6. Agreement between City of Homer and Kachemak Emergency Services ended 2009

TO: Library Advisory Board
FROM: Ann Dixon
SUBJECT: Library Director's Report
DATE: July 27, 2011

Overall, it's been busy with extra summer visitors, Summer Reading Program activities, special events, and filling a vacant staff position.

Building Report

Temperature and Air Control Changes

There is much less shivering in the library now but we are still tweaking the air quality, sometimes using manual controls to boost the fresh air intake. Recently the air handler stopped working on a Friday shortly after closing; unfortunately, there is no way for us to know that it isn't working. Saturday, Monday, and Tuesday morning staff noticed physical reactions, as well as high CO2 measurements. Mike Riley was called and he determined that the air handler had malfunctioned and reset it. Some staff members continue to experience difficulties with the lower fresh air ratio.

Landscaping

This past month I met with just about everyone involved in landscaping and grounds maintenance issues, including the City Manager. A great deal of discussion was generated when a concerned private citizen paid to have a large section of the grounds mowed. The general consensus seems to be to continue with at least some mowing for a variety of safety, security, and esthetic reasons. A long-term plan needs to be developed over the winter to identify problem areas and devise affordable solutions. Eileen Faulkner testified to this effect at the July 25 City Council meeting.

Special Events

FHL Programs

More than 20 people attended the second Sustainable Alaska Living program on Canning. A small group of about six participated in the Drug Use, Misuse and Addiction discussion presented by Nigel Wrangham.

Summer Reading Program (SRP)

Mad About Science! was a big hit with 67 kids and parents attending. The Fairy Tale Party was also popular with 60 participants. Digital Filmmaking, a five-session workshop, has 6 teens participating. Two audio book reviews have been recorded and are being posted to the library website. Other events included: Web design (3); Girls Book Talk (7); Building a Performance (7); Cartooning (44); Beluga Lake with Center for Alaskan Coastal Studies; a Lego contest (38) and awards ceremony (32); Local Plants (5); Create Your Own Journal (6); and Sharks (not held yet).

This is in addition to weekly Preschool Story Hour and Small Fry Lapsit.

Ongoing Issues

Policies

Sorry, no progress on policies except to realize while training our new Tech 1 that we need to clarify some of our circulation policies.

OWL Project (Online With Libraries)

I am working with the State coordinators of the project, Steve Bambakidis, and Walt Wrede to figure out how Homer Public Library can best utilize this grant opportunity. We will definitely receive some computer and videoconferencing equipment but the bandwidth options are more complex. All equipment is to improve public access and cannot be used for staff purposes.

Library Tech 1 Position

The position vacated by the retirement of Jolee Ellis has been filled! Our new Tech 1, David Bernard, has volunteered at the library since his arrival in Homer last January. He comes with some excellent library experience and skills. David will be working part-time at 28 hours/week.

New Business

Book Dispersal

Larry Smith of Homer recently donated copies of a book he was involved in producing, written by Jay Hammond and published posthumously, to the libraries of Alaska. Because the books were here in Homer, HPL coordinated with the Alaska State Library to mail *Diapering the Devil: How Alaska Helped Staunch Befouling by Mismanaged Oil Wealth; a Lesson for Other Oil Rich Nations* to 156 Alaska libraries. The State Library provided address labels and money for mailers and postage; we provided the staff time and effort to package and mail the books.

Telephone Directory

I have almost succeeded in updating the phone answering messages to reflect current staff names and numbers. Don't laugh – this has been a challenge!

Speaking Opportunity

Tonight I will be talking to the Rotary Club about ways the library promotes literacy, especially for youth.

Suggestions from the Public

A number of requests for books and DVDs were received.

Director's Comments

I enjoyed helping out with Friend's booth at the Street Fair. I've also enjoyed getting to know all the people involved in library landscaping and learning some library history.

July Events (check the website for updates)

Special events [in addition to Story Time, Lap Sit, Knitting Circle, Tech Help, Intro to Computing, Internet Basics and Book Club (*I Married the Klondike*)]:

Saturday Aug. 6 – End of Summer Reading Program Ice Cream Bash and Circus Workshop

Thursday Aug. 11 – Girls Book Talk

Thursday Aug. 18 – “Ancient Disease and Assorted Maladies: A Selective View from Bio Anthropology” with Robert Mack, associate professor of Anthropology

Homer Public Library Statistical Summary for 2011

Date: 02-Aug-11

	Jan 11	Feb 11	Mar 11	Apr 11	May 11	Jun 11	Jul 11	Aug 11	Sep 11	Oct 11	Nov 11	Dec 11	Y.T.D.
Total # of Items	7320	6437	10289	9061	7795	9404	12,137						62443
INTERLIBRARY LOANS													
Incoming (Borrowed)	71	56	79	78	51	50	36						421
Outgoing (Lent)	89	62	105	26	28	76	94						480
STUDY ROOM USE													
# of groups	175	200	206	166	159	146	139						1191
# of people	460	493	507	404	351	403	247						2865
MEETING ROOM USE													
# of groups	20	15	17	19	18	25	22						136
ATTENDANCE													
TOTAL (*Included)	9826	9247	10394	10683	9416	12112	11819						73997
*Story Hour & Lapsit	186	191	238	218	178	243	223						1477
*School Classes	8	11	0	0	106	0	0						125
*Internet users	3331	3303	3992	3768	4261	5076	4972						28703
*Programs	90	97	99	103	96	246	448						1179
NEW CARDS ISSUED													
City	28	27	34	26	27	55	33						230
Borough	25	34	39	28	37	44	23						230
Transient (TEMP)	3	0	0	4	8	21	12						48
VOLUNTEER HOURS													
# of people	108	86	75	127	82	89	70						637
# of hours	205.75	170.5	165	289.55	140	212	135.5						1318.3
MATERIALS ADDED													
Books	174	84	212	98	59	308	179						1114
Audio	0	2	13	6	0	25	4						50
Video	20	12	39	6	35	4	14						130
Serials	0	1	0	1	1	0	0						3
Electronic Resources	0	0	0	0	0	0	0						0
MATERIALS REMOVED													
Books	98	171	305	96	55	16	39						780
Audio	4	0	30	1	4	0	14						53
Video	0	21	9	4	4	4	152						194
Serials	0	0	0	0	0	0	0						1
Electronic Resources	0	0	0	0	0	0	1						1
REVENUES DEPOSITED													
Fines/Fees/Copies	1541.50	1600.60	2159.10	2021.45	2992.04	2691.40	2009.75						15,015.84
Building Fund (151-)	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Library Gifts (803-)	0.00	0.00	0.00	0.00	0.00	50.00	0.00						50.00
Grants	0.00	0.00	0.00	0.00	15000.00	0.00	0.00						15,000.00
TOTALS	1,541.50	1,600.60	2,159.10	2,021.45	17,992.04	2,741.40	2,009.75	0.00	0.00	0.00	0.00	0.00	\$30,065.84

**City Hall Expansion and Renovation
Contract Modification #2**

	Expansion	Renovation	Pre-Const
Original Contract Amount =	\$ 1,500,000		\$ 13,500
Change Order #1 =		\$ 426,169	

Additional Work Beyond Original Scope

	Expansion	Renovation	
Additional Civil Earthwork/Backfill	\$ 20,775		
HVAC/Mechanical Increase	\$ 18,100		
New Interior Doors Throughout Exist. Building		\$ 22,500	
Finance Department Coffee Bar		\$ 4,750	
Planning Reception Counter		\$ 5,950	
Finance Office Additions		\$ 4,050	
Front Reception ADA Counter Modifications		\$ 3,500	
Beam Required to to Eliminate Post in Room 145	\$ 5,150		
Unexpected Structural Engineering Material Costs	\$ 3,850		
Unexpected Structural Engineering Labor Costs	\$ 15,000		
Back flow prevention Installation		\$ 5,025	
North Entrance Sidewalk Improvements		\$ 6,275	
Sub-Total Addn Work Value	\$ 62,875	\$ 52,050	\$ 114,925

Work Not Required Under Original Scope

Reduced Flat Roofing Work		\$ 37,400	
Elevator Pit Repair		\$ 5,000	
Sub-Total Work Not Rqrd Value	\$ -	\$ 42,400	\$ 42,400

Total Value Additional Work =	\$ 72,525
Profit (10%) =	\$ 7,253
Additional Renovations Budget (Per Ord 11-19S) =	\$ 37,591
Total Modification Change Order #2	\$ 117,369

Summary

Original Contract (Expansion)	\$ 1,500,000
Change Order #1	\$ 426,169
Change Order #2	\$ 117,369

New MACC	\$ 2,043,538
Total Contract (including Preconst Services)	\$ 2,057,038

City Hall Expansion and Renovation
Overall Project Budget
 August 22, 2011

Renovation	Expansion	Total
\$ 486,948.00	\$ 1,873,031.80	\$ 2,359,979.80

Task Item	Current Budget
Expansion Construction	\$ 1,569,163
Renovation Construction	\$ 474,375
1% for Art	\$ 15,000
Preconstruction Services	\$ 135,000
Construction Assistance Services	\$ 22,150
City Salaries/Administration	\$ 15,000
HEA Overhead Electric Removal	\$ 34,500
Furniture/Equipment	\$ 24,000
Contingency (10%)	\$ 70,792
Total Proposed Project	\$ 2,359,980

\$ 2,043,538



CITY OF HOMER

POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

MEMORANDUM

DATE: August 25, 2011
TO: Walt Wrede, City Manager *W. Wrede*
FROM: Mark Robl, Chief of Police
SUBJECT: Animal Shelter Contract Renewal

Sherry Bess, doing business as Coastal Animal Care, has offered to renew her contract with the city for the management and operation of the animal shelter for another two years. I spoke with Sherry yesterday and verified that she will do the renewal without asking for an increase in the contract. The police department has had a very good relationship with Sherry over the years. She responds to our requests for assistance quickly and does a good job running the shelter. I consider this to be a very good deal for the city and I recommend renewal.

The existing contract is for \$123,800. The contractor has to pay for all of the food and supplies for the animals, necessary medical care, cleaning supplies, and provide a vehicle suitable for animal control work. The contractor has to pay all associated vehicle related expenses including fuel and maintenance. They are also required to respond to animal related calls for service on a 24/7 basis. I have obtained budget numbers from the shelters in Soldotna and Kenai to use as a reference.

The total projected budget for our shelter for 2012 if we renew with Coastal Animal Care is \$166,254, not including debt service. Kenai has a shelter almost identical to ours in size with a very similar program. They operate their shelter with city employees, (2 full time positions, 1 part time and 1 seasonal, 4 month position). The budget for the Kenai shelter is currently \$320,338.

Soldotna has a much smaller facility than ours with a smaller capacity and more limited programs. The Soldotna shelter is operated by one full time employee and one part time employee. Their total current budget is \$174,768.

If we transition to running our shelter with city employees I project we will need one full time position and two part time positions. Given this scenario, if we are able to maintain our volunteer participation at current levels we should be able to maintain our program content as is. If not we would have to change some aspect of our program content.

**Homer Public Library
500 Hazel Avenue
Homer, Alaska 99603
907-235-3180**

MEMORANDUM

TO: Mayor and Council
THROUGH: Walt Wrede, City Manager *W. Wrede*
FROM: Ann Dixon, Library Director
DATE: September 6, 2011
RE: OWL Project and Homer Public Library

Online With Libraries (OWL) is a collaborative project being implemented by the Alaska Department of Education & Early Development and the Alaska State Library. The purpose of OWL is to enhance public computer centers at more than 100 public libraries across the state, as well as make free public videoconferencing available to all Alaska public library users. Funding for the project is from the Broadband Opportunity Opportunities Program of the U.S. Department of Commerce, the Bill and Melinda Gates Foundation, the Rasmuson Foundation, and the Department of Education and Early Development.

The Homer Public Library was invited to participate in this two-year project. A Letter of Intent to Participate was signed December 27, 2010 and a Memorandum of Understanding was signed July 27, 2011.

Benefits to the library and the community include:

- Videoconferencing equipment and installation, as well as training on its use
- 7 computers and monitors for public use (to be placed in the children's, young adult, and main library areas)
- Software for hearing and vision disability access
- Peripherals such as headphones, a printer, privacy screens, etc.
- Installation of a broadband cable to be used for videoconferencing and an audio book/e-book download station

In return, Homer Library agrees to the following during the two-year grant period:

- Provide free library services to the public
- Use the equipment for public access (not staff use)
- Pay 30% of the monthly broadband cable fee (70% is subsidized)

Memorandum of Understanding

AUTHORIZATION FOR EMERGENCY SERVICES PROVIDERS TO UTILIZE RADIO FREQUENCIES

By and Among

KENAI PENINSULA BOROUGH ON BEHALF OF THE
ANCHOR POINT FIRE AND EMERGENCY SERVICE AREA
BEAR CREEK FIRE SERVICE AREA
CENTRAL EMERGENCY SERVICE AREA
KACHEMAK EMERGENCY SERVICE AREA
LOWELL POINT EMERGENCY SERVICE AREA
NIKISKI FIRE SERVICE AREA
KENAI PENINSULA BOROUGH OFFICE OF EMERGENCY MANAGEMENT

and

CITY OF HOMER
CITY OF KENAI
CITY OF SELDOVIA
CITY OF SOLDOTNA
CITY OF SEWARD
CENTRAL PENINSULA GENERAL HOSPITAL, INC.
SOUTH PENINSULA HOSPITAL, INC.
COOPER LANDING VOLUNTEER FIRE/EMS
HOPE SUNRISE VOLUNTEER FIRE/EMS
MOOSE PASS VOLUNTEER FIRE DEPARTMENT
NINILCHIK EMERGENCY SERVICES
PROVIDENCE SEWARD MEDICAL CLINIC
SELDOVIA VILLAGE VOLUNTEER FIRE DEPARTMENT
SEWARD VOLUNTEER AMBULANCE SQUAD
VILLAGE OF TYONEK
ALASKA STATE TROOPERS
ALASKA DIVISION OF FORESTRY
ALASKA DIVISION OF PARKS AND OUTDOOR RECREATION

Section I. PURPOSE:

1. The Federal Communications Commission (FCC) has mandated that all agencies using a radio frequency must receive written authorization to utilize that frequency from the license holder. The license holder must report the number of units authorized to be on that frequency inclusive of those being used by other authorized agencies.
2. There are numerous agencies that need to communicate with each other. To facilitate interoperable communications among these agencies and comply with FCC regulations this Memorandum of Understanding (MOU) is established to provide written authorization to the undersigned entities to utilize certain radio frequencies.

Section II. POLICIES:

1. The undersigned FCC license holders hereby agree to allow the undersigned requesting agencies as specified in exhibit #1 to utilize their radio frequencies for public safety related communications.
2. The undersigned requesting agency agrees to adhere to FCC regulations and the terms and conditions of the FCC license when operating on a frequency belonging to another FCC license holder. A summary of these terms and conditions are attached as exhibit #2.
3. The FCC license holder is responsible for renewal of licenses, reporting of unit numbers and other FCC mandates related to licensure. FCC license holders make no warrantee or guarantee that their FCC license will be maintained. They will attempt to notify all parties authorized to utilize that license of any cancellation, suspension or modification of the license that would affect the parties authorized to operate on the license.

Section III. REVIEW, RE-NEGOTIATION, OR AMENDMENT:

1. Review, re-negotiation, or amendment of this MOU may be initiated at any time upon written request by any party hereto.
2. The Agreement will remain in effect until amended or terminated.
3. Amendments will be submitted in writing, will be approved by all parties hereto or their designated representatives and will be attached to and become part of this MOU upon execution.

SECTION IV. TERMS OF MEMORANDUM OF UNDERSTANDING:

1. It is agreed and understood by and among the parties hereto that this MOU does not and shall not create any monetary contractual obligations between or among the parties.
2. The MOU may be terminated any time by mutual agreement. Any party hereto may withdraw by giving thirty (30) days advance written notice to all other parties hereto.

SECTION V. AUTHORIZATION:

The following entities have reviewed the MOU authorizing use of radio frequencies on the date indicated and agree that they concur to the agreement as written:

_____ Signature/Date	_____ Printed Name/Title	Kenai Peninsula Borough
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	Anchor Point Fire Service Area
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	Bear Creek Fire Service Area
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	Central Emergency Service Area
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	City Of Homer
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	City Of Kenai
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	City Of Seldovia
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	City Of Seward
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	Cooper Landing Volunteer Fire/EMS
Approved by resolution no./board (if applicable): _____		
_____ Signature/Date	_____ Printed Name/Title	Hope Sunrise Volunteer Fire/EMS
Approved by resolution no./board (if applicable): _____		

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Kachemak Emergency Services Area

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Lowell Point Emergency Service Area

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Moose Pass Volunteer Fire Department

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Central Peninsula General Hospital , Inc.

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Nikiski Fire Service Area

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Ninilchik Emergency Services

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

South Peninsula Hospital, Inc.

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Seldovia Village Volunteer Fire Dept.
Barabara Heights Volunteer Fire Department

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Seward Volunteer Ambulance Corps

Signature/Date Printed Name/Title
Approved by resolution no./board (if applicable): _____

Providence Seward Medical Clinic

Office of the City Clerk

Jo Johnson, CMC, City Clerk
Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue
Homer, Alaska 99603
(907) 235-3130
(907) 235-8121
ext: 2224, 2226, or 2227
Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM - REPORT

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL
FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK *ij*
DATE: SEPTEMBER 6, 2011
SUBJECT: CURRENT BID(S) AND REQUEST FOR PROPOSALS

Invitation to Bid For City Owned 2011 Dredge Spoils - Sealed bids will be received at the Office of the City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603 until 2:00 p.m. Thursday, September 22, 2011 at which time they will be publicly opened. Bids received after the time fixed for receipt of the bid shall not be considered. Description and location of dredge spoils material and bidding instructions and information may be obtained at the City Clerk's Office, Homer, Alaska and will be mailed or faxed to requesting firms. Bidders must contact the City Clerk's Office to be entered on the list of bidders prior to submitting their bid.

CITY ATTORNEY REPORT

COMMITTEE REPORT(S)



CITY OF HOMER
PUBLIC WORKS
3575 HEATH STREET HOMER, AK 99603

TELEPHONE (907)235-3170
FACSIMILE (907)235-3145

MEMORANDUM 11-126

TO: City Council

THRU: Walt Wrede, City Manager

FROM: Transportation Advisory Committee

DATE: August 16, 2011

RE: **Waddell Way Avenue Improvement
Recommendation To Start Project Implementation**

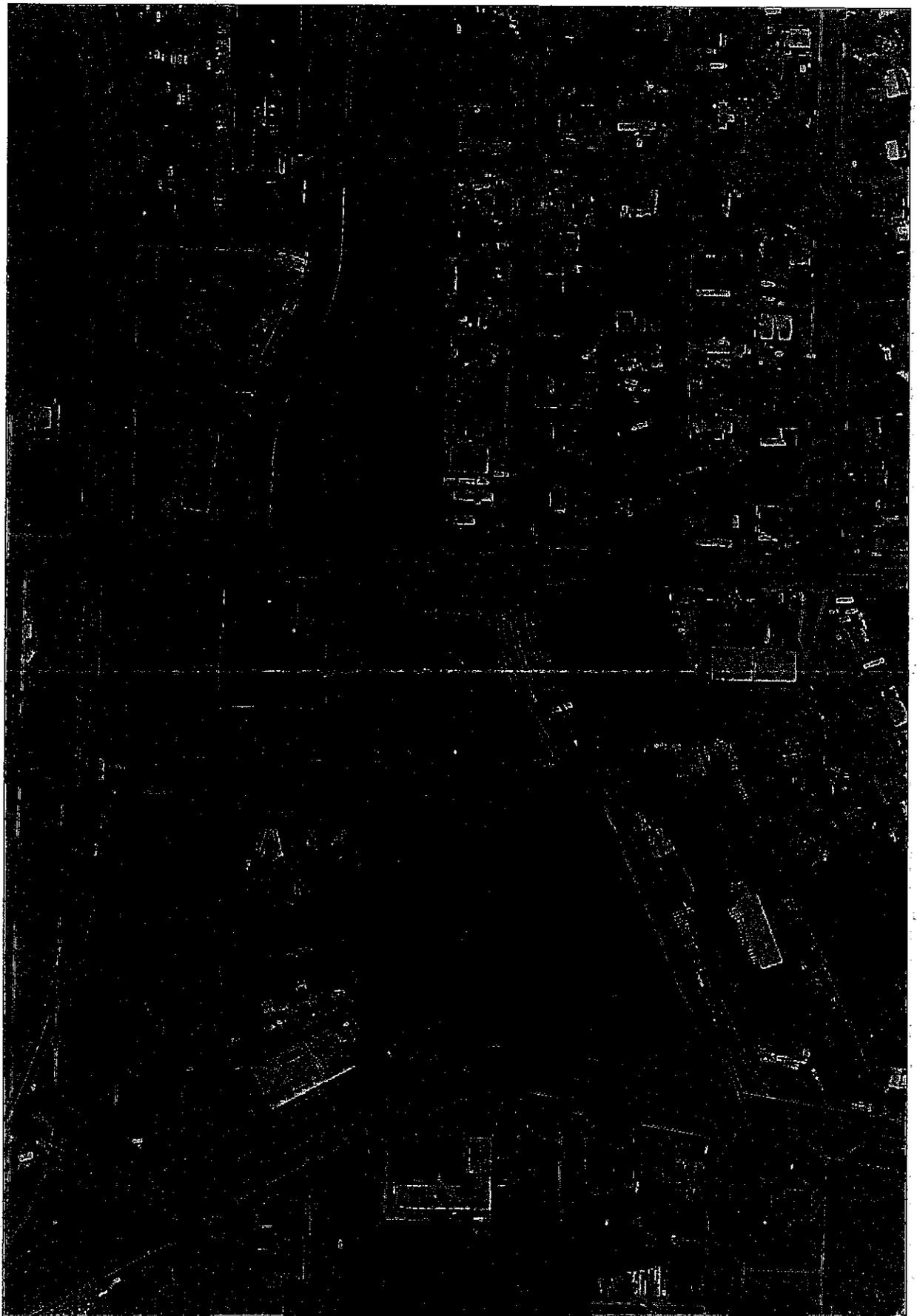
The Transportation Advisory Committee believes strongly that it is appropriate at this time to initiate one of the "modeled extensions" identified in the Homer Transportation Plan – 2005.

After studying the recommendations of this Plan, the Committee recommends that the City Council authorize planning, right-of-way acquisition and design of the Waddell Avenue connection between Lake Street and Heath Street. (See attached map) The project could also include road improvements south to the Sterling Highway and any necessary water, sewer and drainage improvements.

This connection will provide vehicular and pedestrian access to this area of the central business district and provide alternative east-west corridor to the use of the Sterling Highway and Pioneer Avenue.

The cost of this design and the construction of these improvements should be paid for by all benefited property owners. The HARP and HAWSP funds can be utilized to initially pay for the right-of-way acquisition and the design. An LID may need to be created to assess benefited properties.

Recommendations: The City Council pass an ordinance authorizing the City Manager to initiate negotiations with affected property owners, negotiate the purchase of required rights-of-way, hold public informational meetings and proceed with the design of the project.



1 inch = 150 feet



PENDING BUSINESS

NEW BUSINESS

Office of the City Clerk

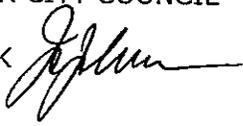
Jo Johnson, CMC, City Clerk
Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue
Homer, Alaska 99603
(907) 235-3130
(907) 235-8121
ext: 2224, 2226, or 2227
Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM 11-127

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: SEPTEMBER 7, 2011

SUBJECT: CONFIRMATION OF ELECTION WORKERS FOR THE REGULAR CITY OF HOMER ELECTION - OCTOBER 4, 2011 AND ALL PROCESSES THEREOF PURSUANT TO HOMER CITY CODE AND DEEMED NECESSARY BY THE CITY CLERK.

Pursuant to Homer City Code Sections 4.20.010 and 4.35.010 the Polling Place Judges are approved by City Council and the Canvass Board is confirmed by the City Council. Election Central Judges and Absentee Voting Officials are appointed by the City Clerk and require no approval or confirmation of the City Council.

Homer No. 1

Jane Swain, Chair
Sue Aresneau
Louise Hall
Maryann Lyda

Homer No. 2

Alice Krivitsky, Chair
Sylvia Burford
Pauline Benson
Char Jump

Canvass Board

Pauline Benson
Louise Hall

Recommendation: Confirm the appointment of the Canvass Board and approve the appointment of the Polling Place Judges for the City of Homer 2011 Regular Election.

Fiscal Note:

Polling Place - \$10.00/hr. Chairs, \$9.50/hr. Judges, 12-18 hrs. \$12.00/hr. Canvass board 2-4 hours or until done. Account: 100.102.5101-5107

Public Arts Committee

491 E. Pioneer Avenue
Homer, Alaska 99603-7624

(907) 235-8121



MEMORANDUM 11-128

TO: MAYOR HORNADAY AND CITY COUNCIL
THROUGH: WALT WREDE, CITY MANAGER
FROM: PUBLIC ARTS COMMITTEE
RE: MEMBERS FOR THE 1% FOR THE ART SELECTION COMMITTEE
DATE: AUGUST 30, 2011

At the last Public Arts Committee meeting the members approved the following persons for the 1% for the Arts Selection Committee in accordance with the Administrative Guidelines. Following is an excerpt of the action taken at that meeting.

Staff requested a motion to send the Art Selection Committee members to Council for formal appointment.

WOLFE/APLIN – MOVED TO SUBMIT THE FOLLOWING PERSONS, RICK ABOUD, CITY PLANNER AS DEPARTMENT REPRESENTATIVE; TODD STEINER, STEINER'S NORTH STAR CONSTRUCTION, INC. CONTRACTOR/DESIGN REPRESENTATIVE; WALT WREDE/ANN MARIE HOLEN, BUILDING DIRECTOR/DESIGNATED REPRESENTATIVE; MICHELE MILLER, PUBLIC ARTS COMMITTEE REPRESENTATIVE AND BRIANNA ALLEN, ARTIST AT LARGE TO CITY COUNCIL FOR APPOINTMENT TO THE 1% FOR THE ARTS SELECTION COMMITTEE FOR THE CITY HALL RENOVATION AND EXPANSION PROJECT.

There were brief comments and inquiry on the artist recommendation and how she was selected. It was noted that Vice Chair Wolfe was tasked at the last meeting to locate an artist.

VOTE. YES. NON-OBEJCTION. UNANIMOUS CONSENT.

Motion passed.

RECOMMENDATION

Approve the Members Selected for the 1% for the Arts Selection Committee for the City Hall Renovation and Expansion Project.

RESOLUTION(S)

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**CITY OF HOMER
HOMER, ALASKA**

City Clerk

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RESOLUTION 11-086

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AWARDED THE CONTRACT FOR THE KAREN HORNADAY PARK DRAINAGE IMPROVEMENTS TO THE FIRM OF JOHNSON & SONS OF ANCHOR POINT, ALASKA, IN THE AMOUNT OF \$4,660 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The City Council, on June 14, 2011, adopted Ordinance 11-22 establishing a preliminary project budget and authorizing expenditures for Phase I improvements to Karen Hornaday Park. These expenditures included preliminary engineering to include road realignment, a bridge over Woodard Creek, and *drainage improvements*; as well as \$10,000 for ball field improvements and \$5,000 for playground improvements; and

WHEREAS, Public Works identified drainage improvements that will reduce drainage problems on the ball fields and parking areas; these improvements are necessary to implement Phase I of the Karen Hornaday Park improvements, as shown in the Master Plan; and

WHEREAS, Per the City of Homer's Procurement Policy, Public Works contacted eight area contractors to solicit competitive quotes to complete the Karen Hornaday Park Drainage Improvements; and

WHEREAS, Quotes were due by 4:30 p.m. on August 16, 2011 and one sealed bid was received; the low bidder is Johnson & Sons of Anchor Point, Alaska, submitting a bid in the amount of \$4,660; and

WHEREAS, This award is not final until notice is received by Johnson & Sons of Anchor Point, Alaska, from the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby awards the contract for the Karen Hornaday Park Drainage Improvements to the firm of Johnson & Sons of Anchor Point, Alaska, in the Amount of \$4,660 and the City Manager is hereby authorized to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

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ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Acct. No. 151-776 State Legislative Grant - Karen Hornaday Park Improvements
(Phase I)



CITY OF HOMER

PUBLIC WORKS

3575 HEATH STREET HOMER, AK 99603

TELEPHONE (907)235-3170

FACSIMILE (907)235-3145

MEMORANDUM 11-129

TO: Walt Wrede, City Manager

FROM: Carey Meyer, Public Works Director

DATE: September 6, 2011

RE: **Karen Hornaday Park Drainage Improvements
Construction Award Recommendation**

The City Council, on June 14, 2011, passed an ordinance (11-22) establishing a preliminary project budget and authorizing expenditures for Phase I improvements to Karen Hornaday Park. These expenditures included preliminary engineering to include road realignment, a bridge over Woodard Creek, and *drainage improvements*; as well as \$10,000 for ball field improvements and \$5,000 for playground improvements.

The City of Homer received an FY 2010 state legislative grant in the amount of \$250,000 to be used for Phase I improvements to Karen Hornaday Park (Ordinance 11-06). The City Council also appropriated \$55,000 in stimulus funding towards improvements at the park (Ordinance 10-23A), bringing the total amount available for the project to \$305,000.

In support of implementing Phase I of the Karen Hornaday Park Improvements, Public Works identified drainage improvements that will reduce drainage problems on the ball fields and parking areas. This work consists of lowering the elevation of existing catch basin inlets, grading to direct uphill runoff to the catch basins, and re-establishing drainage ditches along the upper side of the fields and parking area. These improvements are necessary to implement Phase I of the Karen Hornaday Park improvements, as shown in the Master Plan.

Public Works contacted eight area contractors to secure competitive quotes to complete the work. Only one quote was received; from Johnson & Sons of Anchor Point, Alaska; in the amount of \$4,660. The engineers estimate was \$4,500.

Recommendations: The City Council pass a resolution awarding the contract for the Karen Hornaday Park Drainage Improvements to Johnson & Sons, Anchor Point, Alaska in the amount of \$4,660 and authorizing the City Manager to execute the contract.

Fiscal Note: State Legislative Grant
Karen Hornaday Park Improvements (Phase I)
151-776

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/Parks & Recreation
4 Advisory Commission

5 ORDINANCE 11-22
6

7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
8 ALASKA, ESTABLISHING A PRELIMINARY PROJECT
9 BUDGET AND AUTHORIZING EXPENDITURES FOR PHASE I
10 IMPROVEMENTS TO KAREN HORNADAY PARK.
11

12 WHEREAS, The City of Homer received an FY 2010 state legislative grant in the
13 amount of \$250,000 to be used for Phase I improvements to Karen Hornaday Park (Ordinance
14 11-06); and
15

16 WHEREAS, The City Council also appropriated \$55,000 in Stimulus funding toward
17 improvements at the park (Ordinance 10-23A), bringing the total amount available for the project
18 to \$305,000; and
19

20 WHEREAS, The Parks and Recreation Advisory Commission has deliberated on the best
21 use of the funding and forwarded a recommendation to the City Council to allocate an
22 appropriate amount of funding for preliminary engineering to include road realignment, a bridge
23 over Woodard Creek, and drainage improvements; as well as \$10,000 for ballfield improvements
24 and \$5,000 for playground improvements; and
25

26 WHEREAS, The Commission also wanted to keep some of the funding in reserve as a
27 possible match for future grants and/or to fund additional Phase I improvements.
28

29 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
30

31 Section 1. The Homer City Council hereby establishes a preliminary budget and
32 authorizes the expenditure of funds for improvements to Karen Hornaday Park as follows:
33

34 Expenditure:
35

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
37 151-776	Engineering / Survey	\$ 50,000
38	Ball Field Improvements	\$ 10,000
39	Playground Improvements	\$ 5,000
40	Reserved / Unallocated	<u>\$240,000</u>
41	TOTAL	\$305,000

42 Section 2. This is a budget amendment ordinance, is temporary in nature, and shall not
43 be codified.

44
45 ENACTED BY THE HOMER CITY COUNCIL this 13th day of June, 2011.

CITY OF HOMER

James C. Hornaday
JAMES C. HORNADAY, MAYOR

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51 ATTEST

Jo Johnson
JO JOHNSON, CMC, CITY CLERK

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57 YES: 6
58 NO: 0
59 ABSENT: 0
60 ABSTAIN: 0

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63 First Reading: 05/24/11
64 Public Hearing: 06/13/11
65 Second Reading: 06/13/11
66 Effective Date: 06/14/11

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69 Reviewed and approved as to form:

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71
72 Walt Wrede
73 Walt Wrede, City Manager

Thomas F. Klinkner
Thomas F. Klinkner, City Attorney

74
75 Date: 6/16/11
76

Date: 6-22-11
77

CITY OF HOMER
HOMER, ALASKA

City Clerk

RESOLUTION 11-087

A RESOLUTION OF THE CITY COUNCIL OF HOMER,
ALASKA, AWARDED THE CONTRACT FOR THE COAST
GUARD PARKING AND ACCESS IMPROVEMENTS TO THE
FIRM OF _____ OF _____,
_____, IN THE AMOUNT OF \$_____ AND
AUTHORIZING THE CITY MANAGER TO EXECUTE THE
APPROPRIATE DOCUMENTS.

WHEREAS, The City Council, on August 23, 2011 adopted Ordinance 11-34
establishing a budget for the Coast Guard Parking and Access Improvements project; and

WHEREAS, Per the City of Homer's Procurement Policy, Public Works contacted eight
area contractors to solicit competitive quotes to complete the Coast Guard Parking and Access
Improvements; and

WHEREAS, Quotes were due by 4:30 p.m. on September 7, 2011 and ____ sealed bids
were received; the low bidder is _____ of _____,
submitting a bid in the amount of \$_____; and

WHEREAS, This award is not final until notice is received by _____ of
_____, _____, from the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska,
hereby awards the contract for the Coast Guard Parking and Access Improvements to the Firm of
_____ of _____, _____, in the Amount of \$_____
and the City Manager is hereby authorized to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Acct. No. 456-380 Parking and Access Improvements \$21,798.25 Lot 45-A, Coast
Guard Parking.

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/ Port and
4 Harbor Director

5 ORDINANCE 11-34
6

7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
8 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
9 BY APPROPRIATING \$21,798.25 FROM THE PORT AND
10 HARBOR RESERVES FOR PARKING AND ACCESS
11 IMPROVEMENTS AT THE COAST GUARD PARKING AREA
12 ON LOT 45-A ADJACENT TO THE PIONEER DOCK.
13

14 WHEREAS, The City of Homer and the United States Coast Guard have entered into a
15 lease agreement for berthing space at the Pioneer Dock which includes 25 parking spaces on Lot
16 45-A adjacent to the approach trestle; and
17

18 WHEREAS, The City of Homer initially issued a land use permit to the State of Alaska
19 Marine Highway System (AMHS) which allowed AMHS to use Lot 45-A for a ferry terminal
20 and staging area; an arrangement that worked well for many years; and
21

22 WHEREAS, The existing use patterns and parking configuration on Lot 45-A became
23 problematic and conflicts began to occur due to a number of factors including increased visits by
24 AMHS vessels, the AMHS plan to construct a warehouse, a lack of long term parking for AMHS
25 employees, and USCG staff vehicles parking in areas that blocked fire lanes and interfered with
26 AMHS staging operations; and
27

28 WHEREAS, The Coast Guard and the Alaska Marine Highway System are very
29 important tenants and the City worked with both to find a global solution that was satisfactory to
30 all of the parties; and
31

32 WHEREAS, The solution included a new lease agreement between the City and AMHS
33 in which AMHS relinquished any rights it might have to use the portion of Lot 45-A occupied by
34 USCG in exchange for similar acreage on Lot 48 to be used for a warehouse, staging area, and
35 long term employee parking; and
36

37 WHEREAS, As part of the agreement, the City agreed to reconfigure Lot 45-A so that
38 the area used for USCG parking was no larger than absolutely necessary and did not impact
39 AMHS staging operations, the USCG and AMHS portions of Lot 45-A were clearly delineated,
40 and the parking pattern for USCG vessels was changed to keep vehicles off the apron and fire
41 lanes open; and
42

43 WHEREAS, Capital expenditures associated with the project include removing the
44 existing fencing, importing fill to expand the parking area on Lot 45-A and into Lot 20; also
45 occupied by USCG, and constructing an access road from the Lot 20 staging area directly to the
46 trestle leading to the Hickory's berth.

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NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The FY 2011 Operating Budget is hereby amended by appropriating \$21,798.25 from the Port and Harbor Reserves for the purpose of constructing parking and access improvements at the Coast Guard parking area on Lot 45-A adjacent to the Pioneer Dock as follows:

Expenditure:

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
456-380	Parking and Access Improvements Lot 45-A, Coast Guard Parking	\$21,798.25

Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

ENACTED by the Homer City Council this 22 day of August, 2011.

CITY OF HOMER

James C. Hornaday
JAMES C. HORNADAY, MAYOR

ATTEST:

[Signature]
JOHNSON, CMC, CITY CLERK

YES: 6
NO: 0
ABSTAIN: 0
ABSENT: 0

First Reading: 8/08/11
Public Hearing: 8/22/11
Second Reading: 8/22/11
Effective Date: 8/23/11

Reviewed and approved as to form:

[Signature]
Walt E. Wrede, City Manager

Thomas F. Klinkner, City Attorney

Date: 8/29/11

Date: _____

CITY OF HOMER
HOMER, ALASKA

City Clerk

RESOLUTION 11-088

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
AWARDING THE CONTRACT FOR THE FIRE STATION
DRAINAGE IMPROVEMENTS TO THE FIRM OF
OF _____,
IN THE AMOUNT OF \$ _____ AND AUTHORIZING THE CITY
MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The City Council, on September 12, 2011, adopted Ordinance 11-36(S) establishing a budget for the Fire Station Drainage Improvements project; and

WHEREAS, Per the City of Homer's Procurement Policy, Public Works contacted eight area contractors to solicit competitive quotes to complete the Fire Station Drainage Improvements; and

WHEREAS, Quotes were due by 4:30 p.m. on September 9, 2011 and _____ sealed bids were received; the low bidder is _____ of _____, submitting a bid in the amount of \$ _____; and

WHEREAS, This award is not final until notice is received by _____ of _____, from the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby awards the contract for Fire Station Drainage Improvements to the firm of _____ of _____, in the amount of \$ _____ and the City Manager is hereby authorized to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Acct. No. 156-393 Fire Depreciation Reserves Parking Lot Drainage

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Manager/Fire Chief

4 ORDINANCE 11-36(S)

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,
7 ALASKA, AMENDING THE FY 2011 OPERATING BUDGET
8 BY REAPPROPRIATING ~~\$15,000~~ \$20,000 FOR DRAINAGE
9 AND ASSOCIATED IMPROVEMENTS AT THE FIRE HALL
10 PARKING LOT.

11
12 WHEREAS, The adopted FY 2008 Operating Budget contained a capital appropriation in
13 the amount of ~~\$15,000~~ \$20,000 to make drainage improvements at the Fire Hall parking lot; and
14

15 WHEREAS, The project was not completed for a variety of reasons and no money was
16 expended, however, the need to make drainage improvements still exists and the Fire
17 Department wishes to have the expenditure reauthorized; and
18

19 WHEREAS, HCC 3.05.030 (b) provides "An appropriation for a capital expenditure shall
20 continue in force until the purpose for which it is made has been accomplished or abandoned; the
21 purpose of such appropriation shall be deemed abandoned if three years pass without
22 disbursement or encumbrance of the appropriation."
23

24 THE CITY OF HOMER ORDAINS:

25
26 Section 1. The FY 2011 Operating Budget is hereby amended by re-appropriating
27 ~~\$15,000~~ \$20,000 from the Fire Department Depreciation Reserves for drainage improvements at
28 the Fire Hall parking lot as follows:
29

30 Expenditure:

<u>Acct No.</u>	<u>Description</u>	<u>Amount</u>
156-393	Fire Depreciation Reserves	\$15,000 <u>\$20,000</u>
	Parking Lot Drainage	

34
35 Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall
36 not be codified.
37

38 PASSED AND ENACTED by the Homer City Council this _____ day of _____,
39 2011.
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CITY OF HOMER

JAMES C. HORNADAY, MAYOR

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ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

Walt Wrede, City Manager

Date: _____

Thomas F. Klinkner, City Attorney

Date: _____

1 CITY OF HOMER
2 HOMER, ALASKA

Zak

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4 RESOLUTION 11-089
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6 A RESOLUTION OF THE HOMER CITY COUNCIL
7 REQUESTING THE NATIONAL OCEANIC AND
8 ATMOSPHERIC ADMINISTRATION INCLUDE THE
9 RESULTS OF ITS SOCIO-ECONOMIC STUDY IN THE
10 FORMULATION OF THE PROPOSED HALIBUT CATCH
11 SHARING PLAN.
12

13 WHEREAS, The City of Homer is the "Halibut Capital of the World" and is supported
14 by an economically healthy subsistence, commercial and recreational halibut fishery under the
15 current federal Guideline Harvest Level rule for the guided recreational angler halibut allocation;
16 and
17

18 WHEREAS, The National Oceanic and Atmospheric Administration (NOAA) has
19 published for public review and comment, a proposed halibut Catch Sharing Plan (CSP) that
20 changes the allocation of the halibut resource between the commercial and guided recreational
21 sector; and
22

23 WHEREAS, The City of Homer thanks NOAA for extending the public comment period
24 by fifteen days to September 21, 2011 so the public can be better informed about the proposed
25 halibut Catch Sharing Plan (CSP), its potential significant socio-economic implications, and
26 provide comment thereon; and
27

28 WHEREAS, The Homer Chamber of Commerce voted to officially request from NOAA
29 and the National Marine Fisheries Service three items:

- 30 1) Extend the comment period for the CSP by sixty days;
31 2) Prepare an economic impact analysis using current data;
32 3) Set the CSP allocation to closely approximate the Guideline Harvest Level's (GHL)
33 allocation; and
34

35 WHEREAS, A reallocation of the halibut resource may have substantial negative tax
36 consequences to the City of Homer and the residents it serves; and
37

38 WHEREAS, The City of Homer wishes to maintain its stable tax base supported by both
39 commercial and guided recreational fishing to provide public services to the community.
40

41 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council directs the City
42 Manager to submit a letter to the United States Secretary of Commerce and the United States
43 Secretary of State emphasizing the need to incorporate the findings of the current comprehensive
44 social-economic study being conducted by NOAA before action is taken on the CSP, and to
45 adjust the CSP allocation in accordance with the indicative results of the economic study.
46

47 BE IT FURTHER RESOLVED that the Homer City Council directs the City Manager to
48 provide copies of this letter to the President of the United States, the Director of NOAA,
49 Assistant Administrator of the National Marine Fisheries Service, Governor Sean Parnell,
50 Senator Lisa Murkowski, Senator Mark Begich, Representative Don Young, Legislators of the
51 State of Alaska, and the Commissioner of the Alaska Department of Fish and Game.

52
53 PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2011.

54
55 CITY OF HOMER

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60 JAMES C. HORNADAY, MAYOR

61 ATTEST:

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66 JO JOHNSON, CMC, CITY CLERK

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69 Fiscal Note: N/A

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**CITY OF HOMER
HOMER, ALASKA**

Lewis/Zak/Parks and Recreation
Advisory Commission

RESOLUTION 11-090

A RESOLUTION OF THE CITY COUNCIL OF HOMER,
ALASKA, SUPPORTING THE CONCEPT AND
CONSTRUCTION OF NON-MOTORIZED PATHWAYS TO
INCREASE THE SAFETY FOR MOTORIZED AND NON-
MOTORIZED USERS ALONG KACHEMAK DRIVE
LOCATED WITHIN THE CITY LIMITS, FROM THE BASE OF
THE HOMER SPIT TO EAST END ROAD.

1
2 WHEREAS, The Parks and Recreation Advisory Commission established a committee to
3 specifically address possible solutions to the hazards presented to non-motorized and motorized users
4 of Kachemak Drive; and
5

6 WHEREAS, Public input was sought through a variety of channels for solutions to address
7 these safety concerns; and recommendations to Lower the Speed Limit, Alter the Travel Lane
8 Width and Shoulder, Increase the Use of Signage, Construct Separated, Non-motorized Paths
9 paralleling Kachemak Drive using the existing Utility Easements will be contingent on available
10 funding in the future; and
11

12 WHEREAS, The Homer City Council has shown support in approval of the Homer Non-
13 Motorized Transportation and Trail Plan, Homer Area Transportation Plan, Climate Action Plan,
14 HART Policy Manual and inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital
15 Improvement Plan; and
16

17 WHEREAS, Increasing active transportation, motorized and non-motorized, offers the
18 potential for improved public health, economic development, a cleaner environment, reduced
19 transportation costs, enhanced community connections, social equity, and more livable
20 communities.
21

22 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska,
23 hereby supports the concept and construction of non-motorized pathways along Kachemak Drive in,
24 over, and upon property within the City of Homer, and that said improvements are necessary for the
25 use and benefit of the public; and
26

27 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, further supports
28 the actions increasing the safety for motorized and non-motorized users along Kachemak Drive
29 in any or all of the following ways:

- 30 - Alteration of the existing Kachemak Drive and Shoulder
 - 31 - Separated Paths paralleling Kachemak Drive using the Utility Easements
 - 32 - Lowering the Speed Limit
 - 33 - Increasing the Use of Signage
- 34

35 PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2011.

36

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CITY OF HOMER

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JAMES C. HORNADAY, MAYOR

42 ATTEST:

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JO JOHNSON, CMC, CITY CLERK

47

48 Fiscal information: Funding not defined.

49

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW



Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

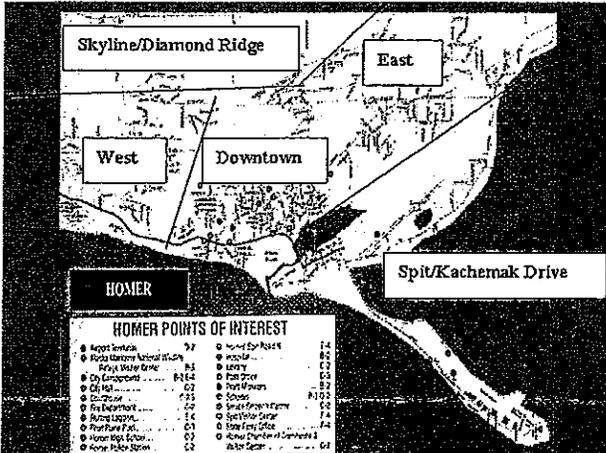
Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Lon Zitzmann

Address (Optional) 599 Hidden Way

City, State, Zip Homer, AK



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

Loop - bike ride to Boat and Dond

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--|--|--|--|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Support

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

strongly support
safer for all

Support
safer for all

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

No

safety +
preserving scenic
by way drive option

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW



Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

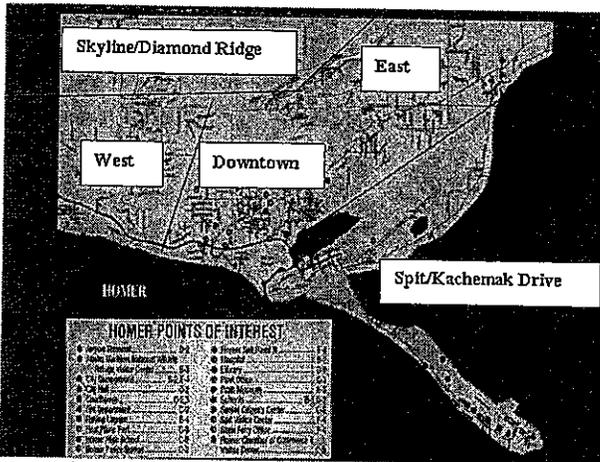
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Name (Optional)

Address: (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle or walk along Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike or walk, which of the following describes why you use Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car, which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|---------------------------------------|--|--|---------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike/Walking Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?
 The ability to safely ride a bike or run on the road. Additionally, it should NOT be commercialized

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, CDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

Renee Krause

From: Hayley Norris <hayleybird412@gmail.com>
Sent: Wednesday, July 06, 2011 11:16 AM
To: Renee Krause
Subject: Kachemak Drive Survey
Attachments: Survey Kachemak Drive 07.06.11.xml

attached.

<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3>41347 McLay Road</TextField3>

<TextField4>Homer, AK 99603</TextField4>

<Answer>East Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer>Routine Errands</Answer>

<Answer>Routine Errands</Answer>

<TextField1>and 'Trips to the Spit.'</TextField1>

<TextField1>and 'Trips to the Spit.'</TextField1>

<TextField2/>

<Question11>I think 25 mph is too low of a speed limit. I'd support 30 mph.</Question11>

<Question10>I do support this trail, but only after the narrower lane/shoulder option. This trail would accommodate pedestrians, older and younger, but not cyclists. I think cyclists must be accommodated for because the mode of travel is so beneficial to our environment and society. So, I only support this option if it is included with a plan to put in shoulders along Kachemak Drive for cyclists.</Question10>

<Question5>This is my favorite option and I whole-heartedly support it. There are so many benefits that could be realized with the implementation of this option. For one, the speed that drivers drive will be less with the narrower lanes. This makes things safer first off. Next, cyclists and pedestrians would have a designated spot to walk and ride if a shoulder is painted. This improves safety and encourages residents to get out and walk/ride that beautiful road. Also, this option seems that monetarily it would be relatively cheap compared to a separated bike path. The only thing not good about this option is that some kids and older people might not feels safe on a shoulder alone and this is why a separated path should still be considered as a long-term goal. This option could be a shorter-term goal.</Question5>

<Question3>I do support this option because it would be the beginning or end of a full-length Kachemak Drive pedestrian path. Also, locals and tourists could more easily enjoy the beautiful views and wildlife in the area. That stretch of Kachemak Drive is one of the most dangerous spots for walking and cycling on the road; therefore, a trail could make that safer for pedestrians at least.</Question3>

<Question1>I'd like to see bike lanes and a seperated path for other pedestrians. This will mean there is a loop of trails: the Spit, East End Road and Kachemak Drive. Maybe even some camp grounds and other nature, bird viewing trails.</Question1>

<Question2/>

<Question13>It is unsafe to walk or cycle along Kachemak Drive and it is an important road in our town.</Question13>

<Question6>I do not support this option. Kachemak Drive is an important road in our community and it needs to be safer. Kachemak Drive being safer makes this a better community.</Question6>

<RadioButtonList>1</RadioButtonList>

<RadioButtonList/>

<RadioButtonList/>

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<Question1/>  
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</form1>
```

Renee Krause

From: chase warren <likes_to_roam@yahoo.com>
Sent: Wednesday, July 06, 2011 11:56 AM
To: Renee Krause
Subject: path survey
Attachments: survey.kdpc_.06.21.11.xml

Excellent idea to put this online!

<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3>41347 mclay rd</TextField3>

<TextField4>kachemak city, ak, 99603</TextField4>

<Answer>East Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer>Regularly, once or twice a week</Answer>

<Answer>Routine Errands</Answer>

<Answer/>

<TextField1/>

<TextField1/>

<TextField2>Chase Warren</TextField2>

<Question11>How about 30? Or, and I know the committee has little to do with this but, what if we actually enforced the speed limit? Make it a double fine zone. 25 is kinda pushy, considering nobody wants to go 35.</Question11>

<Question10>Good luck. If the cost, right of way issues, dealing with the airport, dealing with the bog, cooperation with HEA, and the time it would take to deal with all those things were not issues, then yes I am for it. Create a shoulder first, then tie yourselves up with this project for the next 10 years. </Question10>

<Question5>I am in full support of this option. Although it is not an ideal solution, as it does not safely open up the shoulder to children/families, or persons with special needs. However, the cost/effectiveness of this option for out way the others. A consistent shoulder width is not necessary to immediately alleviate the dangers of riding on the current uneven and rock/sand riddled shoulders. No fill is needed, which dramatically reduces the cost of creating a shoulder. In addition, I would propose more signs, both speed limit and be aware of pedestrian/cyclists signs.</Question5>

<Question3>The trail would promote tourism, the shore bird festival would benefit greatly. Perhaps increased traffic would cut down on blatant littering. Also the trail seems to cut right through areas currently being used as squatter camps, the remnants of these camps are evident by the bags of trash and weather logged materials scattered along the bluff. I'd rather see people appreciating the area, not abusing it. The downside of this option is that it really doesn't address the inherent safety hazards of riding and/or walking on K drive, and could distract from the real objective of the committee. </Question3>

<Question1>Ideally, a separated ADA approved path connecting E end road to the spit, with alternate nature trails headed north and through the bog that could be used as ski trails in the winter</Question1>

<Question2>Every year since I have lived here I have seen more cyclists and higher gas prices. If you want people to be able to afford to live here, something that has always been an issue, the city design should be able to accommodate alternative modes of transportation. </Question2>

<Question13>considerations made by the state/city/drivers who speed/drivers who pass a pedestrian or cyclists with another car coming in the other lane at the same time also, the condition or lack of shoulder. the lack of considerations by others could be alleviated by a sufficient shoulder</Question13>

<Question6>This would be absolutely negligent, which is my current opinion of the situation. K dr. has become a major through route for those working/ travelling to the spit or ocean drive. For everyone's safety there needs to be a shoulder. If nothing is done now, when there is the opportunity, any accidents in the future would reflect quite clearly that the state and the city has not been concerned enough about the safety of persons to do anything. </Question6>

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<RadioButtonList/>

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<RadioButtonList/>

<RadioButtonList/>

<RadioButtonList/>

<RadioButtonList>1</RadioButtonList>

<Question1>pave out to the edge of the dirt, re-stripe the road, narrow the lanes if at all possible, put up signs, enforce the current speed limit. any or all of these I feel would dramatically improve the situation as is</Question1>

<Question1>Your dealing with a situation that places people within 12-24" of being struck by a moving vehicle. I feel that no matter how difficult or significant the investment that the city has made some major oversights in letting this go on for so long and must do something before someone is hurt. I'm all for the narrow lanes and re-paving option!</Question1>

</form1>

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

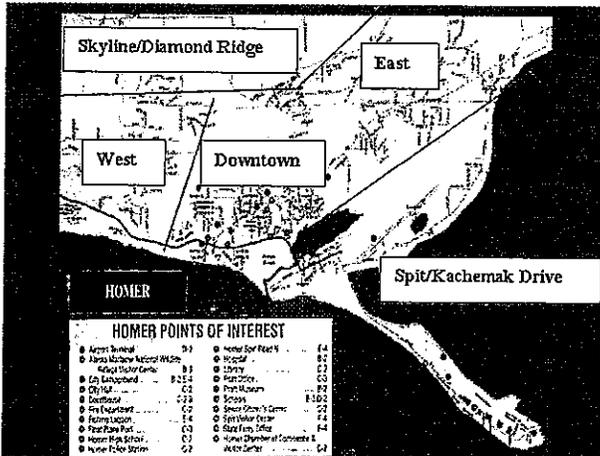


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
 City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

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- Kachemak Drive and Spit

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- Never
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5. If you ride a bike or walk, which of the following describes why you use Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
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- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
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- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--|--|--|--|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

I can't find where Airport Access Road is.

A better connection to FAA road would be good, esp. the crossing from the W-side of Ocean Drive (heading out the spit) onto the spit trail (E-side) could be improved. A round-a-bout would be a really good idea here.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike/Walking Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Yes, I'd support this option. This is an economical and effective solution. By keeping bicyclists on the road, they are easier for motorists to see, making it safer for everybody.

When going for this option, it is important to implement it on both sides. Cycling in the opposite direction from car traffic is very dangerous because bikes are not expected to come from this direction and their speed is generally underestimated.

As with any of the other solutions, snow plowing and dirt can be

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Motorists tend to like this option because it gets bikes off "their" road, and inexperienced bikers like it because it gives them a (false!) sense of security.

Unfortunately, this is actually a bad idea in terms of bike safety. Drivers cannot see or do not notice bicycles that far off the road. Riding this kind of trail is often less safe than riding on the road

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Good idea.

Why limit this to summer months? Driving conditions don't get better during the winter.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

There's a need to improve Kachemak Drive. That said, I would not have given it the highest priority. Main Street, of all places, is an embarrassment for our town. Please go there, get out of the car, and take a walk. Now imagine pushing a baby stroller through the dirt. Now imagine doing this in winter with a foot of snow. It's downright scary.

13. What do you feel are the most pressing issues facing Kachemak Drive?

Intersection with Spit Rd is dangerous.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

Maintain the rural/wilderness character of Kachemak Drive. Widening this drive would be a sad mistake. This is a great scenic drive through wetlands, past baby moose, with views of the bluff and the the bay, and all that right next to town.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

A speed limit along with a narrower road for cars would be a great start. One without the other would be dangerous.

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Round-a-bout at the base of the spit, intersection Kachemak Drive and Spit Rd. Not that big of an investment, really. Pay-off in smoother traffic and considerable fuel savings compared to the current stop-signs. This would also improve safety for motorists, cyclists and pedestrians.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. DIVISION AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

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<?xml version="1.0" encoding="UTF-8"?>
<form1>
  <TextField3>41640 Gladys Ct</TextField3>
  <TextField4>Homer</TextField4>
  <Answer>East Homer</Answer>
  <Answer/>
  <Answer>Kachemak Drive and Spit</Answer>
  <Answer/>
  <Answer/>
  <Answer/>
  <Answer>Never</Answer>
  <Answer>Regularly, once or twice a week</Answer>
  <Answer> Other </Answer>
  <Answer>Trips to the Library, Museums, Spit, Parks, etc.</Answer>
  <TextField1>To access the spit.</TextField1>
  <TextField1/>
  <TextField2>Duane Howe</TextField2>
  <Question11>That would be too confusing to motorists to have changing speed limits. They
    already drive 50 mph in the 25 zone. </Question11>
  <Question10>That could work if the easements are far enough from the road to allow several feet
    of separation from the roadway. I walk frequently on the spit and along East Road, and I can
    tell you I would not feel safe with any less space than there is along those paths, and there is
    several feet most of the time. I have known two people who were killed trying to walk or ride
    a bike too close to traffic. I would not risk doing it myself.</Question10>
  <Question5>That would not allow enough space to walk or ride a bike safely. </Question5>
  <Question3>No. It would not be of much use just to go that far. </Question3>
  <Question1>Pretty much like it is now.</Question1>
  <Question2>That road is primarily to access the homes along it, and it should stay that way. There
    is little place for businesses along it because it is mostly wetland which should not be
    disturbed or filled in.</Question2>
  <Question13>Surface water drainage and domestic water supply.</Question13>
  <Question6>Since there is already a path on East End Road we may not need another one to go
    essentially to the same place. Extending the present one farther east would make more
    practical sense to me.</Question6>
  <RadioButtonList/>
  <RadioButtonList>1 </RadioButtonList>
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  <RadioButtonList>1 </RadioButtonList>
  <RadioButtonList/>
  <RadioButtonList>1 </RadioButtonList>
  <RadioButtonList/>
  <Question1>Improve the drainage and rezone the commercial portion to conservation. There
    should be no development in the wetlands. This would add to the recreational value of a path,
    but the cost would be questionable. I have seen groups of bikers that ride out via one route and

```

return via the other route, so this might be an excuse to improve Kachemak Drive to accommodate that sort of recreation. </Question1>

<Question1>Little investment should be made here because most of that land will eventually be eroded away along with the houses on it. There is no way to prevent it as we are learning in other parts of town.</Question1>

</form1>

<?xml version="1.0" encoding="UTF-8"?>

<form1>

JUL 01 2011 PM01:53

<TextField3/>

<TextField4/>

<Answer>East Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Infrequently; maybe every few months</Answer>

<Answer>Frequently, several times a week or every day</Answer>

<Answer> Other </Answer>

<Answer>Other</Answer>

<TextField1>exercise and to go birding</TextField1>

<TextField1>to go to the spit or businesses that are closer that way for me</TextField1>

<TextField2>Lani Raymond</TextField2>

<Question11>I definitely think you need to acknowledge that there is lots of bike and pedestrian traffic in winter also!! Not so much as summer, but still quite a bit. AND, it is a more dangerous situation because of ice on the road. This road is often quite icy and with the curves and limited visibility, can be challenging for drivers. Please also note that if you reduce the speed limit but don't enforce it, the situation will still be very dangerous.</Question11>

<Question10>This might be another good idea. Possibly safer but more costly.</Question10>

<Question5>I think there should be a narrowing of the road and make a walking/biking lane on ONE SIDE ONLY. The speed limit should be reduced and enforced. The speed limit should also be lower in winter because there is still lots of use (biking and walking) even in winter and with icy roads, the lower limit would still be needed. I think also some sort of "watch for pedestrians and bikers along this road" caution signs should be in place at each end.</Question5>

<Question3>It's a good idea. I walked it last week and there were several people camping down there. Concern about it being a possible homeless area? Also how maintained in winter?</Question3>

<Question1>Not built up with lots of commercial stuff. It is beautiful as it is now. Hopefully there won't be too much more erosion. If it had a bike/walking path somewhere along it to use safely, it would be a fantastic asset. Plus being able to go from town out East End Rd, down Kachemak Dr then back into town as a circle (or triangle).</Question1>

<Question2>More use of Kachemak Drive for driving and walking and biking. More people wanting to use bikes and walk for various reasons--save gas, exercise, etc.</Question2>

<Question13>Safe travel for: bicyclists, walkers and vehicles. I want to say somewhere that your Question #3 might be going to give you a false sense of amount of use this road gets for walking and biking. AS IT IS NOW, I and many others I know avoid using Kachemak Drive. But if it were safe, there would be way, way more use!!!!</Question13>

<Question6>Obviously something needs to be done!!</Question6>

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<Question1>Figure out what is most affordable and weigh the safety. I also think that you need to do something SOON!! Not just have an elaborate plan for 5 years down the road (pardon the pun there). Reducing the speed limit for vehicles is easy and cheap. People may complain but taking a little bit more time is not the end of the world. (But would have to be enforced.)
</Question1>
<Question1>Ideally there would be a bike path along the whole way but that might not be possible due to cost, land owners not wanting to cooperate, and the fact it is wetland part of the way. If enough people think about it and help plan, there will be a way found to accomplish this.</Question1>
</form1>

Renee Krause

From: Adam Bauer <abauer@bauerhaus.ws>
Sent: Friday, July 01, 2011 6:13 PM
To: Renee Krause
Subject: Kachemak Drive survey
Attachments: survey.kdpc.pdf

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW



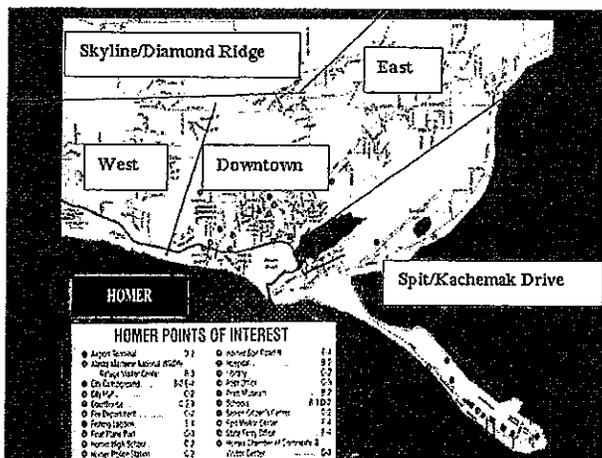
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

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Name (Optional) Address: (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

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|--|--|--|--|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space |

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14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

The area will most likely lose more coastline to erosion there will most likely be fewer residents. I doubt there will be any more businesses. The road will become an important transportation link diverting traffic from East Road to Ocean Drive both of

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3/>

<TextField4>Homer, AK 99603</TextField4>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Kachemak Drive and Spit</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Frequently, several times a week or every day</Answer>

<Answer>Regularly, once or twice a week</Answer>

<Answer>Commuting - Work or School</Answer>

<Answer>Commuting to Work or School</Answer>

<TextField1/>

<TextField1/>

<TextField2>Ryan Briscoe</TextField2>

<Question11>Yes, as long as the speed limit is enforced. Although, you will still have cars that go around bicyclists/walkers in unsafe locations.</Question11>

<Question10>Yes, this would be the ideal situation and would encourage more user groups to use the trail.</Question10>

<Question5>If there is actually enough room to do this safely, then I would support it. I am skeptical that there is enough room with the current width of the road to make this feasible.</Question5>

<Question3>Yes, this seems to be the most dangerous spot since cars frequently go around me on my bicycle in the middle of the hill where they cannot see what is coming the other direction.</Question3>

<Question1>Kachemak drive should have a trail that connects the Spit trail to the East End Road trail. </Question1>

<Question2>I don't know the history beyond three years, so I can't speak to long term changes, but the city should provide safe travel options for multiple user groups.</Question2>

<Question13>Providing a safe road for all user groups (cars, walkers, bicycles, etc.).</Question13>

<Question6>I do not support taking no action.</Question6>

<RadioButtonList/>

<RadioButtonList>1</RadioButtonList>

<RadioButtonList/>

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<RadioButtonList>1</RadioButtonList>

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<RadioButtonList/>

<RadioButtonList/>

<Question1>For starters, you could add the half mile trail from the spit to the airport access road and widen the shoulders on the remainder of the road. </Question1>

<Question1>Ultimately, it would be best to have a trail connecting the spit to East End Road.</Question1>

</form1>

Renee Krause

From: Ryan & Erin Briscoe <rebriscoe602@hotmail.com>
Sent: Thursday, June 30, 2011 10:38 AM
To: Renee Krause
Subject: Kachemak Drive Path survey
Attachments: survey.kdpc_.06.21.11_0.xml

Hello,
I filled out the survey online and clicked on submit via email. It said to save file and attach to an email, so I did that. It saved it as an .xml file instead of a .pdf file. Hopefully, you can read the .xml file and see my comments.

Thanks,
Ryan

Dear Homer Community Member,

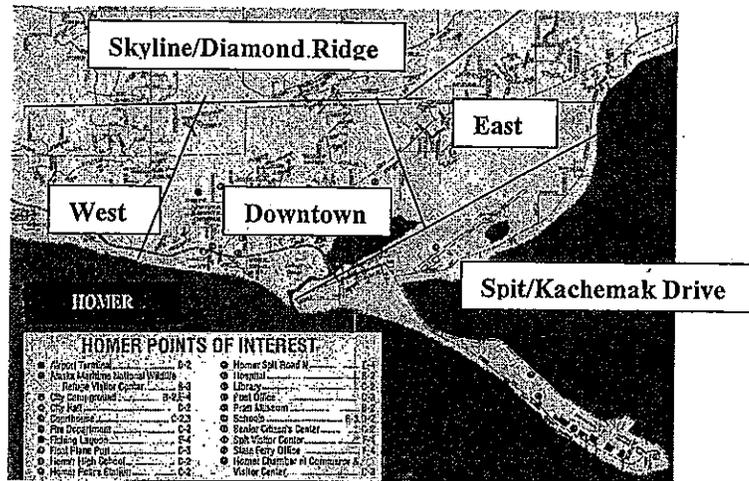
Thank you for attending the Kachemak Drive Proposed Bike Path Open House.

Background: Earlier this year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented tonight are ideas created and supported by the subcommittee, but not put forth as concrete plans. Your input and opinions will help us formulate further actions, if any, that should occur along this issue.

Please help our efforts by completing the survey form below.

1. Please refer to the map below and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge



Please refer to the map and indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently: maybe every few months
- Occasionally: about once or twice a month
- Regularly: once or twice a week
- Frequently: several times a week to every day

If you ride a bike, which of the following describes why you use it on Kachemak Drive. Check all those that apply.

- Regular exercise or workout
- Commuting to work or school
- Routine errands
- Trips to the library, museums, parks, and similar places
- Family outings or touring
- Other (please indicate)
- I do not ride a bike

How often to do you drive a car on Kachemak Drive?

- Never
- Infrequently: maybe every few months
- Occasionally: about once or twice a month
- Regularly: once or twice a week
- Frequently: several times a week to every day

If you drive a car, which of the following describes why you use it on Kachemak Drive. Check all those that apply.

- Commuting to work or school
- Routine errands
- Trips to the library, museums, parks, and similar places
- Other (please indicate)

If you could re-allocate space on the road for the following user groups, circle the action you would take:

Space For	Less Road Space	Same Road Space	More Road Space
Cars	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrians	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Cyclists	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Buses	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

The following page refers to the ideas presented at the Kachemak Drive Open House:

1. Half Mile Trail from base of the spit to the airport access road.

Do you have any comments or concerns about this option?

I LIKE IT CAN BE A NICE WALKABLE/BIKABLE
RECREATIONAL ROUTE.

Do you support this option? Why or why not?

YES, VERY APPEALING GREAT EASY WALK CLOSE TO SPIT
PARKING, A WALKABLE ACCESS TO GRAVEL BAR - FOR BIRDING

2. Narrowing width of road on Kachemak Drive and adding widened painted shoulder for bike lane.

Do you have any comments or concerns about this option?

I THINK IT CAN/SHOULD BE DONE, EASY TO
ACCOMPLISH, RELATIVELY INEXPENSIVE

Do you support this option? Why or why not?

YES INCREASES SAFETY, CONNECTS EXISTING
BIKE PATHS.

3. Creating a separated recreational trail following current water and sewer right of ways.

Do you have any comments or concerns about this option?

BEST OPTION UNTIL POWER LINE EASEMENT COULD
BE UTILIZED.

Do you support this option? Why or why not?

YES, MAKES GOOD USE OF DISTURBED GROUND/
PROPERTY

4. Decreasing speed to 25 mph during summer months (defined as non-studded tire months) and making it a "scenic byway" during this time.

Do you have any comments or concerns about this option?

A GOOD OPTION - WOULD BE MORE SCENIC WITH
2-3 POCKET PARKS/COURT YARDS

Do you support this option? Why or why not?

YES, INCREASES SAFETY, EASY TO IMPLEMENT

5. Take no action on Kachamak Drive.

Do you have any comments or concerns about this option?

NOT A VIABLE OPTION FOR ME, SOMETHING
NEEDS TO BE DONE.

Do you support this option? Why or why not?

NO. IT MEANS GIVING UP, ACCEPTING NO FOR
AN ANSWER

In addition, we would appreciate your thoughts on the following questions:

What do you feel are the most pressing issues facing Kachamak Drive?

SPEEDING, LACK OF BICYCLE/PEDESTRIAN PATH

How are the community and the uses of Kachamak Drive changing?

BICYCLE USE INCREASING, URBAN USE INCREASING
MORE DEVELOPMENT IN GENERAL

How should we respond to these changes?

SLOW VEHICLE TRAFFIC PROVIDE SAFE OPTIONS
FOR BICYCLES + PEDESTRIANS

What do you want Kachamak Drive to look like 10 and 20 years into the future?

A SCENIC BYWAY WITH A MIX OF BUSINESS,
INDUSTRY, RESIDENTIAL - ACCESSED BY IMPROVED
ROAD/BIKE/PEDESTRIAN PATH

4. Please identify any actions on Kachamak Drive that seem easy, affordable and effective.

WEEKLY PLACEMENT OF DIGITAL SPEED CAP, RADIO/NEWSPAPER
EDUCATIONAL SPOTS, SHARP TAPER ROAD SIGNS SPEED LIMIT
ENFORCEMENT, OTHER SIGNS, PEDESTRIAN'S BIKES. DOUBLE FILE

5. Please identify any actions on Kachamak Drive that you feel we need to take even though they seem hard, but worth it. These actions may be difficult to achieve or may require a significant investment.

PURCHASE TRAIL EASEMENT(S), PURCHASE PROPERTY
FOR TRAILHEADS, PARKING, SCENIC OVERLOOKS
ENCOURAGE BUSINESSES/HOMEBOWNERS TO
CLEAN UP PROPERTIES.

JULY 2011

<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3>PO Box 2355 </TextField3>

<TextField4>Homer, AK 99603</TextField4>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Never</Answer>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer/>

<Answer>Routine Errands</Answer>

<TextField1/>

<TextField1/>

<TextField2>Ryjil Christianson</TextField2>

<Question11>No, if anything the speed limit should be lowered during the winter time when it's icy. I think the current speed limit is fine. I do think this would be a wonderful spot to make a Scenic Byway though. A trail or walking/bike lane should also be added. </Question11>

<Question10>On Kachemak Drive? I think this would be wonderful. Kachemak Drive is a lovely stretch of road to walk or bike. Unfortunately, there is no room right now for walkers and bikers to safely travel. </Question10>

<Question5>What road are you talking about? The base of the Spit or Kachemak Drive? Kachemak Drive is already a narrow road. I would be strongly in favor of adding a bike/pedestrian lane. But not if it means narrowing the roadway. The road at the base of the Spit may be wide enough to accommodate the a bike/walking lane. </Question5>

<Question3>Extending this trail would be wonderful. Right now there is a narrow point between the Airport Access Road and the beginning of the Spit trail. I often feel uncomfortable walking or cycling this stretch. </Question3>

<Question1>I would like to see turn out spots along to road for trucks towing boats. In the winter these areas could also be used as parking for people skating on the lake. </Question1>

<Question2>When the road was paved the traffic speed seemed to increase drastically. This made it even more terrifying to walk or bike along the road in some respects. More people have discovered the lake as a great skating area in the winter. It is difficult to park though. More homes are being built along the roadway. </Question2>

<Question13>Safety of walkers and bikers! This is a very scary roadway to travel if you are not in a car. </Question13>

<Question6>NO Something should be done on Kachemak Drive. I have never felt safe walking or biking on that road. </Question6>

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<Question1>We could lower the speed limit until we build a seprate walking/ biking lane. I would not be thrilled by this but it would be an affordable change. </Question1>

<Question1>put in a walking/ biking lane that is set back from the main roadway and make the road a scenic byway (like the done along East End Road)</Question1>

</form1>

```
<?xml version="1.0" encoding="UTF-8"?>
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<form1>
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<TextField3/>
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<TextField4>Homer, Alaska 99603</TextField4>
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<Answer>Downtown Homer</Answer>
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<Answer/>
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<Answer/>
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<Answer>Downtown Homer</Answer>
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```
<Answer/>
```

```
<Answer>Never</Answer>
```

```
<Answer>Infrequently; maybe every few months</Answer>
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<Answer/>
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```
<Answer>Other</Answer>
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<TextField1/>
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```
<TextField1>Occasionally to get from East End Road to the Spit or vice versa, or to Ocean Drive</TextField1>
```

```
<TextField2>Anne Marie Holen</TextField2>
```

```
<Question11>I would love to see traffic slow down but I don't think this is a realistic option.
```

Narrowing the lanes would help (with visual cues). Scenic Byway status requires an application to Alaska DOT. I have never heard of a seasonal Byway designation. I doubt such a short section would be granted Scenic Byway designation. (I know something about this topic.)</Question11>

```
<Question10>Clearly the best option in terms of non-motorized user experience. Undoubtedly more expensive. However, I think we need to quit thinking of non-motorized transportation infrastructure as "optional." For years, handicapped access to buildings was thought of as "optional" until enough pressure was put on public officials to make it mandatory. It should be the same with non-motorized transportation, for many reasons.</Question10>
```

```
<Question5>Not as good/safe/pleasant as a separated trail, but better than current situation.</Question5>
```

```
<Question3>I support all trail development in the Homer area, including this proposal.</Question3>
```

```
<Question1>It should have a separated bike/walking/running trail along the entire length.</Question1>
```

```
<Question2>not sure</Question2>
```

```
<Question13>not sure</Question13>
```

```
<Question6>I am glad that the Parks and Rec Commission has not let this issue (biking/pedestrian pathway) die. It would be a shame if that happened.</Question6>
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<RadioButtonList/>
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<RadioButtonList>1</RadioButtonList>

<Question1>Narrowing the lanes and creating bike/walking shoulders of a different color (this is important) would be easy and affordable but not as effective as a separated pathway.</Question1>

<Question1>Kachemak Drive is a State road, not a City road. The City needs to advocate strongly for improvements via the STIP (Statewide Transportation Improvement Plan) process.</Question1>

</form1>

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

JUL 19 2011 AM 09:38 *KE*



Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

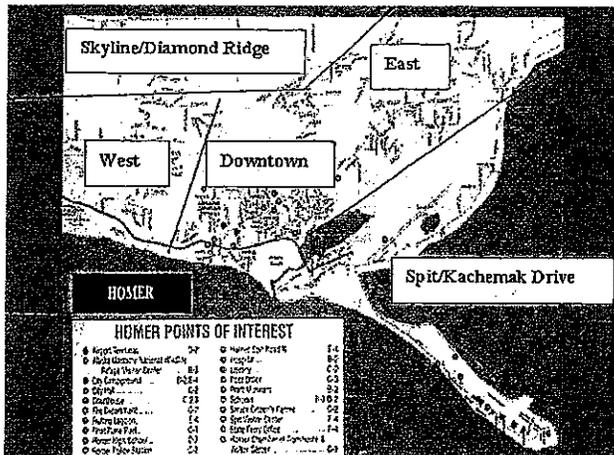
Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional)

Address (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

CARS	PEDESTRIANS	CYCLISTS	OTHER VEHICLES
<input checked="" type="radio"/> Same Road Space	<input type="radio"/> Same Road Space	<input type="radio"/> Same Road Space	<input checked="" type="radio"/> Same Road Space
<input type="radio"/> More Road Space	<input checked="" type="radio"/> More Road Space	<input checked="" type="radio"/> More Road Space	<input type="radio"/> More Road Space
<input type="radio"/> Less Road Space			

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

This doesn't make sense...
Why would anyone just want to bike to the airport.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Yes, concern is road is small to begin w/.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Possibly depending on how far.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

No! Will just create more traffic.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No - the shoulder needs to be paved at least!

13. What do you feel are the most pressing issues facing Kachemak Drive?

No Bike lane, or at least no paved shoulder

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Bike commuters are more common - also tourist bike trips create hazard in summer - need safe path for the loop

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

Much the same but w/ Bike path.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Paving shoulders

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

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Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

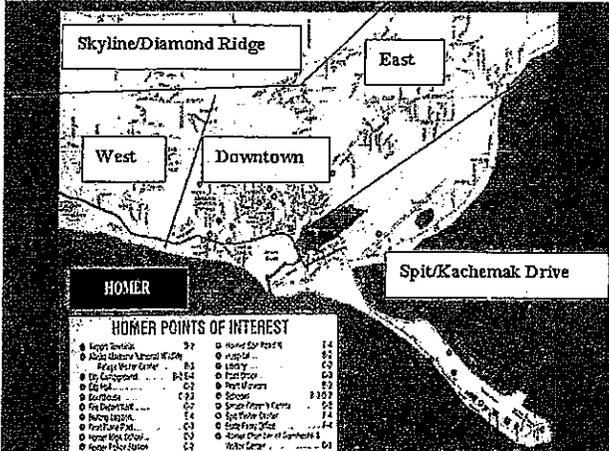
PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW



Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission
Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address: (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.
- West Homer
 - Downtown Homer
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 - Kachemak Drive and Spit
 - Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)
- West Homer
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3. How often do you ride a bicycle on Kachemak Drive?
- Never
 - Infrequently; maybe every few months
 - Occasionally, about once or twice a month
 - Regularly, once or twice a week
 - Frequently, several times a week or every day

running
several
times
per
week

4. How often do you drive a car on Kachemak Drive?
- Never
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 - Regularly, once or twice a week
 - Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".
- Regular Exercise or Workout
 - Family Outings or touring
 - Commuting - Work or School
 - Routine Errands
 - Trips to the Library, Museums, Spit, Parks, etc.
 - I do not Ride a Bike
 - Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".
- Commuting to Work or School
 - Routine Errands
 - Trips to the Library, Museums, Spit, Parks, etc.
 - Other
-

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--|--|--|---------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

would be nice as continuation of spit bike trail- Homer needs to add bike paths whenever possible

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

The road is not very wide now- but this would be better than nothing

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Yes- this would be best

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

No- drivers don't usually observe the speed limit now- but would be better than nothing also

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

Nope- needs something

13. What do you feel are the most pressing issues facing Kachemak Drive?

more use- needs to be upgraded

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

More bikers, runners- they need safer accomodations

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

Wider, with room for everyone

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Bike/pedestrian path

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Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

JUL 19 2011 AM 08:54



Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

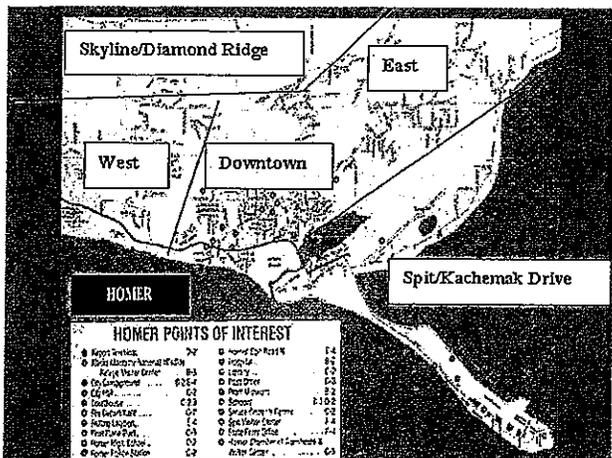
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Name (Optional) Bruce Bezon

Address (Optional) 304 W. Pioneer

City, State, Zip 99603



1. Please refer to the map and indicate the area of Homer where you live.

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- East Homer
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- Skyline/Diamond Ridge

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- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike

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- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

Other Bird watching

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|---------------------------------------|--|--|---------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Yeah right!

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

a bike path

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

more cyclists, & also more car traffic w/ little space. Bad mix!

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

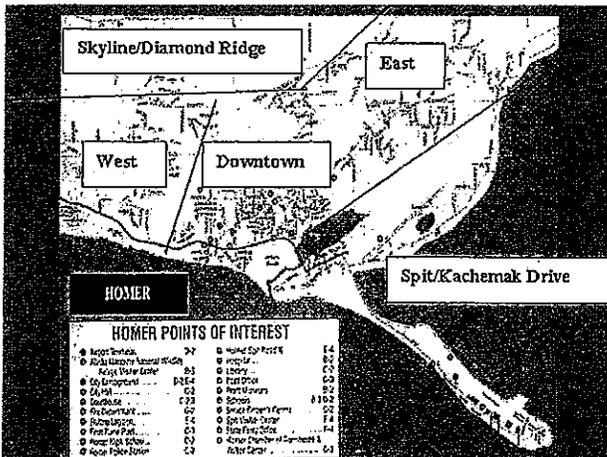


Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional) Address (Optional)
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- *CURRENTLY TOO DANGEROUS*
- Never
 - Infrequently; maybe every few months
 - Occasionally, about once or twice a month
 - Regularly, once or twice a week
 - Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--|--|--|--|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

YES, FOR PEDESTRIAN/BICYCLE ACCESS TO LOCAL/CHARTER AIR SERVICES.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

MAYBE, NOT CERTAIN IT WOULD IMPROVE SAFETY FOR ANYONE.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways.

Comments or Concerns? Do you Support this Option?

Why or Why Not?

YES, A PEDESTRIAN/BICYCLE PATH IS NEEDED TO COMPLETE THE LOOP BY TIEING EAST END RD TO SPIT TRAILS.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns?

Do you Support this Option? Why or Why Not?

YES, WOULD IMPROVE SAFETY FOR ALL USERS.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

NO

13. What do you feel are the most pressing issues facing Kachemak Drive?

SAFETY & DRAINAGE.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

MORE & FASTER TRAFFIC, ESPECIALLY IN SUMMER - BOAT/TRAILOR TRAFFIC TO BOAT YARD + RVs.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

MORE LIKE PORTION OF EAST END ROAD THAT HAS BIKE PATH.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

?

!

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

SEPARATED BIKE/PEDESTRIAN LANE

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

AUG 30 2011 10:02:06 De

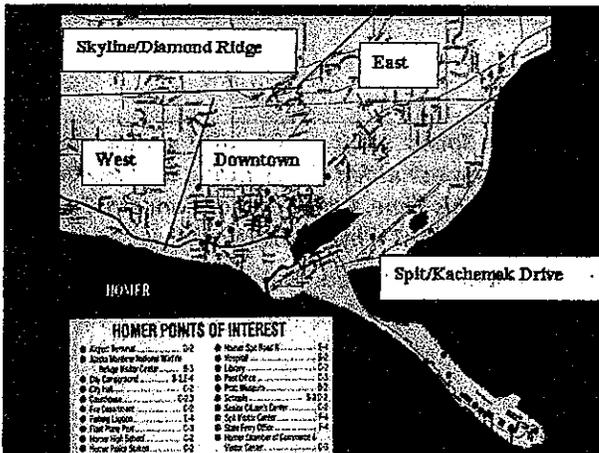


Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

Cowles Council Chambers City Hall
491 E. Pioneer Avenue
Homer, Alaska
www.cityofhomer-ak.com

Name (Optional) Address: (Optional)
 City, State, Zip



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- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
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- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle or walk along Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
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- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike or walk, which of the following describes why you use Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car, which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS | PEDESTRIANS | CYCLISTS | OTHER VEHICLES |
|--|--|--|--|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

Is this the beach trail option? This is a good pedestrian option, but only mountain bikers with lots of time would find cycle on this trail. I would strongly support a paved or crushed gravel surface parallel to the road - this is a very dangerous section as cars are going fast with limited visibility over the hill, and uphill bike riders may be going very slow and weaving a bit.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways.

Comments or Concerns? Do you Support this Option? Why or Why Not?

This is an excellent long term solution. Act fast, the easements on the west end are dug up and construction equipment is on site!

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

I travel this road frequently, both on a bike and by car. There is often a lot of car / truck traffic and they are going too fast. I often see 4-8 bicyclists on my trips along Kachemak Drive. I can not support no action.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

With the rising price of gas, more people are riding bikes.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Take advantage of the current construction activity at the west end of Kachemak Drive to eliminate mobe - demobe costs. Repaint the lines to allow up to 3' on each side for a paved shoulder for bikes and walkers.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike/Walking Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

I strongly support this option as an immediate, low cost solution where the right of way and topography permit.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I support this if it could be enforced. Making 9.5-10' lanes would help slow down traffic.

13. What do you feel are the most pressing issues facing Kachemak Drive?

Safety, safety, and safety.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

I would like to see a separate, paved bike and pedestrian trail, similar to the spit trail. I would discourage an adjacent trail where possible, as the proximity of speeding cars and trucks detracts from a pleasant commuting / traveling experience.

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Acquire necessary easements for trails under the power lines and over the sewer and water lines.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

From: "Thomas, Scott E (DOT)" <scott.thomas@alaska.gov>
Subject: **RE: signag on Kachemak Drive, Homer**
Date: August 26, 2011 11:08:44 AM AKDT
To: Molly Brann <brann@alaska.net>
Cc: "Jones, Kevin L (DOT)" <kevin.jones@alaska.gov>, "High, Carl S (DOT)" <carl.high@alaska.gov>, "Vanderwood, Randy D (DOT)" <randy.vanderwood@alaska.gov>, "Huling, Lawrence K (DOT)" <larry.huling@alaska.gov>, "Rader, Val S (DOT)" <val.rader@alaska.gov>, "Morton, Kenneth M (DOT)" <ken.morton@alaska.gov>

Mr. Brann,

As we discussed, I recommend the following:

1. SHARE THE ROAD signs.

A. A State perspective: DOT/PF has no policy/rules, program, or resource on where best to do this or proof they are effective. If we did, we would likely choose higher priority roads on a southcentral Region basis. Kachemak Bay Drive has visibility, and it is our practice to limit the use of warning signs to things people need to know because they can't see the problem. Bicyclists can be seen on this route and sharing the road should be obvious to the driver due to the lack of shoulders and other facilities.

B. A local perspective: State priorities are not the same as local priorities. What I can recommend and support is a local government plan for signing for SHARE THE ROAD or BIKE ROUTE[s] or pathways. This is the approach we are taking in the Municipality of Anchorage, where the city creates a priority plan for bike routes and pathway circulation regardless of road ownership. They identify in a plan the routes and connectivity in an area. Then they are responsible for signing those routes. We would entertain an agreement for route signing that is conducted at the local level with continuity in mind. That will get you away from a Regional priority system for investing in signing and into more of a system that makes sense and is easier to coordinate/plan at the local level.

2. SPEED signs - driver feedback, battery operated.

A. DOT/PF is not opposed to these, but again, is only prioritizing these and maintaining these at the Regionwide level - with our highest priority being to test the effectiveness of these in our Safety Corridors - high speed, high volume highways with a crash problem. For the same reasons as above, (resources, funding, priority) we are not doing this on other roads.

B. Similar to bicycling signs, we have agreed to allow the City of Anchorage to test driver feedback signs on state roads. We do require they take speed measurements and document effectiveness before they are allowed to remain indefinitely. I would recommend a local level approach to the use of these signs for education and policing information to the driver, with a local priority system. Same as Anchorage and local use of speed carts. We would entertain an agreement led by the City of Homer to have a local effort in speed feedback signs, as long as it is part of a prioritized plan, funded by and operated by the City.

Thank you for calling.

Scott Thomas
Traffic Safety Engineer
DOT/PF Central Region
907-269-0633
scott.thomas@alaska.gov

-----Original Message-----

From: Molly Brann [mailto:brann@alaska.net]
Sent: Tuesday, August 23, 2011 1:57 PM
To: Thomas, Scott E (DOT)
Subject: signage on Kachemak Drive, Homer

Hello Mr. Thomas,

I was referred to you by Kevin Jones, DOT here in Homer. I am working on various ideas to increase safety for pedestrians, bicyclists and motorists along Kachemak Drive in Homer. I am writing as a concerned citizen and one that supports the concept of a bike/pedestrian path along Kachemak Drive. Until all the questions related to a possible path can be answered, possibly years down the road, I think a few things can be done to increase safety for users of the road.

I would like to be able to add a couple of Bicycles on the Road or Share the Road signs to existing signposts, the yellow advisory signs, not to the black and white regulatory signs. This would avoid (I hope) having to get permits to add new sign posts in the ROW. I think this would help make drivers aware there may be bicycles on the roadway, especially since there is a blind hill and some blind corners along the road. Without paved shoulders bicyclists do ride in the road-this summer has seen an increased number of commuter type bicyclists.

I have also been researching driver feedback / radar signs that are small and alert drivers when they go over the posted speed limit. The speed limit on Kachemak Drive is 35 but many, if not most, drive 45mph. The radar signs are battery operated and can be placed on existing sign posts. The signs are about \$3000 and I think I could raise the funds for two if permission could be obtained to mount them on existing signs. The local police chief and the city manager support the concept as far as slowing traffic and increasing safety.

Any advice, information or perhaps permission you could send my way would be greatly appreciated.

Sincerely,
Dave Brann

Renee Krause

From: Beaver & Jessie Nelson <bjnelson@alaska.net>
Sent: Tuesday, September 06, 2011 9:25 PM
To: Renee Krause
Subject: Kachemak Drive Bike Path

Sept 7, 2011

City of Homer

ATTN: Rene Krause

RE: Kachemak Bike Path

I am commenting on the various proposals to turn Kachemak Drive into a very unfriendly road for the working people of Homer to gain access between the Spit/Boat Harbor and the businesses along Kachemak Drive and the Gear Shed on East Road.

This road is not a scenic byway - it is an industrial road used to transport boats, trailers with fishing gear, freight hauling 18-wheelers and for airport activities. The entire fishing population east of Kachemak Center, which includes the Russian villages, uses it to access the Spit. At times, several trips are made per day between the Spit and the Gear Shed or other businesses along the road.

Do we really want all that traffic going through town? Narrowing the lanes and implementing a 25 mph speed limit would be ridiculous! There is a mile-long straight stretch with a double yellow line - to go 25 mph with not another car in sight is just not going to happen. This would be like an office worker's computer running at half speed. Incredibly infuriating. Do we want our police force enforcing this limit? I don't. Actually, the speed limit between the Bay Club and Northern Enterprises should be 40-45 mph.

I like bike paths. It just needs to be along the utility right-of-way so the working people do not bear the burden for other peoples' pleasure. Leave Kachemak Drive alone.

Jessie Nelson
Mile 5 East End Rd.

1 CITY OF HOMER
2 HOMER, ALASKA

Hogan

3
4 RESOLUTION 11-091

5
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER,
7 ALASKA, AUTHORIZING THE CITY MANAGER TO
8 RESEARCH THE STATE SMALL BUSINESS CREDIT
9 INITIATIVE (SSBCI) AND TO SUBMIT AN APPLICATION
10 FOR PROGRAM FUNDING.

11
12 WHEREAS, The State Small Business Credit Initiative (SSBCI) is a federal program
13 intended to increase the availability of credit for small businesses and manufacturers; and

14
15 WHEREAS, The SSBCI program was funded at \$1.5 Billion to strengthen State Capital
16 Access programs (CAPs) and other innovative credit support initiatives; and

17
18 WHEREAS, The State of Alaska declined to apply for the funds because it determined
19 that the program was not needed in Alaska; and

20
21 WHEREAS, If a State does not apply for funding, municipalities within the State are
22 eligible to apply under certain conditions; and

23
24 WHEREAS, If an eligible municipality receives a grant, it may work with local lending
25 institutions to extend credit to small businesses and manufacturers by providing capital access,
26 collateral support, loan guarantees, loan participation, and venture capital; and

27
28 WHEREAS, The City may be able to stimulate the economy and create jobs by
29 participating in this program.

30
31 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby
32 authorizes the City Manager to investigate the program further and to apply for program funding.

33
34 PASSED AND ADOPTED by the Homer City Council this 12th day of September, 2011.

35
36 CITY OF HOMER

37
38
39 _____
JAMES C. HORNADAY, MAYOR

40 ATTEST:

41
42 _____
43 JO JOHNSON, CMC, CITY CLERK

44
45 Fiscal Note: N/A

U.S. DEPARTMENT OF THE TREASURY

Resource Center

State Small Business Credit Initiative (SSBCI) Application

The State Small Business Credit Initiative is open to any state of the United States (and the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of Northern Mariana Islands, Guam, American Samoa, and the United States Virgin Islands) that establishes a new, or has an existing, capital access or state credit support program that meets the eligibility requirements in the Act. In certain circumstances, municipalities may have an opportunity to apply to the Treasury Department for State Small Business Credit Initiative funding.

Key Deadlines

- Notice of Intent to Apply. The first step in the application process is for applicants to file a "Notice of Intent to Apply" with the Treasury Department no later than 5:00 pm EST on November 26, 2010.
Notice of Intent to Apply (must be filed by COB November 26, 2010)
List of States that have submitted a Notice of Intent to Apply
- Application package. The second step is to file a completed application package no later than 5:00 pm EST on June 27, 2011.

Application Instructions

Application

Application Signature Page

Application Attachment 1D - Contracting Entity

Application Attachment 2B - Description of Items and Structure of Transaction

Application Attachment 2C - Information for Each Program

Application Attachment 2D - Access to Capital for Small Businesses

Application Attachment 3A - Description of CAP and How CAP Meets Each Criterion

Application Attachment 3B - Lender Capital At-Risk Criteria for CAP

Application Attachment 3D - Enrolled Loan Data

Application Attachment 4A - Narrative Statement for Each OCSP

Application Attachment 4B - Lender Capital at-Risk Criteria- OCSP Credit Support

Application Attachment 4E - Anticipated Benefits from Each OCSP

Application Attachment 4F - Operational Capacity-Skills-Experience of Mngmt Team for Each OCSP

Application Attachment 4G - Capacity of OCSP Staff to Manage Increases in Volume of SB Lending

Application Attachment 4H - Internal Acctng-Admin Controls Systems used by OCSP

Application Attachment 5B - Reporting Mechanisms-Audits-Other Activities

Assurances (Non-Construction) - OMB SF-424B

Allocation Agreement and Annexes

Opinion of Counsel - Template

Walt Wrede

From: Louie Flora [Louie_Flora@legis.state.ak.us]
Sent: Wednesday, August 31, 2011 4:42 PM
To: Walt Wrede; Anne Marie Holen
Subject: more information on the State Small Business Credit Initiative

I have e-mailed the AK Office of Management and Budget to determine why this program was not applied for. In the Department of Treasury Materials on the program (see FAQ sheet below) I do not find anything to indicate that there is a requirement that the Legislature approve the program.

Louie

Frequently Asked Questions (FAQs)

1. What is the State Small Business Credit Initiative?

The State Small Business Credit Initiative (SSBCI) is a Federal program to increase the availability of credit for small businesses and to generate jobs and other economic development benefits for States. The SSBCI was funded with \$1.5 billion to strengthen State capital access programs (CAPs) and other innovative credit support programs that support lending to small businesses and small manufacturers.

2. Who is eligible to apply for funds?

All 50 States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of Northern Mariana Islands, Guam, American Samoa and the United States Virgin Islands are eligible for funding.

3. Under what conditions may a municipality apply for funding?

States were required to file a Notice of Intent by November 26, 2010. If a State did not file a timely Notice of Intent or fails to meet the June 2011 application deadline, municipalities within that State may apply for their *pro rata* share of the State's allocation provided that such municipalities can meet all the program criteria. Up to three municipalities within a State may be eligible to receive SSBCI funds.

4. What are the eligibility criteria?

States may employ SSBCI grants for CAPs as well as collateral support and other innovative credit access and guarantee initiatives. To be eligible for funding, a State CAP is required to:

- i. Provide portfolio insurance for business loans based upon a separate loan-loss reserve fund for each financial institution
- ii. Require insurance premiums to be paid by the financial institution lenders and by the business borrowers to the reserve fund to have their loans enrolled in the reserve fund
- iii. Provide for contributions to be made by the State to the reserve fund in amounts at least equal to the sum of the amount of the insurance premiums paid by the borrower and the financial institution to the reserve fund for any newly enrolled loan
- iv. Provide portfolio insurance solely for loans not exceeding \$5 million to borrowers with 500 or fewer employees.

For other credit support programs, a State must demonstrate that

- i. \$1 of public support will result in \$1 of new private credit
- ii. Individual guarantees will be limited to loans of not greater than \$20 million and borrowers with 750 employees or fewer.
- iii. On average, the program will target borrowers with 500 or fewer employees and loans with an average principal amount of \$5 million or less.

In addition, States must show that, taken together, its CAP and other credit support programs will result in \$10 of new small business lending for each \$1 in Federal funds.

5. What is the process for applying for funds?

A State that establishes a new, or has an existing State CAP or Other Credit Support Program that meet the eligibility criteria may apply to the Secretary for SSBCI funds.

Applications are available on the SSBCI website: <http://www.treasury.gov/resource-center/sb-programs/Pages/ssbci.aspx>. States can download the application and attachments from the website and email the completed documents to Treasury. Applications must be submitted no later than 5:00 PM ET on June 27, 2011.

Treasury will review the applications on a rolling basis. Treasury intends to disburse the funds as quickly as practicable.

6. How much is available to apply for?

The allocations were made using a formula prescribed by Congress in the Small Business Jobs Act.

A full listing of SSBCI allocations by State, as well as the amount of expected new lending that those allocations are expected to produce is available on Treasury's website: <http://www.treasury.gov/resource-center/sb-programs/Pages/ssbci.aspx>.

7. Are there important deadlines I should know about?

Applications must be submitted no later than 5:00 PM ET on June 27, 2011.

A State may lose the right to funds not transferred within two years after its application is approved.

8. What if we need technical assistance before, during and after submission of the application? How much will each phase cost?

Technical assistance will be provided by Treasury at no charge to the applicants. The technical assistance will be designed to assist with all phases of the program, including but not limited to program design and implementation, and a range of financial, management, compliance and operational issues that affect program performance.

9. What is the likelihood of an application being approved?

The application for SSBCI funding is not a competitive award process. As long as an applicant meets certain standards of eligibility, experience, managerial and financial capacity, its application will be approved. Treasury will also provide technical assistance designed to help applicants meet these standards.

10. How long does it take to actually receive the funds?

The allocated funds are generally available in thirds. The transfer of the first third will occur after the Secretary approves the State's application for SSBCI funds. The two remaining thirds will be transferred to the State once it has used or obligated 80 percent of its previous disbursement and provided the appropriate certification. However, in some cases, the Treasury may delay these transfers until completion of an audit.

If the State plans to use the funds as collateral for a qualifying loan or swap funding facility, all of the funds can be transferred in one lump sum.

11. Can I charge administrative expenses to my allocation?

In the case of the first 1/3 transferred, an amount not exceeding five percent of the transferred amount may be employed for allowable administrative expenses. Administrative charges to subsequent transfers are not to exceed three percent.

12. Must an applicant have an existing CAP program in order to be eligible to apply?

No. If a State does not have an existing small business capital access or other credit support program, the state can establish one in order to obtain SSBCI funding. Treasury will provide technical assistance to States to aid them in establishing a qualifying program and in completing applications for SSBCI funding.

13. Can the federal funds be used to leverage non-federal funds?

Yes. The program is designed to leverage private sector dollars by using Federal and private funds to provide credit support for loans made by banks and other credit grantors. The fundamental goal of the program is to leverage at least \$10 in private credit for every Federal dollar.

14. Can State, municipal and private funds be used in combination with SSBCI grants to capitalize CAPs and other credit support programs?

Yes. The Act allows States to use SSBCI funds to collateralize private loans to reserve funds. States are also free to use other public funds.

15. Are there any recapture provisions for the grants?

Yes. Treasury may reduce the amount of funds allocated to the State if it finds that a State has failed to meet reporting requirements or is in violation of its allocation agreement. In addition, Treasury may recoup funds if an audit finds evidence of intentional or reckless misuse of transferred funds.

16. How long is the SSBCI program going to operate?

Each amount transferred to a participating State under this program shall remain available until used by the State for permitted purposes. The funds will be disbursed over the two years. The duration of the SSBCI program is seven years.

17. What happens to SSBCI funds not applied for?

It is anticipated that all allocated funds will be transferred to States or their account in a timely manner. However, any funds not transferred will be returned to the Treasury General Fund.



Frequently Asked Questions (FAQs)

General Information

1. What is the State Small Business Credit Initiative (SSBCI)?

The SSBCI is a Federal program administered by the Department of the Treasury (Treasury) which was funded with \$1.5 billion to strengthen state programs that support private financing to small businesses and small manufacturers. In conjunction with leveraged private financing, the SSBCI is expected to help spur up to \$15 billion in lending to small businesses and manufacturers that are not getting the loans or investments they need to expand and create jobs. The SSBCI gives states, territories and eligible municipalities the opportunity to build upon or create successful models for state small business programs, including Capital Access Programs (CAPs), collateral support programs, loan participation programs, loan guarantee programs, and venture capital programs.

2. How long will the SSBCI operate?

The SSBCI is a one-time program of limited duration. The authorities and duties of the Secretary of Treasury to implement and administer the program terminate on September 27, 2017. The obligations of participating states and territories to perform and report on progress will expire as outlined in the terms of the Allocation Agreement. Allocation Agreements between the Treasury and the participating states, territories and municipalities will expire on March 31, 2017.

3. How much SSBCI funding is available to my state, territory, or eligible municipality?

The enacting legislation for the SSBCI, the Small Business Jobs Act of 2010 (P.L. 111-240)(the Act) set out a formula that calculates the amount of funds available to each state, territory, and eligible municipality.

For ease of reference, the SSCI website includes the maximum amounts allocated by the Act to each state, territory, and eligible municipality. Please visit the website at <http://www.treasury.gov/ssbci> for more details.

4. Can states, territories, and eligible municipalities work together to standardize their program rules for CAPs?

Yes. CAPs are established and administered by each jurisdiction, individually. Several financial institutions have commented to Treasury that standardizing CAP rules across states, territories and eligible municipalities would increase the program's efficiency and usability. States have the discretion to standardize several program characteristics that would increase uniformity across jurisdictions. For example, the states, territories or eligible municipalities could use similar enrollment forms for financial institutions to participate in the program; create similar enrollment forms for each loan; set the same rules for eligible



borrowers and use of loan proceeds, consistent with the SSBCI Policy Guidelines; standardize the amount of borrower and lender payments to the CAP reserve fund and the state's match in the CAP reserve fund, consistent with the SSBCI Policy Guidelines; agree on the form and frequency of reporting from lenders; and use similar forms to document the recovery of any loan losses from the CAP reserve fund. The result could be savings for financial institutions on staff training, loan operations, back office recordkeeping, and management expenses. In the end, lower CAP costs should motivate more lenders to participate in the CAP and originate more loans.

More uniformity in CAP program design would also help smaller financial institutions because customers would become more familiar with the CAP rules and the administration by the state, territory or eligible municipalities would become more streamlined. The end result should be that CAPs becomes easier to implement for financial institutions of all sizes.

A collateral benefit is that creating more uniformity across CAPs could encourage financial institutions to participate in CAPs in smaller states. When CAP loan demand is uncertain, financial institutions are less likely to make the effort to participate. However, if the programs are standardized across large and small jurisdictions, financial institutions can offer CAPs in all locations with little extra cost. Ultimately, the final design of CAPs is left to the discretion of states, territories and eligible municipalities.

5. May states, territories or eligible municipalities contract for the administration of their CAP or OCSP?

Yes. The Act allows a participating state to enter contracts in which its SSBCI-supported program (CAP or OCSP) is administered by another state or by an authorized agent of, or entity supervised by, the state, territory or municipality. This option allows states, territories or eligible municipalities that are launching new programs to obtain the advantages of using an experienced public or private administrator. Using an experienced administrator may facilitate the launch of a new program and save expenses.

6. Are funds transferred under SSBCI considered a grant or other type of federal assistance?

No. Section 3003(c)(5) of the Act specifically states that funds transferred to states, territories, and eligible municipalities under the SSBCI program are not considered federal assistance for the purposes of subtitle V of title 31 of the U.S. Code. Because SSBCI funds are not considered federal assistance or a grant, many federal assistance or federal grant reporting requirements that states are familiar with do not apply.

Application Related Questions

1. Who is eligible to apply for funds?

Eligible applicants include all states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of Northern Mariana Islands, Guam, American Samoa, and the United States Virgin Islands; and under the circumstances



described in the Act, a municipality of a State of the United States to which the Act has given a special permission under Section 3004(d) of the Act to apply.

2. Under what conditions may a municipality apply for funding?

A municipality may apply for funding if the state in which the municipality is located failed to file a Notice of Intent by November 26, 2010, or if the state fails to submit an application for funding by June 27, 2011. Note that to date, only the states of Wyoming and North Dakota have not filed a Notice of Intent.

3. What are the eligibility criteria for programs under the SSBCI?

States, territories, and eligible municipalities may use SSBCI funds for CAPs as well as other credit support programs (OCSPs).

To be eligible for funding, a CAP is required to:

- i. Provide portfolio insurance for business loans based upon a separate loan-loss reserve fund for each financial institution;
- ii. Require insurance premiums to be paid by the financial institution lenders and by the business borrowers to the reserve fund to have their loans enrolled in the reserve fund;
- iii. Provide for contributions to be made by the State to the reserve fund in amounts at least equal to the sum of the amount of the insurance premium charges paid by the borrower and the financial institution to the reserve fund for any newly enrolled loan; and
- iv. Provide portfolio insurance solely for loans not exceeding \$5 million to borrowers with 500 or fewer employees.

To be eligible for funding, an OCSP must demonstrate:

- i. \$1 of public support will result in at least \$1 of new private financing;
- ii. Individual guarantees will be limited to loans of not greater than \$20 million and borrowers with 750 employees or fewer; and
- iii. On average, the program will target borrowers with 500 or fewer employees and loans with an average principal amount of \$5 million or less.

In addition, states, territories and eligible municipalities must demonstrate a reasonable expectation that, when considered together, its eligible CAP and eligible OCSPs will result in a minimum of \$10 of new small business lending for each \$1 in Federal funds. Please refer to the SSBCI Policy Guidelines for further information and examples.

The application for either CAPs or OCSPs must also include a report stating how the state, territory or eligible municipalities plan to use SSBCI funds to provide access to capital for small businesses in low- and moderate-income, minority, and other underserved communities, including women- and minority-owned small businesses.

4. What is the process for applying for funds?



Any state, territory or eligible municipality that establishes a new, or has an existing, CAP or OCSP that meets the eligibility criteria may apply for SSBCI funds by accessing the application and its attachments on the SSBCI website at <http://www.treasury.gov/ssbcj>.

Completed applications from states and territories must be received by Treasury by 5:00 PM ET on June 27, 2011. Applications from eligible municipalities must be received by Treasury by 5:00 PM ET on September 27, 2011. Municipalities interested in applying should look for further information on the SSBCI website, beginning in late-June.

Treasury will review the applications in the order in which they are received.

5. Must an applicant have an existing SSBCI-eligible program in order to be eligible to apply?

No. If a state, territory, or eligible municipality does not have an existing CAP or OCSP, officials may establish one in order to obtain SSBCI funding. Treasury will provide technical assistance to applicants which are in the process of creating/starting programs.

The Act requires that a CAP or OCSP be fully positioned, within 90 days of the execution of the Allocation Agreement, to act on providing the kind of credit support that the CAP or OCSP program was established to provide.

6. Can state, territory, municipal, and private funds be used in combination with SSBCI funds to fund CAP reserve funds?

Yes. CAP reserve funds are eligible to receive SSBCI funds in an amount equal to the sum of the amount of the insurance premium charges paid by the small business borrowers and by the financial institution lender. The state, territory, or municipality may use any other sources of funds to provide additional support to the reserve fund. However, the SSBCI funds cannot be used to match any amount in excess of the sum of the borrower and financial institution lender contributions.

7. How can an Applicant use public funds in an OCSP?

OCSPs may use available public funds with its OCSP, subject to overall program guidelines:

- Each of the OCSPs must meet the 1 to 1 private leverage requirement and, taken together, all the approved SSBCI programs must demonstrate the ability to meet the 10 to 1 leveraging expectation.
- Private lenders or investors must have a meaningful amount of capital resources at risk, consistent with the SSBCI Policy Guidelines.
- SBA-guaranteed loans and other federally guaranteed loans may not be credit-enhanced by OCSPs.

Due to the variety of program structures that are possible, Treasury reserves the right to evaluate applications on a case-by-case basis.



8. **Question 1E of the Application asks for documents showing that all legal actions pursuant to applicable law have been taken that are necessary to enable the designee to implement the Applicant's proposed program(s). What should we include in our response?**

A recommended response to Question 1E includes a narrative statement that describes the authority upon which the designated agency is able to enter into binding agreements on behalf of the state, territory, or eligible municipality with Treasury. This will typically involve discussion of the entity's charter and express authorizations from the state to act on its behalf through a state resolution or other instrument. Secondly, the narrative should discuss the unique aspects of the state, territory, or municipal budget process and how funds transferred from Treasury for the purposes of this program will be deployed for the uses in the approved application. In some states, this involves the passage of a budget resolution in the state legislative body. Responses to this question alert Treasury to potential concerns and unique aspects of state law that may need to be addressed during closing.

9. **The Application requires a designation letter. What should it say?**

The designation letter should come from governor of the state or the chief executive of the territory or municipality. This letter must expressly state that: (1) the governor or chief executive has designated the department, agency or political subdivision named in the application to accept the SSBCI allocated funds; (2) the designated entity is responsible for the implementation of the programs included in the application; (3) the designated entity will be responsible for overseeing the programs and contractors (if the applicant expects to use contractors) and is responsible for all reporting requirements under the allocation agreement; (4) the designated entity has all necessary legal authority to enter into an allocation agreement with Treasury.

10. **The Application includes standard non-construction assurances in SF-424B. Who must make these assurances?**

The assurances in SF-424B apply only to the applicant (as distinguishable from the contracting entity that may be identified in the application). The assurances in SF-424B do not apply to the private entities that lend to or invest in small businesses nor to the small businesses that receive such loans and investments. It may be helpful to note that with respect to item 5 of the SF-424B, the Act is not one of the 19 specified statutes or regulations that would make the Intergovernmental Personnel Act applicable. With respect to item 9, the Act is not one of the Davis-Bacon Act related acts and therefore the prevailing wage requirements contained therein are not applicable to the use of SSBCI funds.

11. **How should an applicant document its plans to use SSBCI funds to provide access to capital for small businesses in low- and moderate-income, minority, and other underserved communities, including women- and minority-owned small businesses?**

Question 2D in the application requires that a state, territory or eligible municipality applying for SSBCI funds provide a narrative describing its plan to provide access to capital to the above-referenced communities.



An acceptable plan will:

- Describe how the applicant will provide access to capital for these small businesses. The applicant may have different strategies for different groups referenced in the SSBBICI statute. By way of example, some applicants plan to provide access to capital through the design of the program itself (e.g., providing reduced pricing or enhanced risk mitigation as an incentive for targeted geographies or populations). Other applicants provide access to capital through a concerted campaign to disseminate information through organizations that have business relationships with target groups (e.g., seminars and one-on-one counseling; advertisements in specialized media; periodic e-mailed newsletters that reach target populations). The plan is part of the application that is incorporated by reference in the Allocation Agreement between Treasury and the participating state.
- Describe how the applicant will monitor performance relative to the plan. An acceptable plan should include some way for the applicant to periodically assess if the plan is on-track over the course of the allocation time period. For example, some applicants track the actual outreach activities that have occurred, (e.g., how many seminars were held and how many businesses attended). Some applicants monitor the actual loan volume to targeted groups or to low- and moderate-income communities. Loan results may be compared to prior years' results, to the region's business demographics, or to private lending in general. Treasury does not require states to subsequently report on their plan, but the state should maintain the monitoring records with the other program documents.

An applicant's plan should be sufficient to allow the Treasury to evaluate whether the plan is substantive and relevant to local market conditions. Plans will vary due to local circumstances and precisely which strategies a state decides to use in order to provide access to capital for small businesses. The features of the plan are left to the applicant's discretion.

12. How can applicants demonstrate that they will achieve the 10:1 leverage ratio by the end of the allocation period?

As described in further detail in the SSBCI Policy Guidelines, in order for OCSPs to be eligible for SSBCI funding, the applicant must demonstrate a "reasonable expectation" that, when considered with all other CAPs and/or OCSPs proposed for SSBCI funding, such programs together have the ability to use federal contributions to generate small business lending at least 10 times the SSBCI contribution amount. Because private leverage ratios for CAP programs tend to be quite high, most applicants with both CAPs and OCSPs will meet the private leverage ratio expectation in the first year of the allocation period. (Please see the SSBCI Policy Guidelines for more information about how to calculate a weighted average private leverage ratio when the applicant intends to operate both CAPs and OCSPs.)



Treasury recognizes that some OCSPs, by design, may not meet the leverage expectation during the first calendar year of the allocation period. Applicants should demonstrate in their application how the OCSP programs will recycle SSBCI funds, attract subsequent private financing, and generate program income, to achieve the 10:1 private leverage ratio expectation by the end of the allocation time period's reporting period, which is December 31, 2016. Please refer to the SSBCI Policy Guidelines for examples.

- 13. When calculating the 10:1 leverage expectation for private financing, may a Participating state, territory or municipality count SBA-guaranteed loans or other financing that is credit-enhanced by federal, state or local incentives?**

Yes, provided that (a) the financing is caused by, or is the result of, an SSBCI-supported transaction, (b) the capital comes directly from a private entity, and (c) the lender or investor has at least some of its own capital at risk.

Post-Application / Review Related Questions

- 1. What is the likelihood of an application being approved?**

The application for SSBCI funding is not a competitive award process. Treasury will approve all applications that meet the criteria set forth in the Act and in the SSBCI Policy Guidelines. To expedite processing, applicants should make every effort to ensure that their applications are complete and include all supporting documentation, as applicable.

- 2. Once a state, territory, or municipality receives an Allocation Agreement, how long does it take to receive the SSBCI funds?**

The allocated funds are available in thirds. The transfer of the first third will occur immediately following the receipt of the fully signed Allocation Agreement. If the state, territory, or eligible municipality plans to use the SSBCI funds as collateral for a qualifying loan or swap funding facility, the entire allocation is available to be transferred in a single lump sum.

Program Income and Administrative Expense Questions

- 1. What is program income and how is it calculated?**

Program income is gross income received by the participating state, territory or municipality, including any returns on capital that is directly generated by an SSBCI-supported activity or as a result of the SSBCI funds.

Interest, fees, refunds or other types of gross income earned by financial institutions, private venture capital funds or private angel investor networks on loans or investments made using SSBCI funds are not considered program income.



When income is generated by an approved CAP or OCSP that includes non-SSBCI funds, only the pro-rata share of program income directly attributable to SSBCI funds is considered program income. For example, income generated from an approved CAP or OCSP in which 60% of program funds are non-SSBCI funds, only 40% of gross income shall be considered program income.

2. How can program income be used?

Program income must be employed for any allowable purposes for which the allocated and transferred SSBCI funds may be used, including use for administrative expenses. Program income is not subject to the 3% and 5% limitations of use for administrative purposes that the transferred SSBCI funds are subject to under Section 3003(d)(3)(c) of the Act. Further, program income is not restricted for use by the same SSBCI funds-supported activity that generated the program income. Instead, the program income from one approved CAP or OCSP but may be used for any approved CAP or OCSP.

3. How may I pay for my administrative expenses?

There are two ways to fund administrative expenses: (1) out of allocated funds, and (2) out of program income, including any administrative fees paid to the participating state, territory or municipality.

The Act establishes strict limitations on the use of allocated funds for administrative expenses. In the case of the first 1/3 transferred, an amount not exceeding five (5) percent of the transferred amount may be employed for allowable administrative expenses. Administrative charges to subsequent transfers are not to exceed three (3) percent of the transferred amount.

To supplement these amounts, states, territories and municipalities may charge fees for program administration. Proceeds from these fees, as well as any interest income or other program income, may be used for allowable administrative expenses without limitation.

Post-Award / Compliance Questions

1. Are there any recoupment provisions in the Allocation Agreement for the allocated funds?

Yes. Section 6.4 of the Allocation Agreement mandates that if the participating state, territory or municipality is found in default of the Allocation Agreement, Treasury may recoup misused funds.

Other sections of the allocation agreement disclose other circumstances that will limit access by a state, territory, or municipality' access to the allotted funds. Section 6.2 of the Allocation Agreement explains the discretionary remedies available to Treasury if the state, territory or municipality is found in default of the agreement. These remedies include the authority to withhold any future disbursements pending resolution of the event of default



and the authority to reduce or suspend future disbursements. Events of default are listed in Section 6.1 of the Allocation Agreement and include making inaccurate, false or misleading information in the application or Allocation Agreement and failure to comply with any part of the Allocation Agreement, including failure to submit timely and accurate reports.

Lastly, Section 7.1 of the Allocation Agreement covers termination of availability of SSBCI funds. Please see "What is the time frame to draw down an allocation?" for more information.

2. What are the restrictions on enrolling existing loans or lines of credit into an approved program?

Financial institution lenders are prohibited from refinancing any existing outstanding balance or previously made loan, line of credit, extension of credit or other debt owed by a small business borrower already on the books of the same financial institution (or an affiliate) into an SSBCI-supported CAP or OCSP. However, this limitation does not prohibit a financial institution lender from originating a new loan under an approved program and subsequently refinancing the same loan under any approved program. This limitation also does not prohibit a financial institution lender from enrolling or refinancing previously made loans from another, non-affiliated financial institution into an approved program.

3. What are the restrictions on borrowers' use of loan proceeds?

Financial institution lenders must obtain an assurance from eligible borrowers or eligible investees that loan or investment proceeds from an approved program will only be used for business purposes including start-up costs, working capital, business procurement, franchise fees, equipment, inventory, and the purchase, construction, renovation or improvements of an eligible place of business. Purchases of real estate (commercial or otherwise), securities or the acquisition or holding of any other real property for passive investment purposes, and lobbying activities are not considered eligible business purposes under an SSBCI-approved program. Furthermore, loan or investment proceeds may not be used to pay delinquent federal or state tax debts unless a repayment plan is in place and in no circumstances may be used to repay taxes held in trust or escrow (e.g., payroll or sales taxes). Loan or investment proceeds may not be used to reimburse funds owed to or purchase any portion of the ownership interest of any owner of the business.

4. How can participating states, territories and municipalities comply with Section 4.4 of the Allocation Agreement regarding restrictions on the use of allocated funds with respect to prohibited loan purposes?

Section 4.4(e) of the Allocation Agreement specifies, "The participating state, territory or municipality shall not use any allocated funds for loans used to finance, in whole or in part, business activities prohibited by the SSBCI Policy Guidelines, Treasury regulations, including Treasury regulations promulgated after the date of this Allocation Agreement." As such, the SSBCI Policy Guidelines are the controlling document.



Treasury has created sample self-certifications that a participating state, territory or municipality may use in order to obtain certifications from the financial institution lenders and the small business borrowers. These certifications are not intended to replace or supersede any internal controls the participating state, territory, or municipality has in place. Rather, these certifications are provided for illustrative purposes and are available for use by the participating state, territory, or municipality according to their discretion. These sample certifications are attached as [Annex 1 and 2](#) to this document.

5. **May SBA-guaranteed loans, or other federally guaranteed or insured loans be enrolled in approved state programs receiving SSBCI funds?**

The SSBCI Policy Guidelines prohibit enrolling the unguaranteed portion of SBA-guaranteed loans in either a CAP or OCSP. This prohibition also applies to the unguaranteed portion of other federally guaranteed loans.

6. **How do participating states, territories and municipalities comply with the Sex Offender certifications in Section 4.9 of the Allocation Agreement?**

Section 4.9 of the Allocation Agreement specifies that “[Participating states, territories and municipalities must obtain]...(c) a certification from the private entity, including any financial institution, that the Principals of such entity have not been convicted of a sex offense against a minor (as such terms are defined in section 111 of the Sex Offender Registration and Notification Act (42 U.S.C. 16911)).”

Meaning of “private entity”: Section 4.9(c) of the Allocation Agreement requires that both the financial institution lender and each borrowing entity certify to the **participating state, territory or municipality** that none of the Principals have been convicted to referenced sex offense.

Meaning of “Principals”: For the limited purposes of Section 4.9 of the Allocation Agreement, Principal is defined as, “if a sole proprietorship, the proprietor; if a partnership, each managing partner and each partner who is a natural person and holds a 20% or more ownership interest in the partnership; and if a corporation, limited liability company, association or a development company, each director, each of the five most highly compensated executives or officers of the entity, and each natural person who is a direct or indirect holder of 20% or more of the ownership stock or stock equivalent of the entity.”

Treasury has created sample self-certifications that a participating state, territory or municipality may use in order to obtain certifications from the financial institution lenders and the small business borrowers. These certifications are not intended to replace or supersede any internal controls the participating state, territory, or municipality has in place. Rather, these certifications are provided for illustrative purposes and are available for use by the participating state, territory, or municipality according to their discretion. These sample certifications are attached as [Annex 3](#) to this document.



7. What restrictions and reporting requirements apply to SSBCI funds after the end of the Allocation Agreement?

The authorities and duties Treasury to implement and administer the Program terminate on September 27, 2017. Further, Treasury expects that the expiration date of all Allocation Agreements will be March 31, 2017.

Between January 1, 2017, and March 31, 2017, each participating state, territory or municipality must submit (1) its final annual report, (2) its final Federal Financial Report (SF-425), and (3) a summary of the performance results of the allocation, including a narrative of how or the extent to which the purpose of the allocation was accomplished using allocated funds. In addition, each participating state, territory, or municipality must submit its final quarterly report by January 31, 2017.

Participating states, territories, and municipalities will not, under any circumstances, be released from these reporting requirements early, even if a participating state, territory, municipality draws down or uses allocated funds prior to the expiration of the allocation time period.

Restrictions set forth in the Act, Allocation Agreement, and SSBCI Policy Guidelines remain in effect until March 31, 2017.

8. Will I be required to calculate my private leverage ratio for each annual report?

No. Treasury intends to automatically calculate each participating state's, territory's or municipality's annual and cumulative private leverage ratio from the data provided by each participant's required Annual Report, as detailed in section 4.8 of the Allocation Agreement.

9. How much capital must participating lenders or investors have at risk under a CAP or OCSP?

Financial institution lenders or other private investors must have at least 20% of their own capital at risk in any approved CAP or OCSP, in order to fulfill the requirement of the Act to have a "meaningful amount of their own capital at risk". This means that in the case of default of a loan or investment made to an eligible small business under an approved SSBCI program, a private lender or investor will be at risk for at least 20% of such loss. In the case of an OCSP venture capital or angel investment network, this capital-at-risk requirement applies at the level of the fund that makes the investment in eligible small businesses, not at the "fund of funds" level.



Annex 1: Example Borrower Certification for Use of Loan Proceeds:

Sample Certification

These assurances reference Section 3005(e)(7) and Section 3011(c)(2) of the Small Business Jobs Act of 2010.

Legal Name of Small Business _____ ("Borrower")
Loan Recipient:

Or

Legal Name of Any Other Entity _____ ("Borrower")
that Receives Financial Assistance:

The Borrower hereby certifies to the [financial institution lender] the following:

1. The loan proceeds will be used for a "business purpose." Business purpose includes, but is limited to, start up costs, working capital, business procurement, franchise fees, equipment, inventory, as well as the purchase, construction renovation or tenant improvements of an eligible place of business that is not for passive real estate investment purposes. The definition of business purpose excludes: activities that relate to acquiring or holding passive investments, such as commercial real estate ownership and the purchase of securities; and lobbying activities, as defined in Section 3(7) of the Lobbying Disclosure Act of 1995, P.L. 104-65, as amended.
2. The loan proceeds will not be used to:
 - a. repay a delinquent federal or state income taxes unless the Borrower has a payment plan in place with the relevant taxing authority; or
 - b. repay taxes held in trust or escrow, e.g. payroll or sales taxes; or
 - c. reimburse funds owed to any owner, including any equity injection or injection of capital for the business' continuance; or
 - d. to purchase any portion of the ownership interest of any owner of the business.
3. The Borrower is not:
 - a. an executive officer, director, or principal shareholder of the financial institution lender; or



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-
- b. a member of the immediate family of an executive officer, director, or principal shareholder of the financial institution lenders; or
 - c. a related interest of an such executive officer, director, principal shareholder, or member of the immediate family.

For the purposes of these three borrower restrictions, the terms "executive officer", "director", "principal shareholder", "immediate family", and "related interest" refer to the same relationship to a financial institution lender as the relationship described in part 215 of title 12 of the Code of Federal Regulations, or any successor to such part.

- 4. The Borrower is not:
 - a. a business engaged in speculative activities that develop profits from fluctuations in price rather than through normal course of trade, such as wildcatting for oil and dealing in commodities futures, unless those activities are incidental to the regular activities of the business and part of a legitimate risk management strategy to guard against price fluctuations related to the regular activities of the business; or
 - b. a business that earns more than half of its annual net revenue from lending activities; unless the business is a non-bank or non-bank holding company Community Development Financial Institutions; or
 - c. a business engaged in pyramid sales, where a participant's primary incentive is based on the sales made by an ever-increasing number of participants; or
 - d. a business engaged in activities that are prohibited by federal law or applicable law in the jurisdiction where the business is located or conducted. (Included in these activities is the production, servicing, or distribution of otherwise legal products that are to be used in connection with an illegal activity, such as selling drug paraphernalia or operating a motel that knowingly permits illegal prostitution); or
 - e. a business engaged in gambling enterprises, unless the business earns less than 33% of its annual net revenue from lottery sales.
- 5. No principal of the borrowing entity has been convicted of a sex offense against a minor (as such terms are defined in section 111 of the Sex Offender Registration and Notification Act (42 U.S.C. 16911)). For the purposes of this certification, principals is defined as if a sole proprietorship, the proprietor; if a partnership, each managing partner and each partner who is a natural person and holds a 20% or more ownership interest in the partnership; and if a corporation, limited liability company, association or a development company, each director, each of the five most highly compensated executives or officers of the entity, and each natural person who is a direct or indirect holder of 20% or more of the ownership stock or stock equivalent of the entity.



Legal Name:

By:

Authorized Signatory

Name:

Title:

Date:



Annex 2: Example Lender Certification for use of Loan Proceeds:

Sample Certification

This Assurance is referenced by Section 3005(e)(7) of the Small Business Jobs Act of 2010, and includes any financial institution lender that receives a loan, a loan guarantee, or other financial assistance using funds received by a Participating State under the State Small Business Credit Initiative.

Legal Name of Financial Institution Lender: _____ ("Lender")

The Lender hereby certifies to the Participating State the following:

1. The loan has not been made in order to place under the protection of the approved state program prior debt that is not covered under the approved state program and that is or was owed by the borrower to the financial institution lender or to an affiliate of the financial institution lender.
2. The loan is not a refinancing of a loan previously made to that borrower by the financial institution lender or an affiliate of the financial institution lender.
3. No principal of the financial institution lender has been convicted of a sex offense against a minor (as such terms are defined in section 111 of the Sex Offender Registration and Notification Act (42 U.S.C. 16911)). For the purposes of this certification, principals is defined as if a sole proprietorship, the proprietor; if a partnership, each partner; if a corporation, limited liability company, association or a development company, each director, each of the five most highly compensated executives, officers, or employees of the entity, and each direct or indirect holder of 20% or more of the ownership stock or stock equivalent of the entity.

Legal Name:

By: _____
Authorized Signatory



U.S. Department of the Treasury

State Small Business Credit Initiative

Name: _____

Title: _____

Date: _____



Annex 3: Example Private Entity Sex Offender Certification

Sample Certification

This certification is required by Section 3011(c)(2) of the Small Business Jobs Act of 2010 from any private entity that receives a loan, a loan guarantee, or other financial assistance using funds received by a participating State under the State Small Business Credit Initiative.

Legal Name of Small Business Loan Recipient: _____

Or

Legal Name of Financial Institution Lender: _____

Or

Legal Name of Any Other Entity that Receives Financial Assistance: _____

As required by Section 3011(c)(2) of the Small Business Jobs Act of 2010, the private entity hereby certifies to the participating State that the Principals of the private entity have not been convicted of a sex offense against a minor (as such terms are defined in section 111 of the Sex Offender Registration and Notification Act (42 U.S.C. 16911)). For the purposes of this Certification, Principal means the following: if a sole proprietorship, the proprietor; if a partnership, each partner; if a corporation, limited liability company, association or a development company, each director, each of the five most highly compensated executives, officers, or employees of the entity, and each direct or indirect holder of twenty percent (20%) or more of the ownership stock or stock equivalent of the entity.



Legal Name:

By:

Authorized Signatory

Name:

Title:

Date:



Frequently Asked Questions (Rev. 6/28/2011)¹**Municipalities****1. What is a municipality for purposes of the SSBCI?**

For the purposes of administering the SSBCI program, Treasury defines a "municipality" as *any incorporated city, town, borough, village, or township; or a federally-recognized Indian tribe.*

"Indian tribe" means an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, 25 U.S.C. 479a.

2. How can my municipality receive special permission from the Secretary to apply for SSBCI funds?

Municipalities in Wyoming and North Dakota currently have permission to apply for SSBCI funds because those two States did not file a notice of intent by November 27, 2010, as required in order for a State to be eligible for SSBCI funding. By July 8, 2011, Treasury will post a notice on SSBCI's website listing those States that had filed a notice of intent by November 27 but did not file a complete application by June 27, 2011, so that municipalities in those States will have the earliest possible notice that they may consider whether to apply directly. In August, Treasury will post a notice on SSBCI's website listing additional States in which municipalities have permission to apply for SSBCI assistance.

3. If my municipality has permission to apply for SSBCI funding, what must I do in order for my municipality to be considered?

In order to be considered for funding, eligible municipalities must file an application meeting both of the following requirements no later than 5 p.m. Eastern Daylight Time on September 27, 2011:

(1) The application is from an eligible applicant (i.e. a municipal department or agency expressly designated by the municipality's chief executive to implement the program pursuant to the designation letter attached to question 1B in the application) that can bind the municipality to obligations with the federal government as well as have the legal mechanisms in place to accept the transfer of SSBCI funds; and

(2) The application contains a substantive response to all required fields and narratives. A substantive response is one which reflects a good faith effort to answer the question.

¹ This Frequently Asked Question (FAQ) document should be referenced in conjunction with the SSBCI general FAQ, available at http://www.treasury.gov/resource-center/sb-programs/Documents/SSBCI_FAQs_FINAL_052011.pdf



4. Is my municipality required to file a notice of intent to apply?

Treasury encourages eligible municipalities to file by August 15, 2011, a notice of intent to apply. This will enable Treasury to offer technical assistance to those municipalities that have indicated their intent to apply.

5. If my municipality satisfies the eligibility criteria and submits a completed application by the established deadline, will we automatically receive funding?

No. Section 3004(d)(5) of the Act states that if more than three municipalities, or a combination of municipalities, of a State apply for approval, and meet the applicable approval criteria, the Secretary shall allocate funds to the 3 municipalities (or combinations of municipalities) with the largest populations. In addition, Section 3004(d)(7) of the Act requires the Secretary to also consider the additional eligibility considerations set forth in Section 3006(d) of the Act, which include the anticipated benefits to the State, its residents, and its businesses; operational capacity; management skill and experience; internal controls; and program design.

6. How much should my municipality apply for?

Eligible municipalities should request the amount of SSBCI funds they believe their proposed programs can use for program purposes through December 31, 2016, but not to exceed the amount of the SSBCI allocation for your State as a whole (for the amount of each State's allocation, please refer to the SSBCI website at <http://www.treasury.gov/ssbci>). This amount should be consistent with the applicant's narrative attachments to Section 3D and 4E of the application, which require detailed forecasts regarding the projected number of loans and loan amounts through December 31, 2016. If these narratives are not consistent with the amount requested, the applicant will be asked to file a revised application.

7. If my municipality is approved for funding, what will the size of our allocation be?

The size of your municipality's allocation is dependant upon several factors. First, the amount requested in the application, as supported by the narrative attachments to Sections 3D and 4E, provide the ceiling for the amount of SSBCI funds that may be transferred to the eligible municipality upon approval and execution of the SSBCI Allocation Agreement. For instance, if the total amounts requested by the municipalities selected for funding in a given State exceed that State's total allocation, or if more than three municipalities or combinations of municipalities apply, then Treasury will apportion the State's allocation among approved municipalities in amounts proportionate to the population of those municipalities (or combinations of municipalities) approved for SSBCI funding, in accordance with Section 3004(d)(6) of the Act. Treasury will use population data from the most recent decennial census when making these calculations.



8. Are there any additional requirements for applications from combinations of municipalities?

All of the SSBCI application requirements that apply to States also apply to municipalities and municipalities submitting joint applications. Eligible municipalities or other municipal entities applying in a joint application for SSBCI funds are required to submit a signed SF-424B and a completed application signature page from each municipality or municipal entity in the combination application. The chief executive of each municipality or municipal entity that is a party to the joint application must submit a letter of designation. These letters of designation must contain the names of all municipalities that are party to the joint application and which municipality (as defined by SSBCI) is the "lead applicant." The "lead applicant" will serve as the point of contact for all matters involving the application and that will be responsible for ensuring that all parties to the joint application comply with program requirements. The "lead applicant" will be responsible for compiling and submitting the quarterly reports, annual reports, and SF-425 (Federal Financial Report), and for responding to any requests for information from Treasury staff.

In addition, as a condition of closing, the municipalities in a joint application will submit for Treasury review a cooperative agreement outlining their internal allocation of funds and their respective roles and responsibilities. This cooperative agreement is a private contract among the municipalities involved. Treasury will therefore not be responsible for approving or enforcing this private contract; however, Treasury will review the cooperative agreement for sufficiency as a condition of closing.

COMMENTS OF THE AUDIENCE
COMMENTS OF THE CITY ATTORNEY
COMMENTS OF THE CITY CLERK
COMMENTS OF THE CITY MANAGER
COMMENTS OF THE MAYOR
COMMENTS OF THE CITY COUNCIL
ADJOURNMENT