

City Council  
September 10, 2012  
Monday

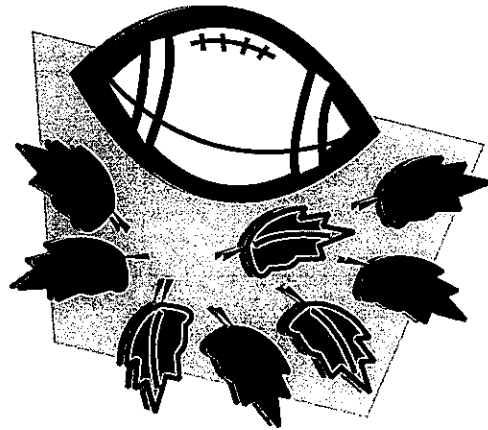


Special Meeting 4:00 P.M.

Worksession 4:20 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

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# SEPTEMBER 2012

- Monday 10<sup>th</sup>** CITY COUNCIL Special Meeting 4:00 p.m., Worksession 4:20 p.m., Committee of the Whole 5:00 p.m., and Regular Meeting 6:00 p.m.
- Tuesday 11<sup>th</sup>** ECONOMIC DEVELOPMENT ADVISORY COMMISSION Regular Meeting 6:00 p.m.
- Thursday 13<sup>th</sup>** 1% FOR THE ARTS SELECTION COMMITTEE MEETING 1:00 p.m.
- Thursday 16<sup>th</sup>** PARKS AND RECREATION ADVISORY COMMISSION Regular Meeting 5:30 p.m.
- Monday 17<sup>th</sup>** ABSENTEE VOTING FOR MUNICIPAL ELECTION BEGINS
- Tuesday 18<sup>th</sup>** CITY COUNCIL HOSTS KENAI PENINSULA BOROUGH MAYOR AND ASSEMBLY DINNER at Fat Olive's 5:00 p.m.
- BAYCREST OVERLOOK COMMITTEE 8:30 a.m. to 10:00 a.m. Bring Lunch Meeting 10:00 a.m. to 2:00 p.m. and Public Meeting 5:00 to 6:30 p.m. at Islands & Ocean Visitors Center.
- Wednesday 19<sup>th</sup>** WATER AND SEWER RATE TASK FORCE Special Meeting 5:15 p.m.
- PLANNING COMMISSION Worksession 5:30 p.m. and Regular Meeting 6:30 p.m.
- Thursday 20<sup>th</sup>** WATER AND SEWER RATE MODEL COMMITTEE 10:00 a.m.
- PARKS AND RECREATION ADVISORY COMMISSION Regular Meeting 5:30 p.m.
- Monday 24<sup>th</sup>** CITY COUNCIL Special Meeting 4:00 p.m., Committee of the Whole 5:00 p.m., and Regular Meeting 6:00 p.m.
- Wednesday 26<sup>th</sup>** PORT AND HARBOR ADVISORY COMMISSION Regular Meeting 5:00 p.m.
- Thursday 27<sup>th</sup>** LIBRARY LANDSCAPE COMMITTEE Noon to 1:00 p.m. at Library.

## Regular Meeting Schedule

- City Council 2<sup>nd</sup> and 4<sup>th</sup> Mondays 6:00 p.m.  
Library Advisory Board 1<sup>st</sup> Tuesday 5:00 p.m.  
Economic Development Advisory Commission 2<sup>nd</sup> Tuesday 6:00 p.m.  
Parks and Recreation Advisory Commission 3<sup>rd</sup> Thursday of the month with exception of December 5:30 p.m.  
Planning Commission 1<sup>st</sup> and 3<sup>rd</sup> Wednesday 6:30 p.m.  
Port and Harbor Advisory Commission 4<sup>th</sup> Wednesday 5:00 p.m.  
Transportation Advisory Committee Quarterly 3<sup>rd</sup> Tuesday 5:30 p.m.  
Public Arts Committee Quarterly 3<sup>rd</sup> Thursday 5:00 p.m.  
Lease Committee Quarterly 2<sup>nd</sup> Thursday 3:00 p.m.  
Permanent Fund Committee Quarterly 2<sup>nd</sup> Thursday 5:15 p.m.

**MAYOR AND CITY COUNCILMEMBERS AND TERMS**  
**JAMES C. HORNADAY, MAYOR – 12**  
**MARY E. (BETH) WYTHER, COUNCILMEMBER – 13**  
**FRANCIE ROBERTS, COUNCILMEMBER – 12**  
**BARBARA HOWARD, COUNCILMEMBER – 14**  
**DAVID LEWIS, COUNCILMEMBER – 14**  
**BRYAN ZAK, COUNCILMEMBER – 13**  
**BEAUREGARD BURGESS, COUNCILMEMBER – 12**

**City Manager, Walt Wrede**  
**City Attorney, Thomas Klinkner**

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

**COWLES COUNCIL CHAMBERS**  
491 E. PIONEER AVENUE  
HOMER, ALASKA  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)



**SPECIAL MEETING**  
**4:00 P.M. MONDAY**  
**SEPTEMBER 10, 2012**

MAYOR JAMES C. HORNADAY  
COUNCIL MEMBER BETH WYTHE  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER BARBARA HOWARD  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER WALT WREDE  
CITY CLERK JO JOHNSON

**MEETING NOTICE**  
**SPECIAL MEETING AGENDA**

**1. CALL TO ORDER, 4:00 P.M.**

Councilmember Lewis has requested excusal.

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

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

**4. NEW BUSINESS**

**A. Memorandum 12-137, From City Clerk, Re: Request for Executive Session Pursuant to AS §44.62.310(C)(1 & 5), Matters, the Immediate Knowledge of Which Would Clearly Have an Adverse Effect Upon the Finances of the Government Unit and Attorney-client Privilege (City Attorney Update on Pending Court Case: Hogan vs. City of Homer).**

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**5. COMMENTS OF THE AUDIENCE**

**6. ADJOURNMENT NO LATER THAN 5:20 P.M.**

Next Regular Meeting is Monday, September 24, 2012 at 6:00 p.m., Special Meeting 4:00 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



# 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  
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## MEMORANDUM 12-137

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: SEPTEMBER 4, 2012

SUBJECT: REQUEST FOR EXECUTIVE SESSION PURSUANT TO AS §44.62.310(C)(1 & 5), MATTERS, THE IMMEDIATE KNOWLEDGE OF WHICH WOULD CLEARLY HAVE AN ADVERSE EFFECT UPON THE FINANCES OF THE GOVERNMENT UNIT AND ATTORNEY-CLIENT PRIVILEGE (CITY ATTORNEY UPDATE ON PENDING COURT CASE: HOGAN VS. CITY OF HOMER).

Pursuant to Council's Operating Manual – "Any Councilmember, the Mayor or City Manager may place consideration of an executive session on the agenda..."

City Manager Wrede requested an Executive Session regarding "City Attorney Update on Pending Court Case: Hogan vs. City of Homer" for the Special Meeting of September 10, 2012. This has been publicly and internally noticed since that time.

Attorney Wells will be present.

### RECOMMENDATION:

Approve the request for Executive Session and conduct immediately in the Conference Room.





**COWLES COUNCIL CHAMBERS**  
491 E. PIONEER AVENUE  
HOMER, ALASKA  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)



**WORKSESSION**  
**4:20 P.M. MONDAY**  
**SEPTEMBER 10, 2012**

MAYOR JAMES C. HORNADAY  
COUNCIL MEMBER BETH WYTHER  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER BARBARA HOWARD  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER WALT WREDE  
CITY CLERK JO JOHNSON

**MEETING NOTICE**  
**WORKSESSION AGENDA**

**1. CALL TO ORDER, 4:00 P.M.**

Councilmember Lewis has requested excusal.  
Councilmember Zak has requested telephonic participation.

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

**3. 2013-2018 Capital Improvement Plan & FY 2014 Legislative Requests**

Memorandum 12-138 from Community and Economic Development Coordinator as backup. Page 11  
Memorandum 12-141 from Port and Harbor Advisory Commission as backup. Page 105  
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**4. COMMENTS OF THE AUDIENCE**

**5. ADJOURNMENT NO LATER THAN 4:50 P.M.** Next Regular Meeting is Monday, September 24, 2012 at 6:00 p.m., Special Meeting 4:00 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



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

by Anne Marie Holen, City of Homer Special Projects Coordinator

**Q: What is a CIP?**

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

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

**Q: What is a capital project?**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**A:** Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for Deep

Water Dock expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

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

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

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

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

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

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

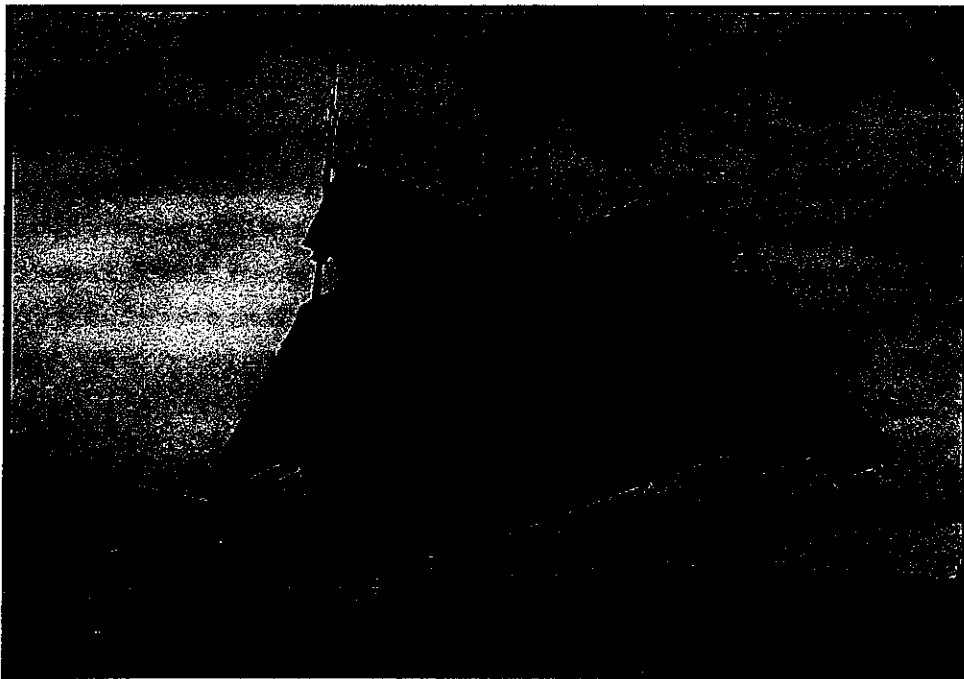
Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan, then focused implementation of that plan.

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

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



# City of Homer Capital Improvement Plan 2013-2018



Karen Hornaday Park was the site of a major volunteer work effort led by Homer Playground Project (HoPP) to build a new playground. This picture depicts a large crane placing the roof on a new playhouse. Improvements to Karen Hornaday Park have been on the CIP 1984.

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  
907-455-5102

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October 14, 2011

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2012 through 2017 Capital Improvement Plan adopted by the Homer City Council on October 10, 2011. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix, 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 2012-2017 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

Need Updated Letter from City Manager





CITY OF HOMER  
HOMER, ALASKA

Mayor/City Council

RESOLUTION 11-096(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2012-2017 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2013.

WHEREAS, A duly published hearing was held on September 26, 2011 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 2012-2017" 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 2013 State Legislative Request:

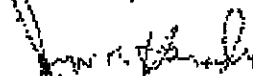
1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Homer Area Natural Gas Pipeline, Phase 2
3. Harbor Improvement Revenue Bond Projects (Bundled Projects)
4. Skyline Fire Station
5. Fishing Lagoon Improvements
6. Kuten Hornaday Park Improvements, Phase I
7. Tanker 2 Refurbishment and Fire Engine 4 Refurbishment/HVFD
8. Homer High School Track Renovation
9. Alternative Water Source
10. Deep Water/Cruise Ship Dock Expansion, Phase I
11. Homer Intersection Improvements
12. Ocean Drive Reconstruction with Turn Lane
13. Mariner Park Restroom
14. Kachemak Drive Rehabilitation/Pathway
15. Truck Loading Facility Upgrades at Fish Dock

BE IT FURTHER RESOLVED that projects for the FY 2013 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 2013 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 10<sup>th</sup> day of October, 2011.

CITY OF HOMER



JAMES C. HORNADAY, MAYOR

ATTEST



JO JOHNSON, CMC, CITY CLERK

To be replaced with new resolution.

Draft

## Funded Projects from 201-2017 CIP List

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

End of the Road Wayside Park, Phase 1

Fish Dock Restroom Expansion

Jack Gist Park Improvements, Phase 1

Karen Hornaday Park Improvements, Phase 1

Homer Area Natural Gas Pipeline, Phase 2

Sewer Treatment Plan Bio-solids Treatment Improvements

Homer High School Track Renovation



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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	2012	2013	2014	2015	2016	2017	TOTAL \$
LOCAL ROADS & TRAILS	500,000	650,000	5,250,000	-	-	-	6,500,000
STRUCTURES	7,021,000	7,175,000	104,525,000	23,925,000	-	175,000	145,721,000
UTILITIES	11,520,000	6,210,000	18,710,000	200,000	200,000	-	36,940,000
EQUIPMENT	950,000	800,000	-	-	-	-	1,750,000
<b>TOTAL \$</b>	<b>21,991,000</b>	<b>14,835,000</b>	<b>130,585,000</b>	<b>24,125,000</b>	<b>200,000</b>	<b>175,000</b>	<b>291,931,000</b>





## Local Roads and Trails Summary of Projects by Year and Cost

PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Health Street, Plover to Anderson		400,000	3,600,000				4,000,000
Hudson 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
<b>TOTAL \$</b>	<b>500,000</b>	<b>650,000</b>	<b>5,350,000</b>				<b>6,500,000</b>

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



## Heath Street - Pioneer to Anderson

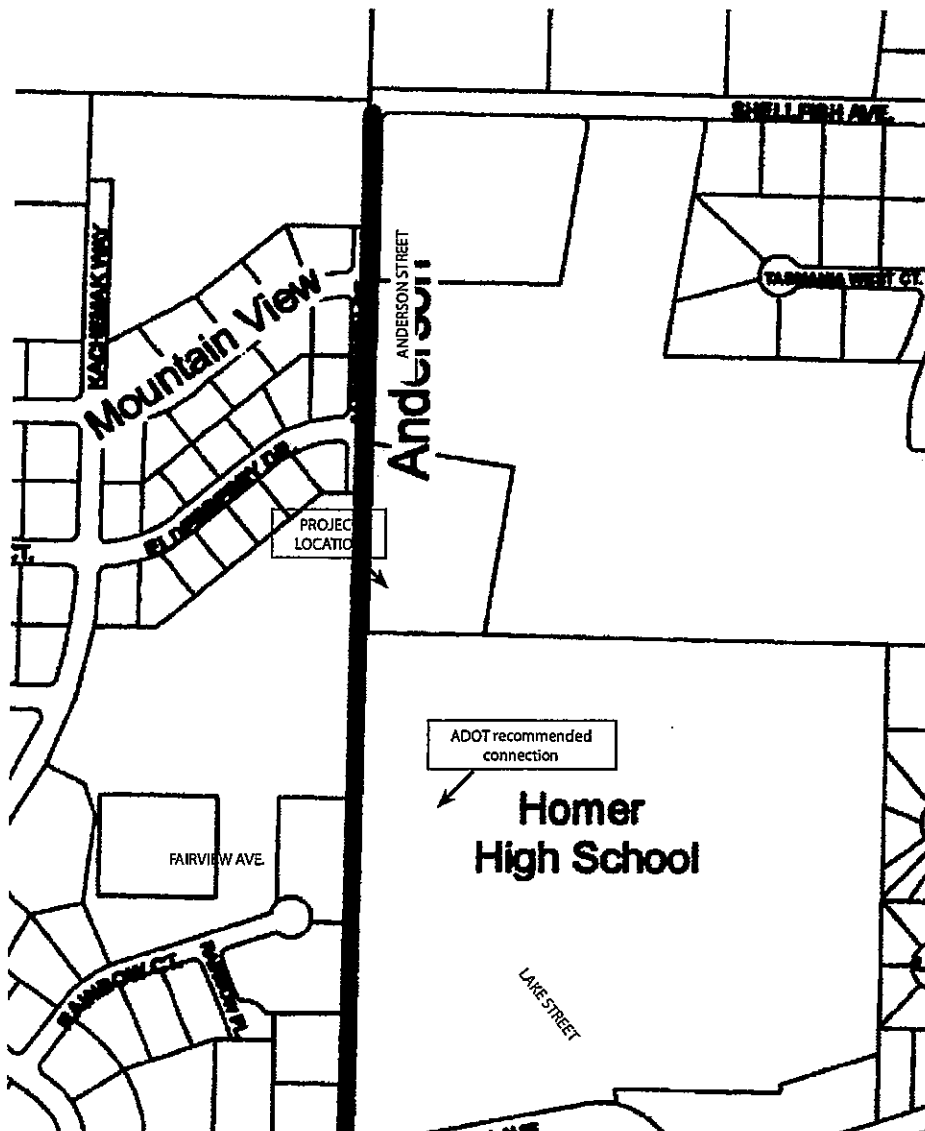
**PROJECT DESCRIPTION & BENEFIT:** This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer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

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

Schedule and Cost: 2016 (design)—\$500,000

2018 (construction)—\$4 M

Priority Level 3

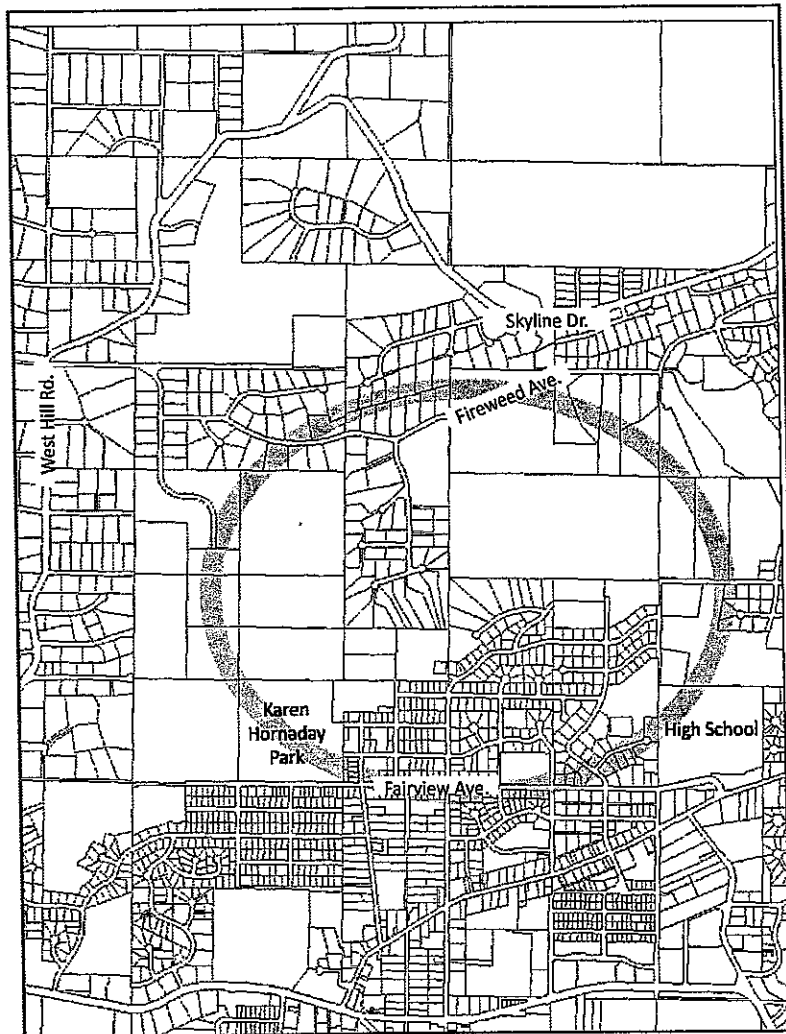




# Horizon Loop Trail Phase 1: Feasibility and Conceptual Design

**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, 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.



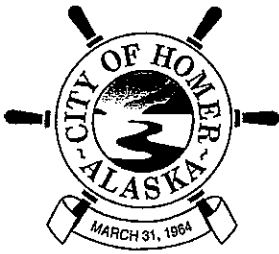
The oval above indicates the general area of the Horizon Loop Trail. It is not intended to indicate a proposed trail route.

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: 2017 Priority Level 3



## Land Acquisition for New Roads

**PROJECT DESCRIPTION & BENEFIT:** This project will help meet current and future transportation needs by acquiring specific land parcels and rights-of-way to extend five local roads:

Lake/Heath Street to Anderson Avenue

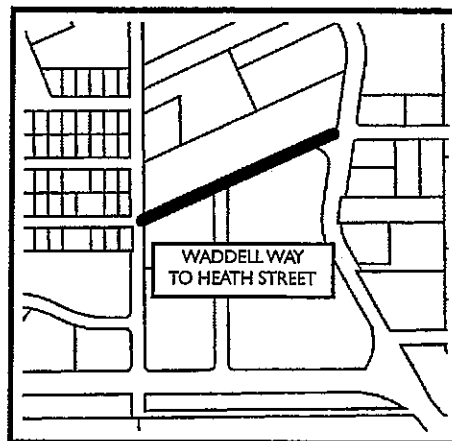
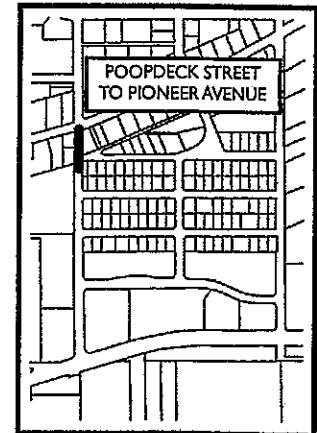
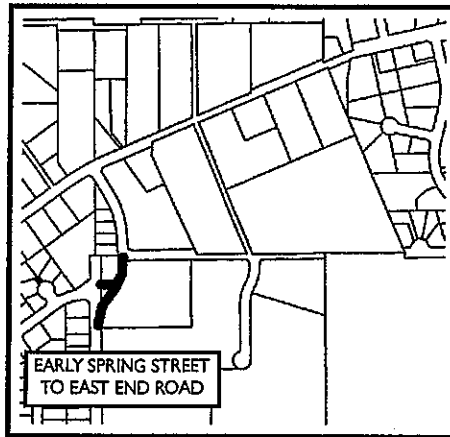
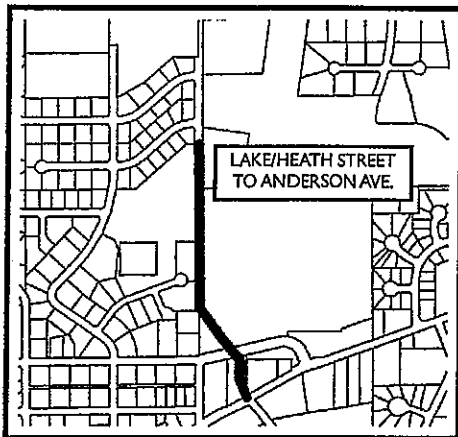
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

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

Cost: \$1 M

Schedule: 2013-15

Priority Level 1





## Town Center Infrastructure

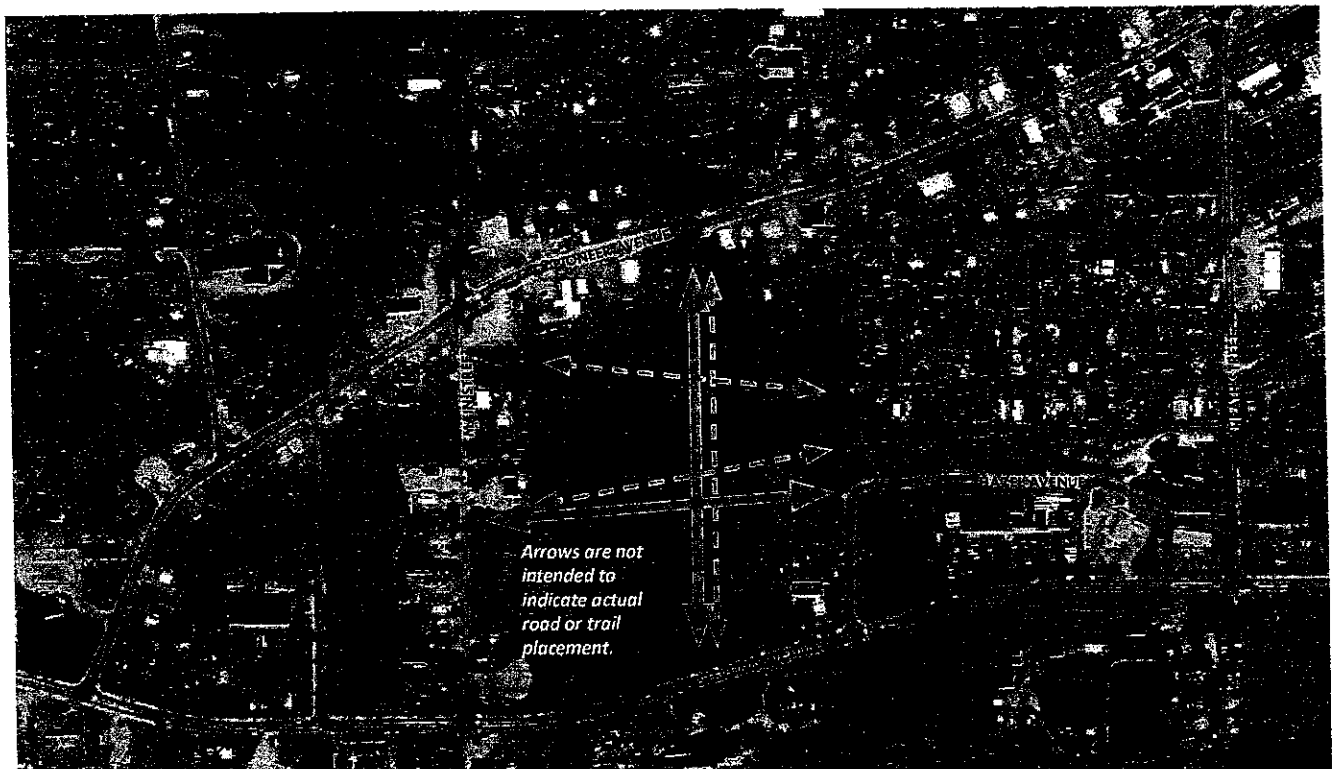
**PROJECT DESCRIPTION & BENEFIT:** In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of 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: 2014 (design)—\$250,000                      2015 (construction)—\$2 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.




NOTE: Tables will be updated at the end of the CIP process

Structures  
Summary of Projects by Year and Cost



PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Range Mining Facility			400,000				400,000
Rice Wetlands Park Improvements		200,000					200,000
Deep Water Dock Expansion	1,250,000	1,750,000	25,000,000				28,000,000
East Boat Harbor		1,500,000	75,500,000	20,000,000			100,000,000
End of the Road Wayside, Phase 1			1,075,000				1,075,000
Fish Dock Westward Expansion	85,000						85,000
Fishing Lagoon Improvements		255,000					255,000
Water Improvement Revenue Bond Projects	6,175,000						6,175,000
Harbor Shoreline Loading Dock		400,000					400,000
HBI Road Improvements				3,000,000			3,000,000
Water Spill Control Material Remedial Risk Project	10,000	970,000					980,000
Jack Cist Park Improvements, Phase 1		155,000					155,000
Karen Marzabuy Park Improvements, Phase 1	250,000	250,000	250,000				750,000
Mariner Park Wetlands		475,000		525,000		175,000	975,000
Skylar Fire Station	150,000	1,200,000					1,350,000
Truck Loading Facility Upgrade			300,000				300,000
<b>TOTAL \$</b>	<b>7,921,000</b>	<b>7,175,000</b>	<b>306,525,000</b>	<b>23,525,000</b>	<b>-</b>	<b>175,000</b>	<b>145,421,000</b>







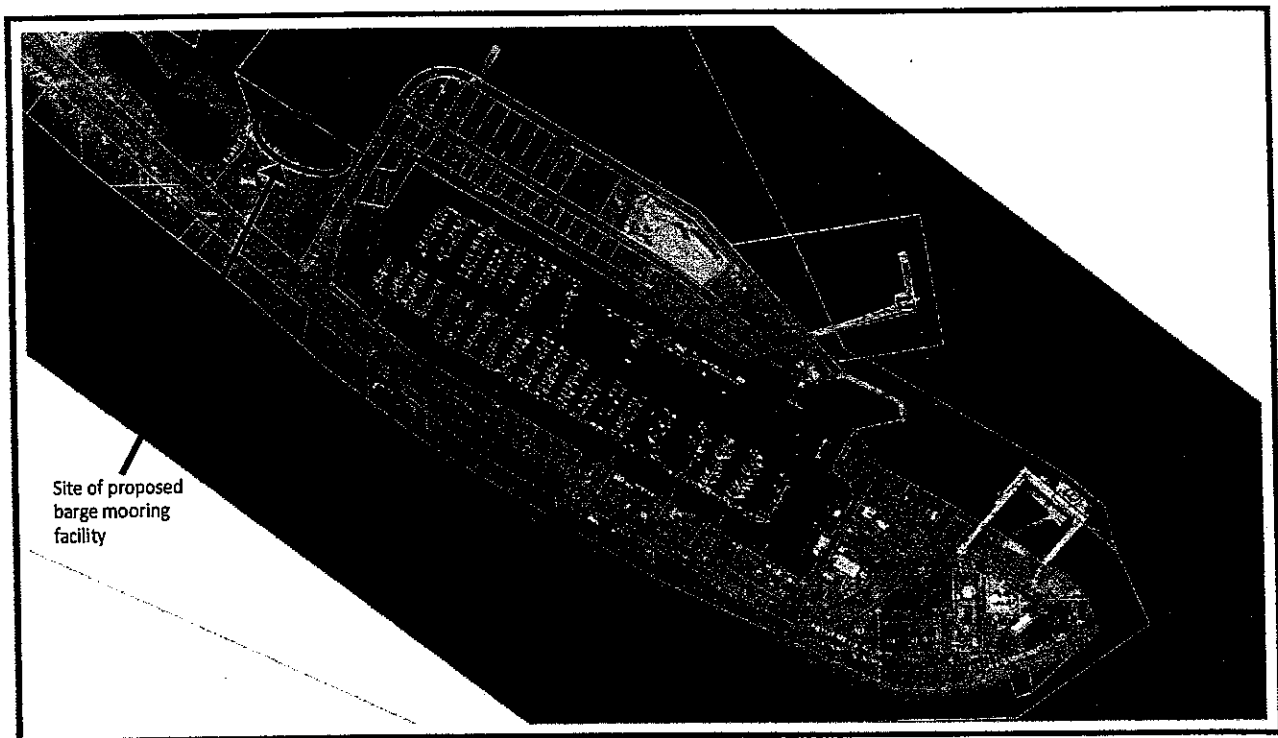


## Barge Mooring Facility

**PROJECT DESCRIPTION & BENEFIT:** Constructing a barge mooring facility at Lot TR 1A (east of the Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility will consist of a row of piles driven perpendicular to the beach that extend down through the tidal area in conjunction with a stern anchoring system and bollards above the high water line. This proposed improvement will provide secure moorings for vessels that cannot currently be accommodated within the harbor's basin due to lack of space. The project is a response to requests from vessel owners/managers seeking safe moorage and uplands haul out area for large industrial freight barges.

Cost: \$400,000    Schedule: 2013

Priority: 1





## Ben Walters Park Improvements, Phase 2

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**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.

**PLANS AND PROGRESS:** Phase 1 of the park improvement project, to replace the dock, was completed in 2009. Since then the Kachemak Bay Rotary Club has adopted the park under the City of Homer's Adopt-a-Park Program. They have made improvements such as painting the restrooms and installing a bench.

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

Cost: \$250,000

Schedule: 2014

Priority Level 2



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





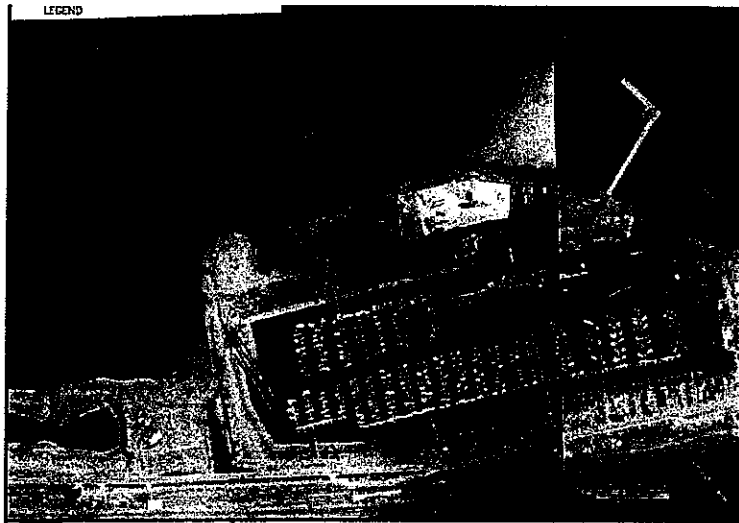
## East Boat Harbor

**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: 2013- economic analysis  
 2014 (design and permitting)—\$1.52 million  
 2015 (breakwater construction and dredging)—\$78.5 million  
 2016-2017 (inner harbor improvements)—\$20.6 million

Priority Level 2



## 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 Sportsman’s Association, and Alaska Department of Fish and Game were coreipients 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.

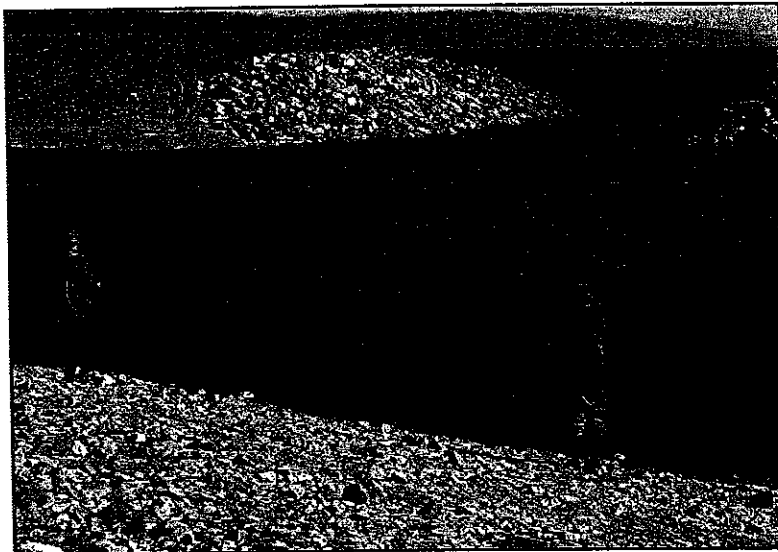
Hardening of the outer banks and dredging of some small areas of the lagoon occurred in the past 12 years. Now approximately 3 feet of sediment needs to be dredged from the entire lagoon to improve water conditions and fish health.

The City of Homer recognizes the economic and recreational impact of the Fishing Hole and has set aside \$100,000 in a revolving maintenance account to ensure stainability of this important resource. Parking fees will be used to re-capitalize the fund. Fish and Game has committed to stocking the lagoon with smolt from the new William Jack Hernandez Sport Fish Hatchery in Anchorage.

**PLANS & PROGRESS:** The legislature awarded \$100,000 towards this project in 2012. The City is hiring an engineer to perform a survey of the amount of material that needs to be removed in order to form a more accurate cost estimate.

Total cost: \$255,000      Schedule: 2014      Priority Level 1

Funding Secured: \$100,000 (Legislative Grant)



**NOTE:** Although \$100,000 was secured in the State Capital Budget this year, it is insufficient to complete the project. Reomendation is it remains on teh CIP.

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.

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

Draft 15



# Harbor Improvement Revenue Bond Projects

**PROJECT DESCRIPTION & BENEFIT:** This project will accomplish three significant harbor improvement projects (in order of importance):

- **Ramp 3 Gangway and Approach**—will replace the existing Ramp 3 which dates back to the mid-1960s. This ramp is the steepest ramp in the harbor and difficult to use during very low tides. At 100 feet long, the new ramp will be less steep and therefore ADA compliant. It will be constructed of aluminum and covered by an awning to keep it snow and ice-free for year-round access. The existing Ramp 3 approach, a long narrow wooden structure in poor condition, will also be replaced. Cost: \$795,000.
- **Upgrade System 5 – Vessel Shore Power and Water**—will provide System 5, the large vessel float system in the Homer Harbor, with additional power pedestals and a year-round fresh water supply to meet the needs of the large vessel fleet and attract new vessels to be home-ported in Homer. Cost: \$971,000.
- **Harbor Float Replacement**—will replace some of the oldest and most badly damaged floats in the harbor. These floats are plagued by worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalks with exposed flotation. A total of 1,706 linear feet will be replaced: A Float, connecting E-J; J Float, R Float, and S Float. Cost: \$6,783,000.

**PLANS & PROGRESS:** Over 60% of design and engineering funds have been procured through a Denali Commission Waterfront Development grant and Cruise Ship Passenger Vessel Funds from the Borough.

Total Project Cost: \$9,119,000

Amount covered by existing or projected grant funds = \$4,678,000 as follows:

- \$440,000 (Denali Commission grant – already secured)
- \$32,000 KPVB (Cruise Ship Passenger Vessel Funds - already secured)
- \$4,206,000 (Municipal Harbor Facility grant – application submitted August 1, 2012)

Remaining (local responsibility) = \$4,441,000

- \$4,206,000 Revenue Bonds
- \$235,000 Harbor Enterprise Fund Reserves

Schedule: 2012-2014      Priority Level: 1

NOTE: This project has been updated to remove 2 projects that are not eligible for the Municipal Harbor Grant Program (Port and Harbor Building and Harbor Entrance Erosion Control). The recommendation is for those projects to be listed as stand alone projects. They are included in "Proposed New Projects."

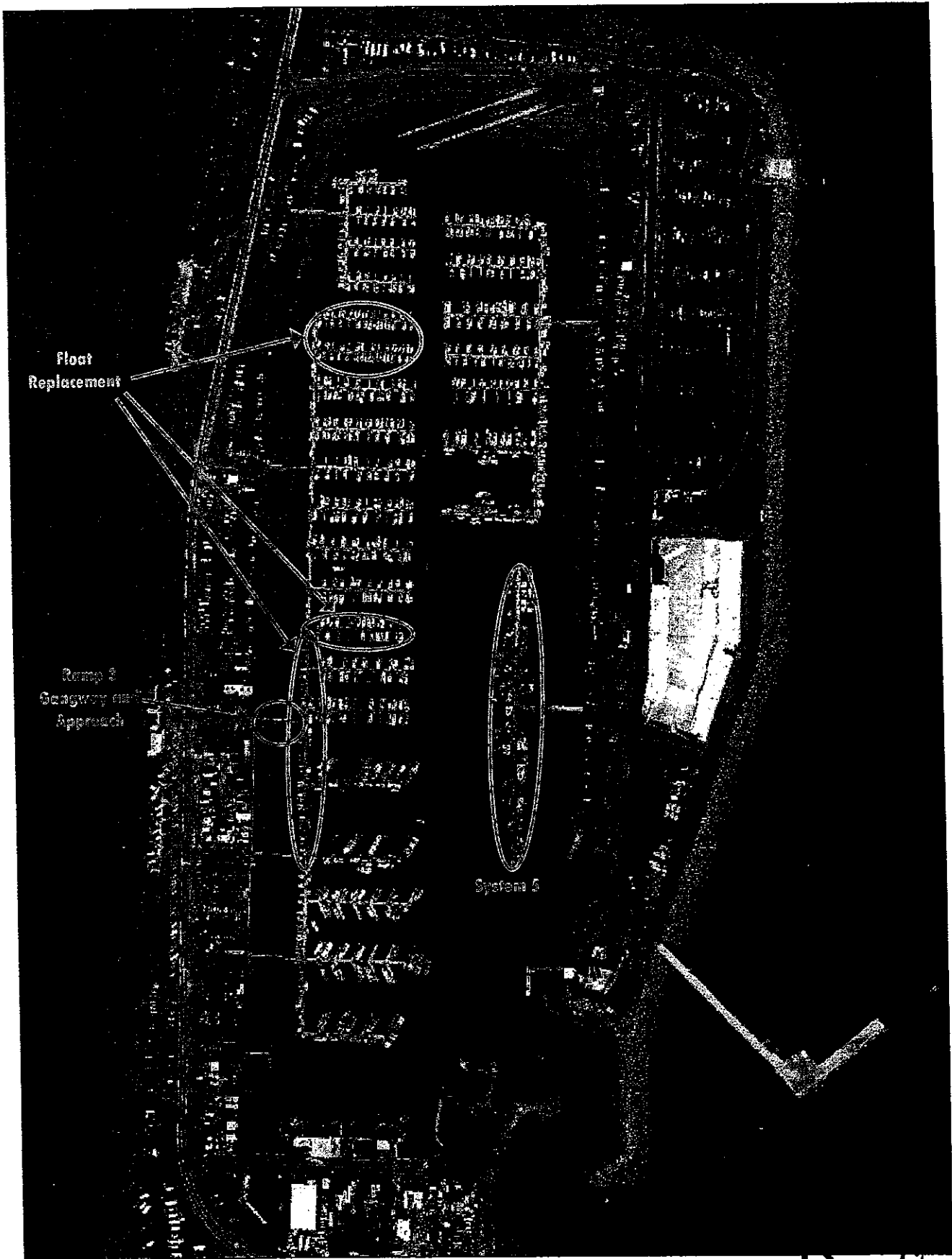


Hole in damaged piling that needs replacing



Tourists traversing Ramp 3 at low tide.

See following page for project map



Draft





## 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: \$800,000

Schedule: 2014

Priority: 2





## HH Float Improvements

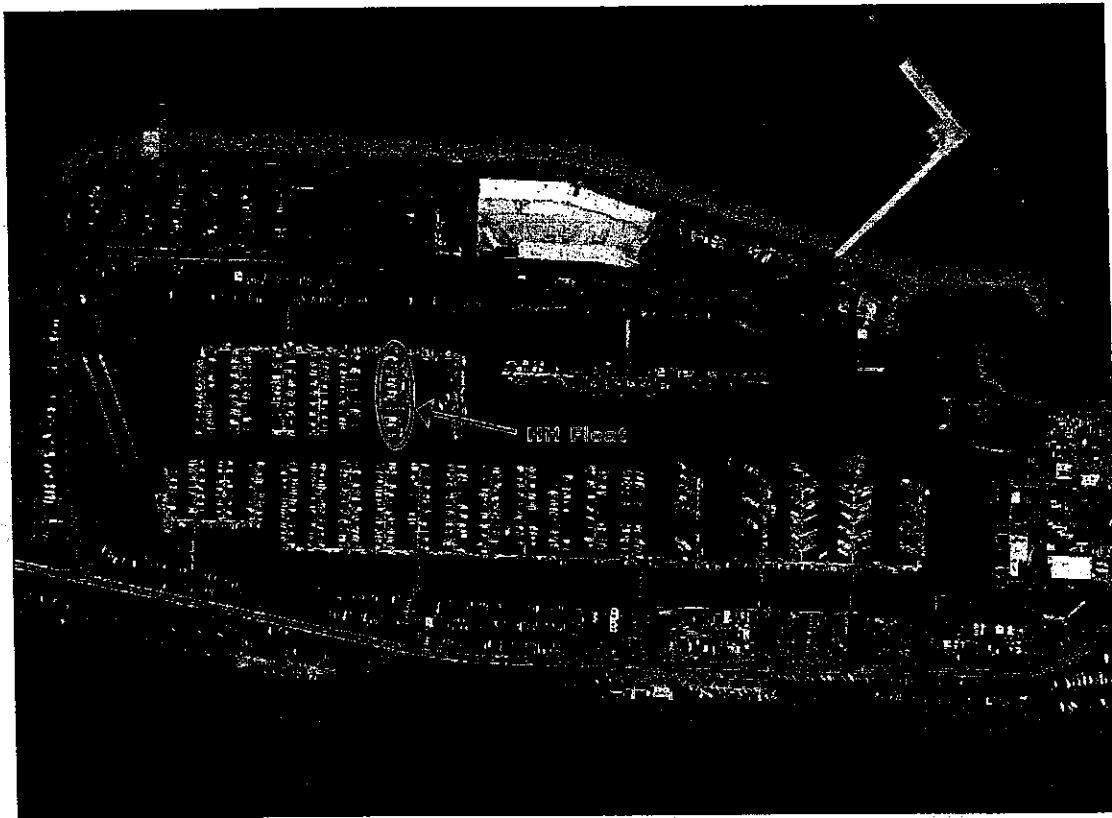
**PROJECT DESCRIPTION & BENEFIT:** The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on the other side. The 60-foot stalls would 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



NOTE: This project has been combined with a new proposed project: "System 4 Vessel Mooring Float System Improvements." If the council decides to include the proposed new project, this project can be deleted.



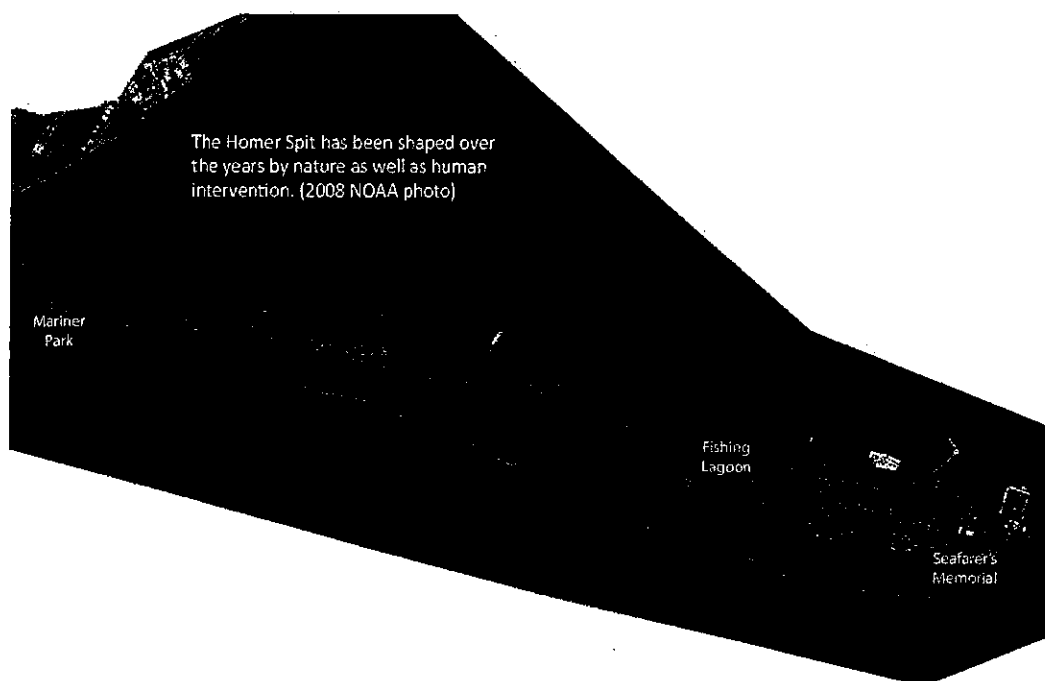
## Homer Spit Dredged Material Beneficial Use Project

**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:	2013	\$ 10,000 – Spread available material in upland parking pad areas
	2014-15	\$ 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





## Marine Ways Large Vessel Haulout Facility

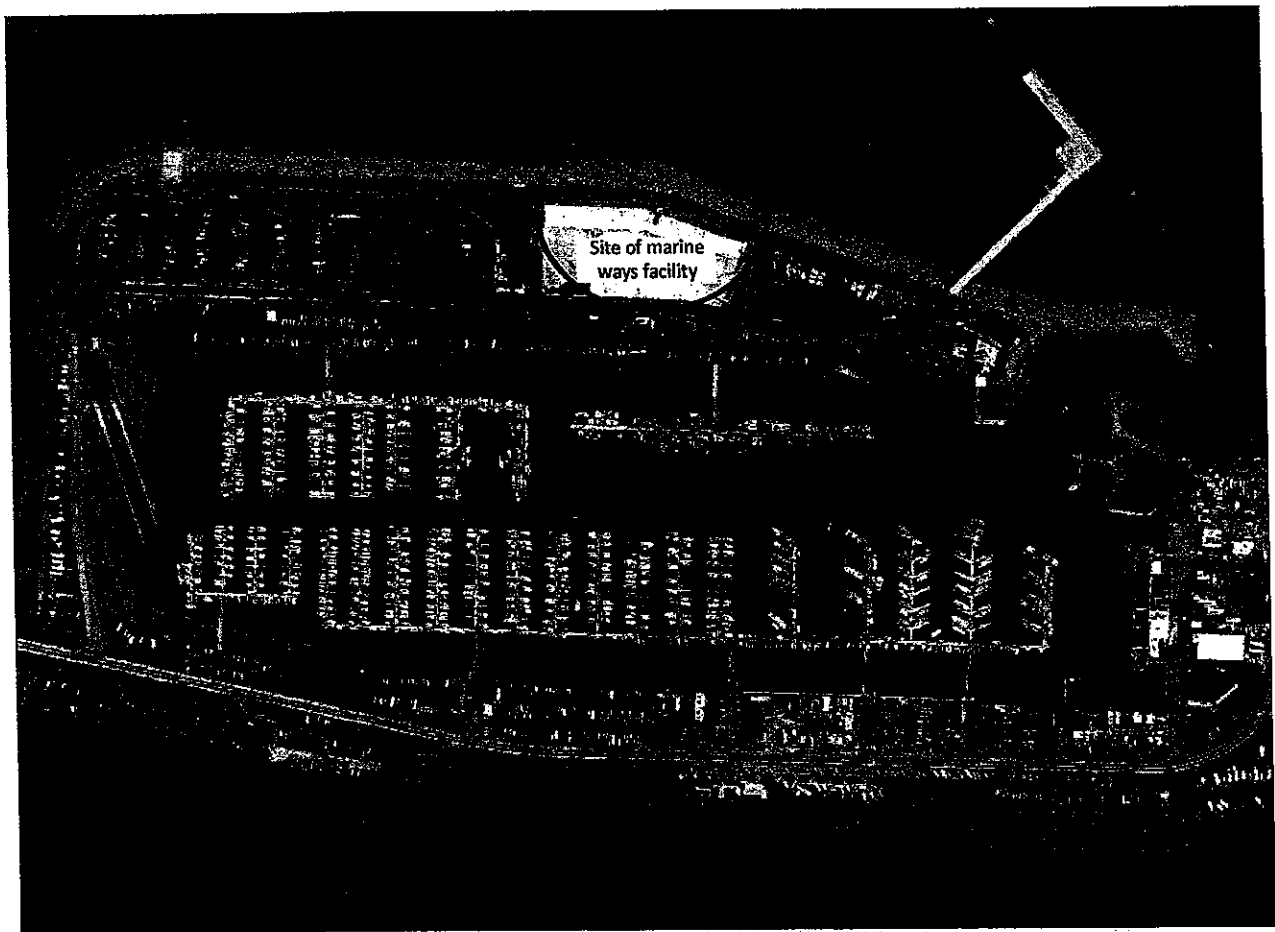
**PROJECT DESCRIPTION & BENEFIT:** This project will construct a “marine ways” ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs; utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private 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: 2014

Priority: 2





## Mariner Park Restroom

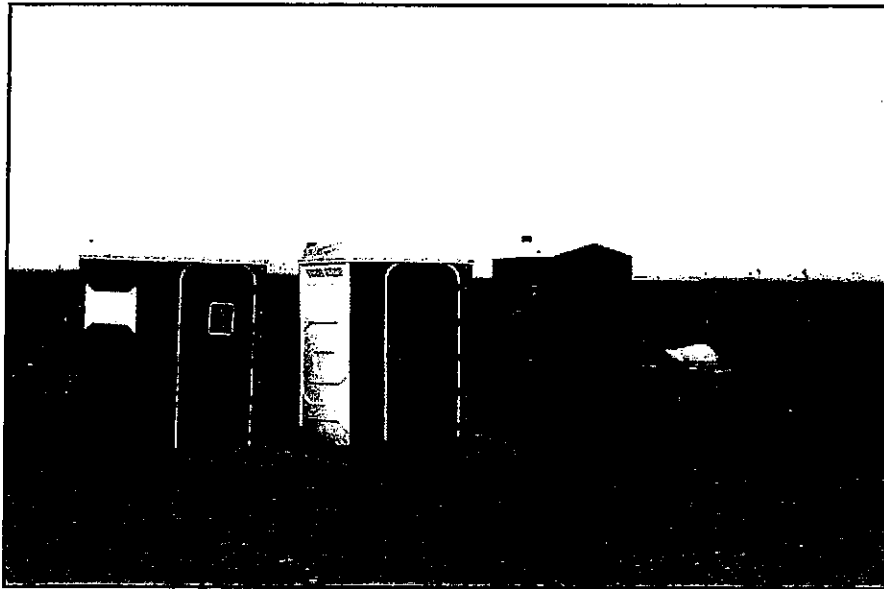
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**PROJECT DESCRIPTION & BENEFIT:** As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation 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: \$500,000

Schedule: 2015

Priority Level 2



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



## Skyline Fire Station

**PROJECT DESCRIPTION & BENEFIT:** This project, which is included in the Transition Plan for annexation, will provide a satellite substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. The substation will provide warm storage for structure and wildfire response equipment (engine/tanker, ambulance, and brush truck) in order to deliver quicker response to City residents on top of the bluff above Homer along East Skyline Drive.

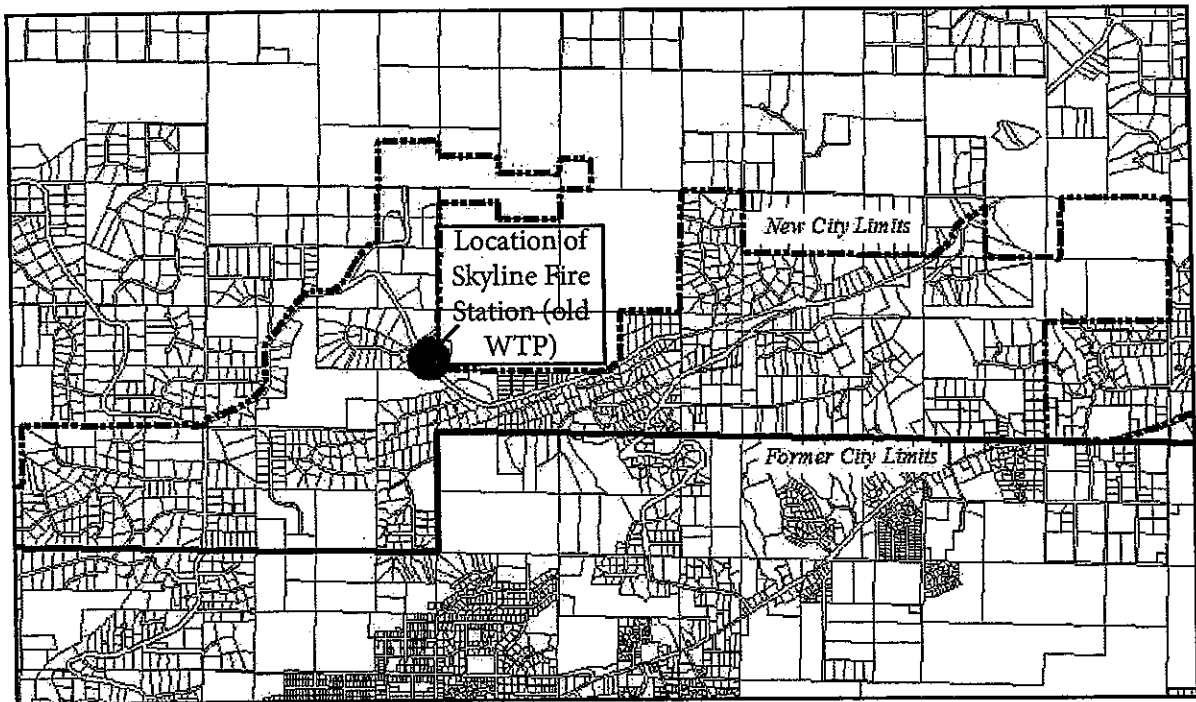
The facility is intended to be a low budget solution – utilizing an existing foundation/concrete slab at the water treatment plant site, and installing an insulated pre-engineered metal building with minimal office space/maximum equipment storage bay area. The facility consists of a 2000 SF (50' x 40') building with three equipment bays. Electric, telephone, water and sewer is already available at the site. Gravel access currently exists to the proposed site (adjacent to the existing water treatment plant).

The Skyline Fire Station will improve the City's ISO rating, lower insurance rates for property owners on the bluff, improve response times, and provide storage for equipment the Homer Volunteer Fire Department (HVFD) currently cannot operate in the winter because of lack of warm storage. A Fire Station on Skyline Drive has been a priority of the City of Homer and residents for many years and will enhance HVFD's ability to respond year round to fire incidents. An additional benefit of the station will be to assist the Kachemak Emergency Service Area, who has jurisdiction of the surrounding area, in responding to emergencies.

NOTE: This project has been updated to reflect a much more narrow scope of work. Instead of a full fire station, the proposal is to build a cost efficient warm storage facility with few amenities, not a full blown fire station.

Schedule: Engineering, design and inspection 2012; Construction 2013

Cost: \$456,000 Priority Level 1





## Truck Loading Facility Upgrades at Fish Dock

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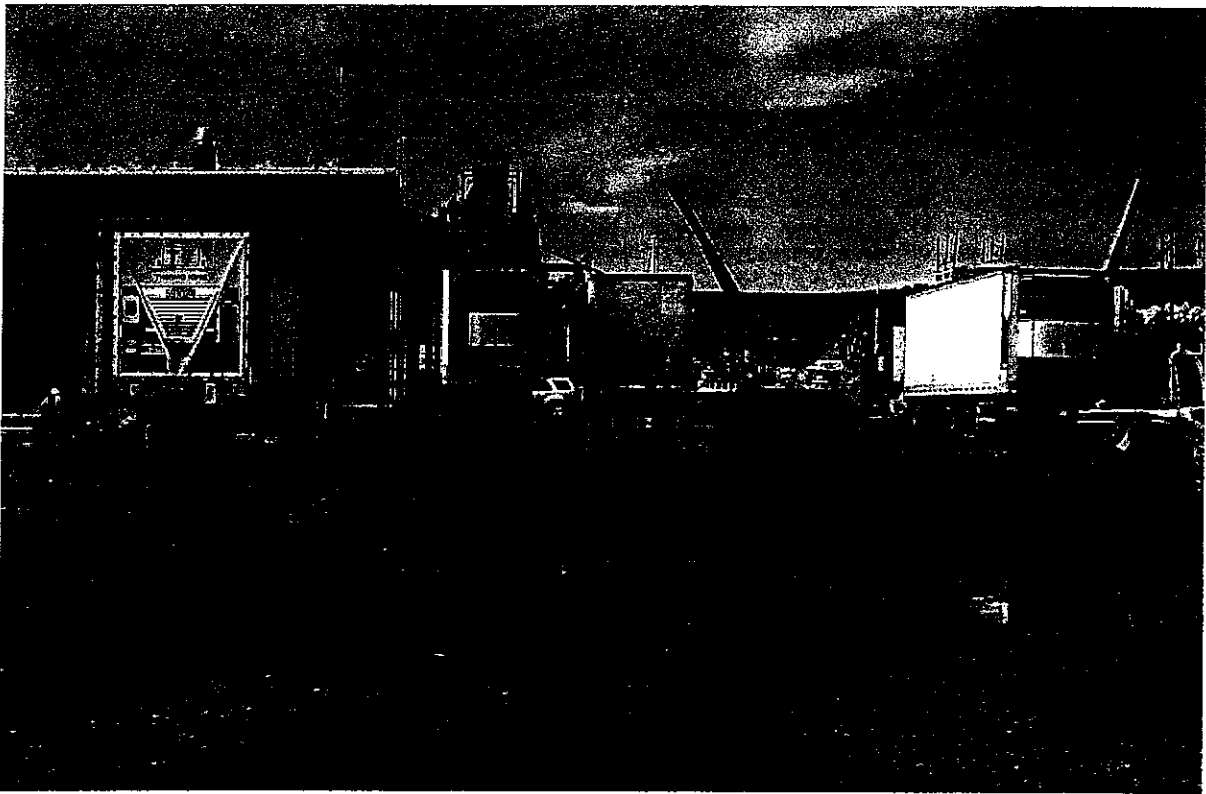
**PROJECT DESCRIPTION & BENEFIT:** Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck traffic, fork lift traffic, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. 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: 20145

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.

## Water & Sewer Summary of Projects by Year and Cost

CATEGORY/PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,800,000				17,550,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Hammer Area Mainline Gas Pipeline	10,050,000						10,050,000
Rever Treatment Plant Effluents Treatment Improvements	525,000	4,720,000					5,245,000
Water Storage/Distribution Improvements		300,000	3,510,000				3,810,000
<b>TOTAL \$</b>	<b>11,525,000</b>	<b>6,210,000</b>	<b>19,710,000</b>	<b>200,000</b>	<b>200,000</b>		<b>37,835,000</b>

Tables will be updated at the end of the CIP 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: 2013 (feasibility study)—\$750,000

2016 (design and permitting)—\$1,000,000

2020 (construction)—\$15 million

Priority Level 2



## Bridge Creek Watershed Land Acquisition

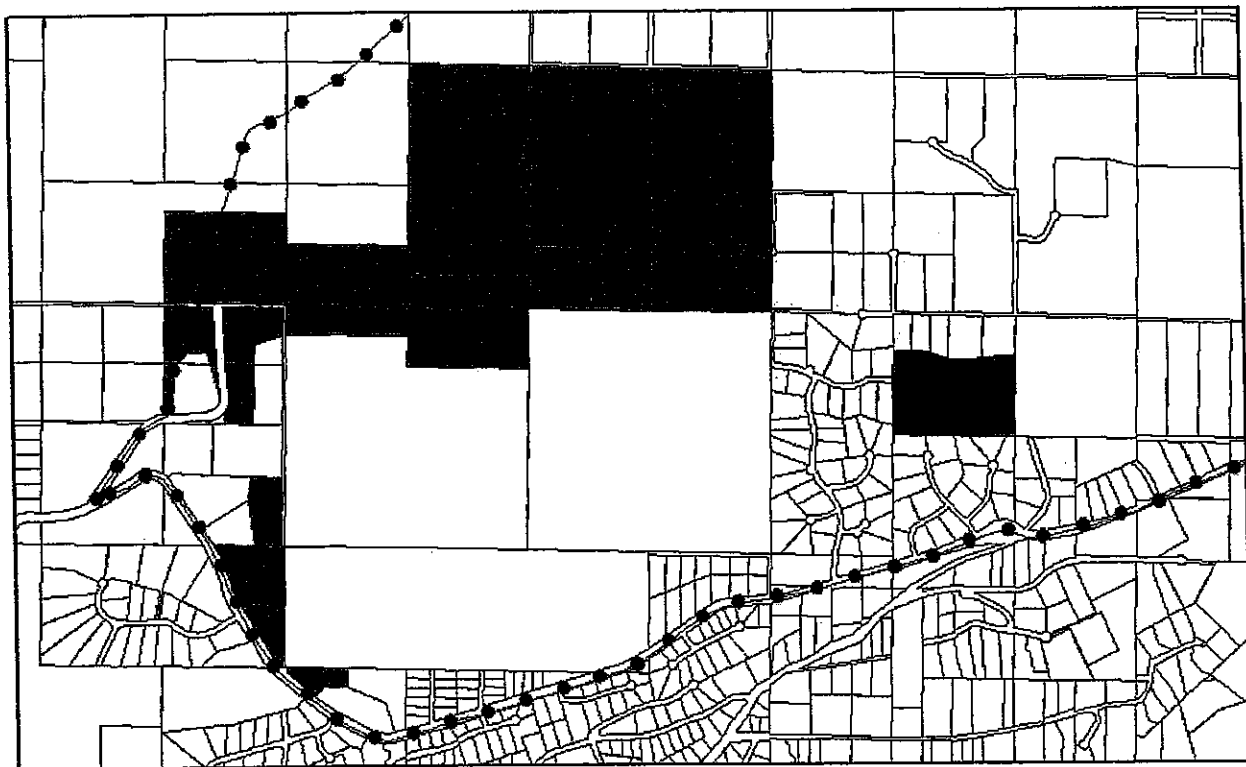
**PROJECT DESCRIPTION & BENEFIT:** Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the 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: 2013 - 2018

Priority Level 2



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



Tables will be updated at the end of the CIP process

## Equipment Summary of Projects by Year and Cost

PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 and Tanker 2 Replacement	150,000	200,000					350,000
Firefighting Enhancement Aerial Truck	200,000						200,000
Ice Plant Upgrade		500,000					500,000
<b>TOTAL \$</b>	<b>350,000</b>	<b>820,000</b>					<b>1,170,000</b>



## Brush/Wildland Firefighting Truck

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**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.

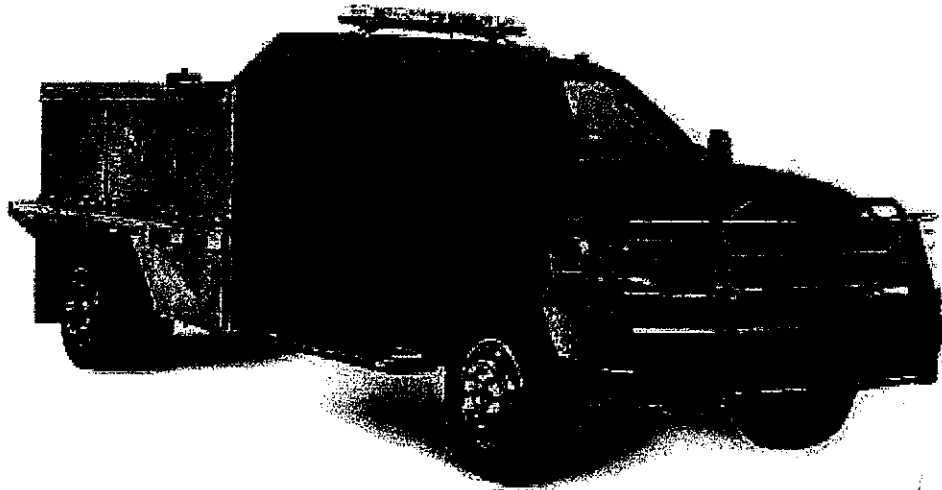
The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. A mechanical assessment of the existing truck found it to be severely deficient due to age-related 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: 2014

Priority Level 1





## Fire Engine 4 and Tanker 2 Refurbishment

**PROJECT DESCRIPTION & BENEFIT:** This project will refurbish two major pieces of equipment used by the Homer Volunteer Fire Department: Fire Engine 4 and Tanker 2.

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. 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: 2013

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 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: 2014



Fire Engine 4



Tanker 2



## Firefighting Enhancement - Aerial Truck

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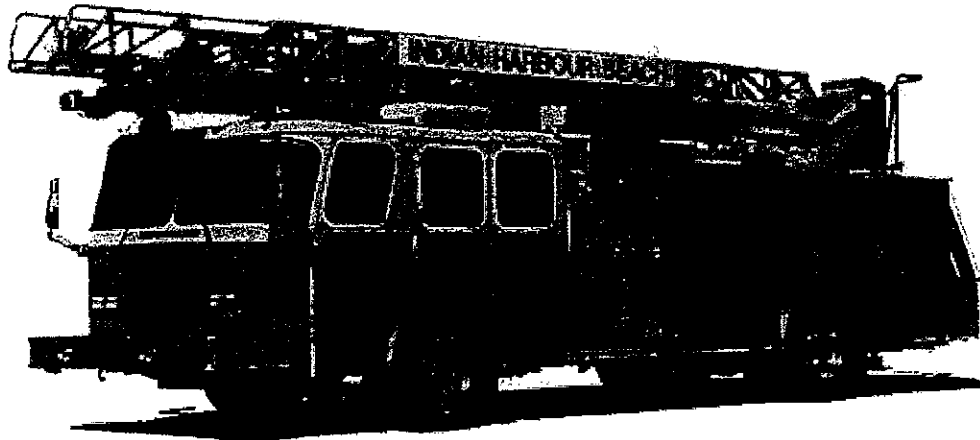
**PROJECT DESCRIPTION & BENEFIT:** This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders. (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: 2013

Priority Level 1





## Ice Plant Upgrade

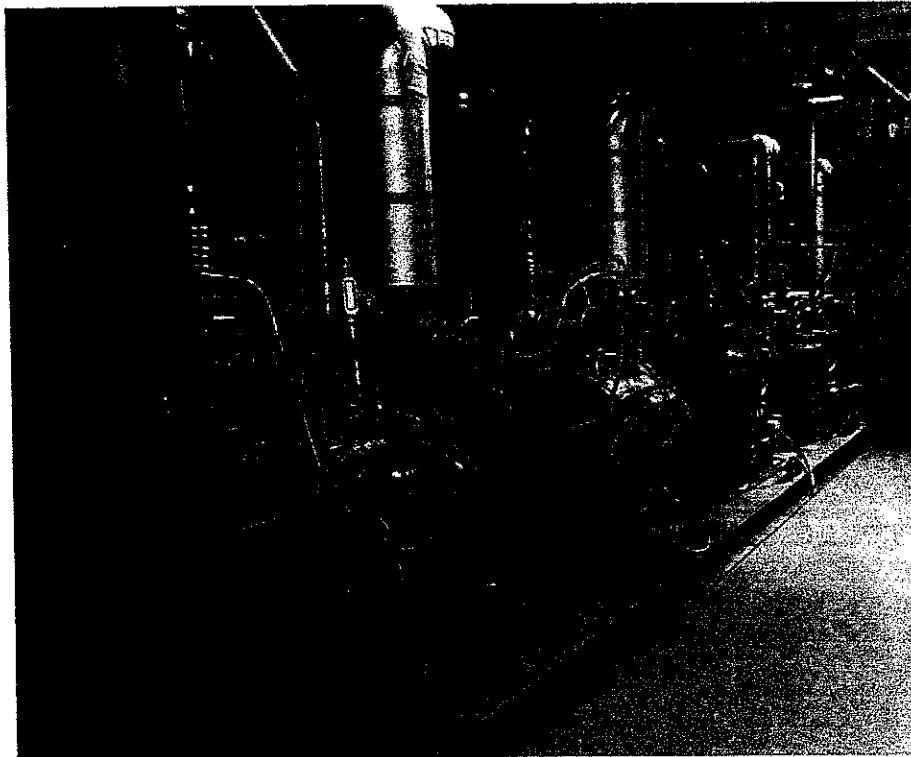
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**PROJECT DESCRIPTION & BENEFIT:** The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon,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

Cost: \$500,000

Schedule: 2013

Priority: 2



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





## 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
- Ocean Drive Reconstruction with Turn Lane
- 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

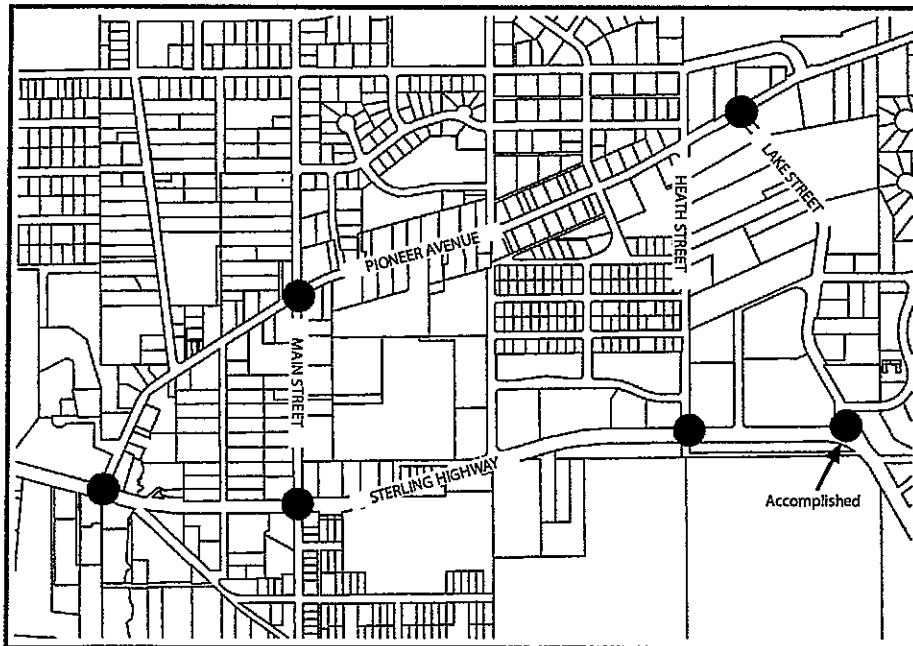
**PROJECT DESCRIPTION & BENEFIT:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection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

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

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

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

**PLANS & PROGRESS:** 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.

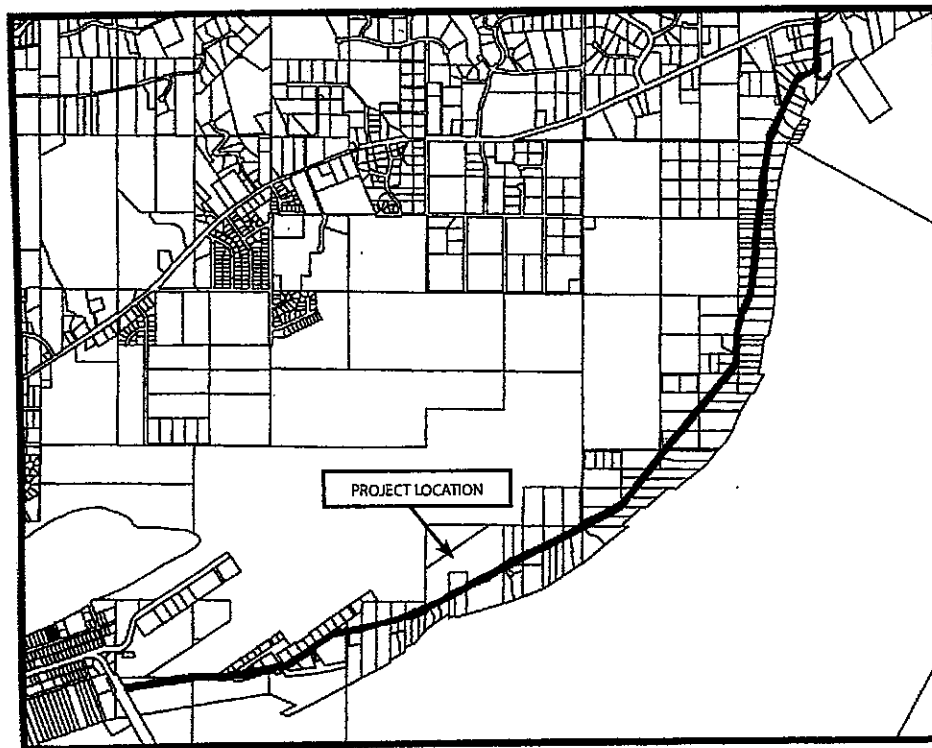


## Kachemak Drive Rehabilitation/Pathway

**PROJECT DESCRIPTION & BENEFIT:** Kachemak Drive connects Homer Harbor with Homer's industrial boat yards, serves drivers as a connector from the Spit to East End Road, and has a residential community and serves as an alternate route for east-of-Homer traffic to the airport with an approximate daily traffic 1,500 vehicles. Truck, boat trailer, residential and commuter traffic are often heavy. Bicyclists, pedestrians and occasional moms with strollers use Kachemak Drive to connect to the Homer Spit, Ocean Drive, and East End Road Bike Paths. Kachemak Drive has narrow to non-existent shoulders, forcing cyclists to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This procedure is dangerous to motorists and cyclists, especially on the hill leading up from the base of the Spit to the airport. Bicycle traffic has increased in the past couple of years, due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle friendly town.

Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements. Construction of a separated pathway along East End Road will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, the project to build a separated pathway along Kachemak Drive will take several years to complete.

**PLANS & PROGRESS:** The Kachemak Drive Path Committee has worked for two years to define options, survey public opinion, receive public input, narrow options, plan the path, walk and mark the route of a proposed separated path, prepare a pre-engineering packet, present the packet to the Parks and Recreation Commission and Transportation Advisory Committee. The Path Committee's next step is to have the proposed route surveyed, starting at the Spit End, including the steep hill. This will most likely be a multi-year project, done in phases. Sections of the proposed trail run on existing electrical, water and sewer easements. Property owners will need to give easements in some sections.



NOTE: Project has been updated with input from members of the Kachemak Drive Path Committee.



## Main Street Reconstruction/ Intersection

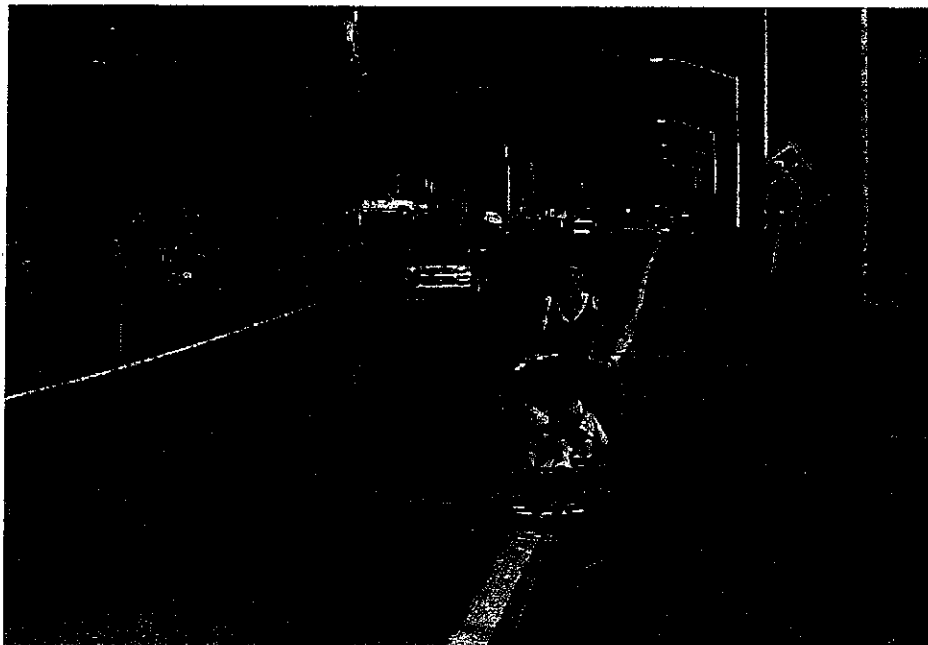
**PROJECT DESCRIPTION & BENEFIT:** This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

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.



## 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.

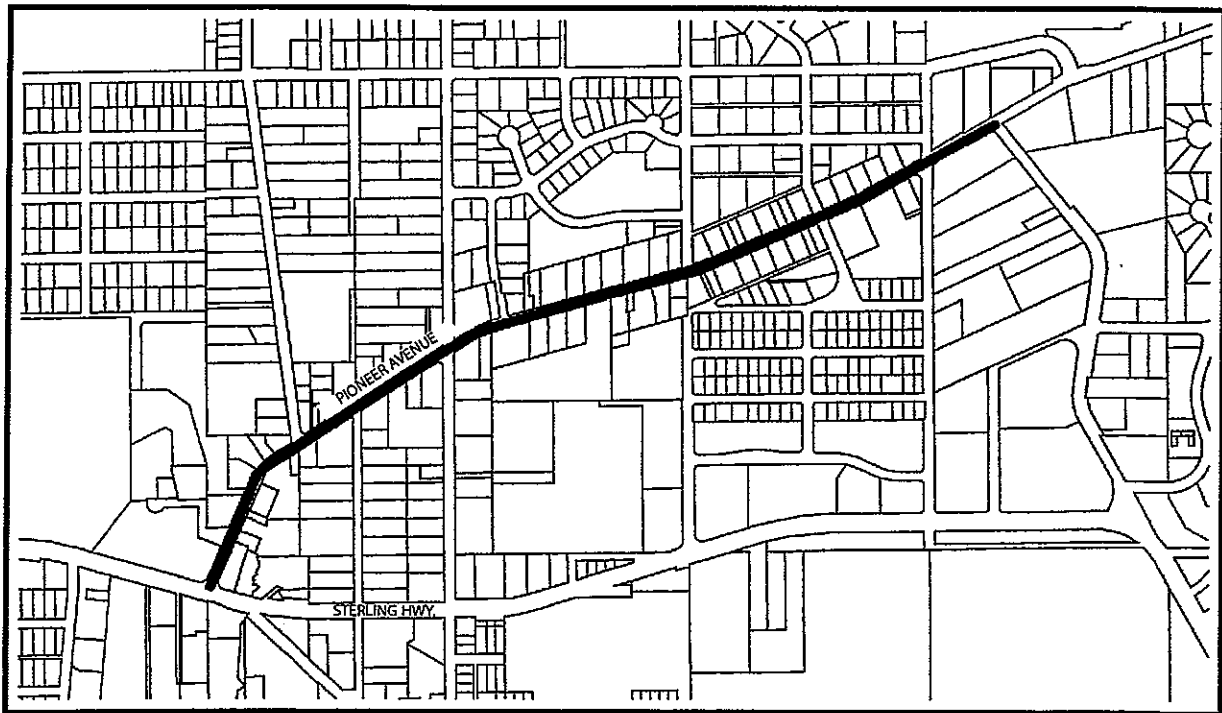


## Pioneer Avenue Upgrade

**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.





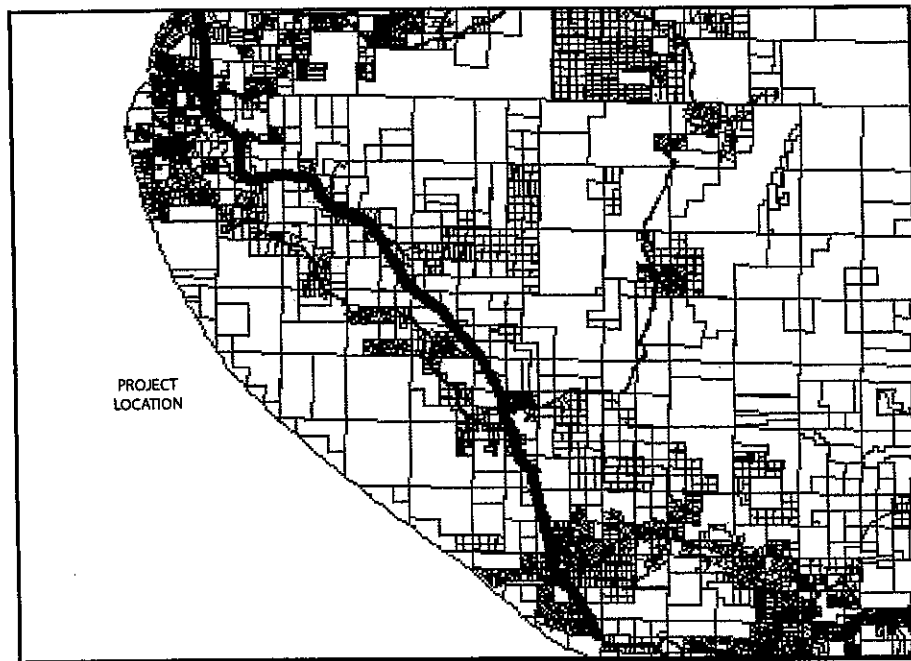
## Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

**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 2012-2015 Alaska Statewide Transportation Improvement Program (STIP). Two and a half million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.





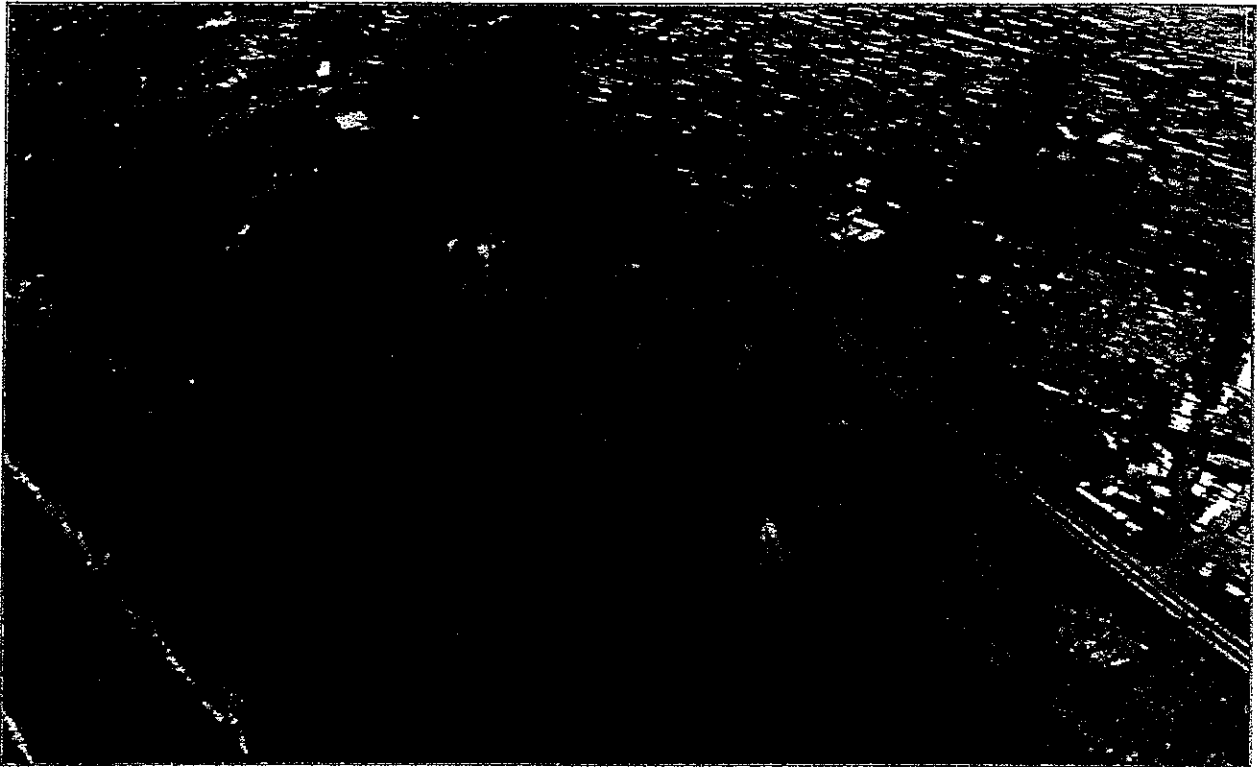


## Sterling Highway Realignment, MP 150-157

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

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

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



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

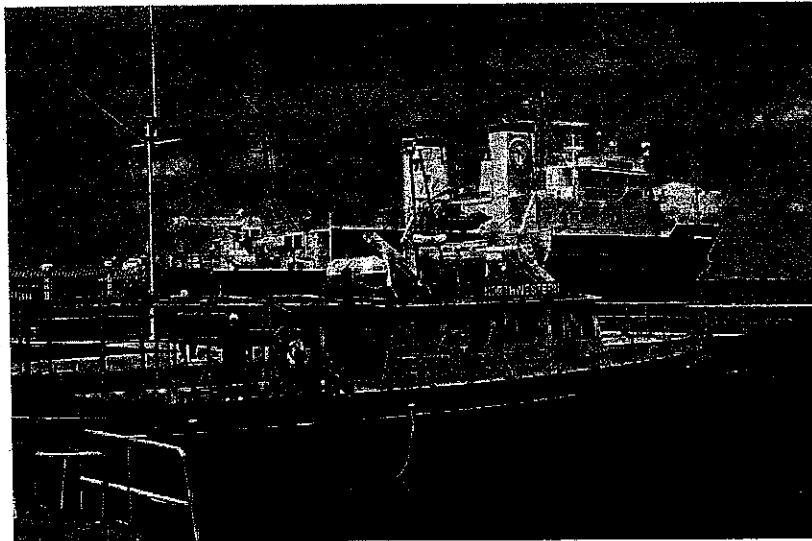


## Alaska Maritime Academy

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

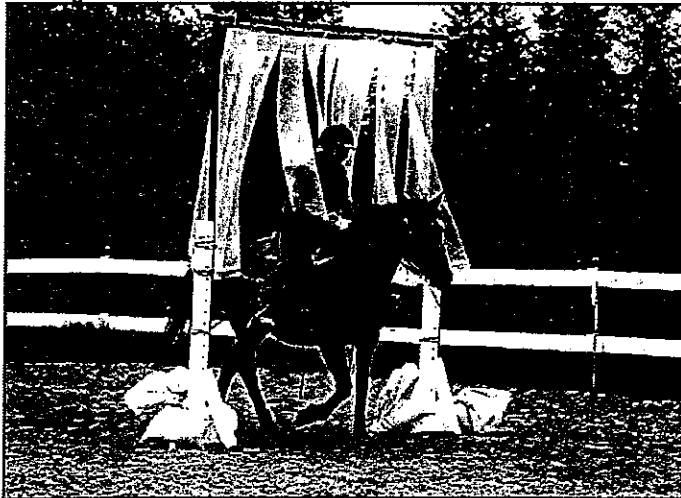
The Horse Park fulfills a goal identified in past Homer recreation plans. This multi-use park is used for horse shows, clinics, riding lessons, picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop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

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

**PLANS AND PROGRESS:** As of June 2012, KBEA has raised \$165,00 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 place for children to play. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, Homer Foundation and the 2012 Alaska State Legislature that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

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

The organization has a business plan and continues to fundraise.



A rider negotiates an obstacle in the Cowboy Race 2010.

Total project cost: \$317,000

Amount needed to complete land purchase: \$35,000

Note: KBEA recieved \$10,000 in the FY13 capital budget for this project.



## Haven House Sustainability/ Energy Efficiency Projects

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

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

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

Cost: \$18,000 for roof replacement/repair and attic insulation; \$8,000 for entry way modifications. Total: \$26,000.





# Pratt Museum New Facility and Site Redesign

**PROJECT DESCRIPTION & BENEFIT:** The national award-winning Pratt Museum helps people explore the Kachemak Bay region through the sciences, arts, and humanities. The Pratt’s exhibits, education programs, and collections foster self-reflection and dialogue among the Museum’s community and visitors. Each year, the Pratt serves 30,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska’s most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum exists in a structure that does not meet the Museum or the community’s needs. The existing 10,500 square foot building is more than 43 years old. The 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 help 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: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation 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.

**PLANS & PROGRESS:** Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt’s property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. The McDowell Group conducted an analysis of the economic impact of the Pratt’s operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 22% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- Gathering of diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning and Design Phases;
- 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;
- \$2 million (22% of project total) secured in cash and pledges;
- Participation in the Rasmuson Foundation’s prestigious “Pre-Development Program,” which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings;
- Recruitment of community leaders for the capital campaign who represent the Pratt’s multiple disciplines in the arts, sciences, and humanities;
- 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; and
- The Pratt is on schedule with the Design Phase, which will be completed by February 2014:
- The first part of the site work, an upgrade and expansion of the trail system, has begun and will be completed this summer.

**Cost:** Preconstruction: \$ 1million  
Construction: \$8.5million

**Schedule:**

Design: January 2011-February 2014  
Construction: April 2014-June 2016



**NOTE:** Pratt Received \$100,000 in the FY13 Capital Budget for this project

EXTERIOR PERSPECTIVE

NEW PRATT MUSEUM  
HOMER, ALASKA

LIVINCORP SLOVE P.C.  
SCHEMATIC DESIGN



## 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 and outhouses.

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.

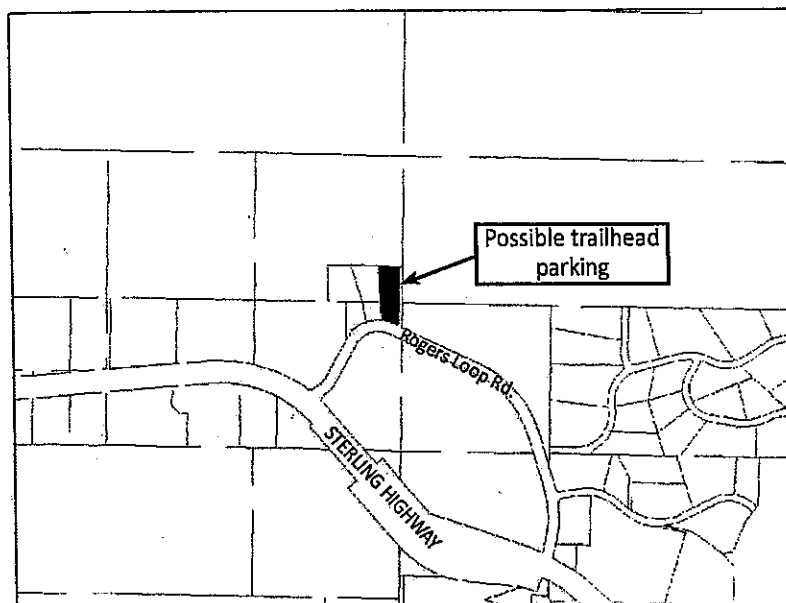
In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area. The City of Homer has ultimately accepted ownership of these parcels for the benefit of the entire community. It is KNSC's intent to 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.

Total Cost: \$250,000

\$50,000 to purchase land

\$200 for improvements







## Visitor Information Center Beautification Phase 1: Parking Lot

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

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

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



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

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. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

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

Total Project Cost: \$200,000

Funding Requested for Paving Parking Lot: \$85,000

# Appendices

CIP Development Schedule

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

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**CITY OF HOMER**  
**2013-2018 CAPITAL IMPROVEMENT PLANNING PROCESS**  
**FY 2014 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIMEFRAME
City Council approval of schedule	June 11, 2012
Solicit new/revised project information from local agencies and non-profits (City departments notified in May)	June 12
Input for new draft requested by	June 29
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission July 18, August 1 & 15
	Parks and Recreation Commission July 19, August 16
	Port and Harbor Commission July 25, August 22
	Library Advisory Board August 7
	Economic Development Commission July 10, August 14
	Transportation Advisory Committee August 21
Administrative review and compilation	August 27-31
City Council worksession to review proposed projects	September 10
Public Hearing on CIP/Legislative request	September 24
Local Election	October 2 (first regular meeting for new Council members 10/22)
Adoption of resolutions by City Council	October 8
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 2012
Compilation/distribution of Federal Request	February 2013

## PROJECT TABLE – EXPLANATION

<b>NOTE:</b>	Project table contains City of Homer projects only.
<b>Category:</b>	Type of project: Road/Trail, Structure, Utility, Equipment
<b>Project:</b>	Title of project
<b>Cost:</b>	Total project cost
<b>Priority Level:</b>	<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"><li>• Will the project correct a problem that poses a clear danger to human health and safety?</li><li>• Will the project significantly enhance City revenues or prevent significant financial loss?</li><li>• Is the project widely supported within the community?</li><li>• Has the project already been partially funded?</li><li>• Is it likely that the project will be funded only if it is identified as being of highest priority?</li><li>• Has the project been in the CIP for a long time?</li><li>• Is the project specifically recommended in other City of Homer long-range plans?</li><li>• Will the project provide significant economic benefits to the community?</li><li>• Is the project strongly supported by one or more City advisory bodies?</li></ul> <p>These factors are weighed in combination to arrive at a priority determination.</p>
<b>Year:</b>	An X in one or more years indicates when the project is scheduled for implementation.
<b>Year to CIP:</b>	Year when project was first included in the City of Homer Capital Improvement Plan

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Need to update tables

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2012-2017		Priority Level	\$ Cost	YEAR						Year To CIP
				2012	2013	2014	2015	2016	2017	
<b>LOCAL ROADS and TRAILS</b>										
Heath Street, Finner to Anderson		1	4 M			X	X			2001
Horizon Loop Trail, Feasibility & Conceptual Design		2	stafftime	X						2010
Land Acquisition for New Roads		2	500,000	X	X	X				2007
Town Center Infrastructure		1	2 M		X	X				2005
<b>STRUCTURES</b>										
Barge Mooring Facility		2	400,000		X					2011
Ben Walters Park Improvements, Phase 2		2	200,000		X					2006
Deep Water Dock Expansion		1	29 M	X	X	X	X			1989
East Boat Harbor		2	100.62 M	X	X	X	X	X		2004
Haul off the Beach Wayside, Phase 1		3	1.08 M				X			2008
Fish Deck Restroom Expansion		1	86,000	X						2001
Fishing Lagoon Improvements		1	255,000		X					2009
Harbor Improvement Revenue Bond Projects*		1	12.71 M	X	X	X				2011
Harbor Street Pile Loading Deck		2	400,000		X					2011
HH Fleet Improvements		2	3 M				X			2011
Homer Spit Dredged Material Beneficial Use Project		2	980,000	X	X	X				2010
Jack Gut. Park Improvements, Phase 1		2	155,000		X					2008
Kanan Hometown Park Improvements, Phase 1		1	750,000	X	X	X				1984
Manne Ways Large Vessel Harbort Facility		2	3 M		X					2011
Mannos Park Restroom		1	475,000		X					2004
Skyline Fire Station		1	1.35 M	X	X					2003

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. \*In 2011, Harbor Improvement Revenue Bond Projects replaced 5 previous CIP harbor projects and added a new one (Load and Launch Ramp) in one bundle.



## 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

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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

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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

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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

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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

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Proposal to elevate this project to a higher priority is on the table

#### 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

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

Cost: \$400,000      Priority Level 3

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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.

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Cost: \$5 million      Priority Level 3

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

Examples of deficiencies in the current facility include:

- Emergency vehicles are parked outside, resulting in response delays in winter, accelerated deterioration, and security issues.
- Inadequate training space resulting in conflicts, cancellations, and delays.
- Acute shortage of storage space.
- Current facility does not meet fire station design criteria with separated biohazard decontamination/cleaning areas or separated storage areas for clean medical supplies.
- Current facility does not provide adequate protection from diesel exhaust emissions.
- Current facility lacks space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.
- The building lacks room for health and fitness equipment.
- Current space is often inadequate for conferences and meetings.

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

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

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

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

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

Cost: \$400,000                      Priority Level 3

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

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

- Inadequate training and exercise spaces
- Shortage of storage space
- Health and safety deficiencies primarily involving an inadequate ventilation system
- No area for evidence processing of large items
- No crisis cell for special needs prisoners

- Poorly designed jail entry area, booking room, and jail office spaces
- Inadequate space for communications equipment required for dispatch operations
- Existing dispatch spaces are too small for current and projected operational needs
- Unsafe and improper juvenile holding area
- Lack of adequate outside parking, both open and garaged

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

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

Construction—\$4.5 million Priority Level 2

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

Updated Jack Gist Park to reflect phase 3

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

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 3. Phase 3 park improvements will include building a concession stand, shed, and new restroom; landscaping and signage, and re-vegetating Woodard Creek Cost: \$860,000 Priority Level 2 Updated Karen Hornaday Park to reflect phase 3

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.
- 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

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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

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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

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## 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

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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.

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Public Hearing  
Notice goes here.

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## PROPOSED NEW PROJECTS

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

### City projects:

Port & Harbor Building  
Harbor Entrance Erosion Control  
System 4: Vessel Mooring Float System  
Ramp 5: Restroom  
System 2: Potable Water Upgrade  
Fish Dock Re-Pavement  
Ramp 8: Restroom  
Fire Cart Replacement  
Outer Dock Road Improvement  
Homer Education and Recreation Center: Upgrades  
Public Safety Building  
Public Market Design and Financing Plan  
Jack Gist Park Improvements, Phase 2  
Karen Hornaday Park Improvements, Phase 2

### Other projects:

Homer Tidal Incubator Project



## PORT & HARBOR BUILDING

This project will replace the existing Port and Harbor building (Harbormaster's Office) constructed in 1983. The building is substandard with electrical, lighting, and heating deficiencies, and does not meet codes and standards for occupancy as an office building. The structure is three buildings that have been cobbled together over the years, including an old restroom turned office space. The building is difficult to heat. Thin walls and a substandard building envelope let the howling winter winds seep through. The wiring is old and a safety hazard; the building has caught fire twice.

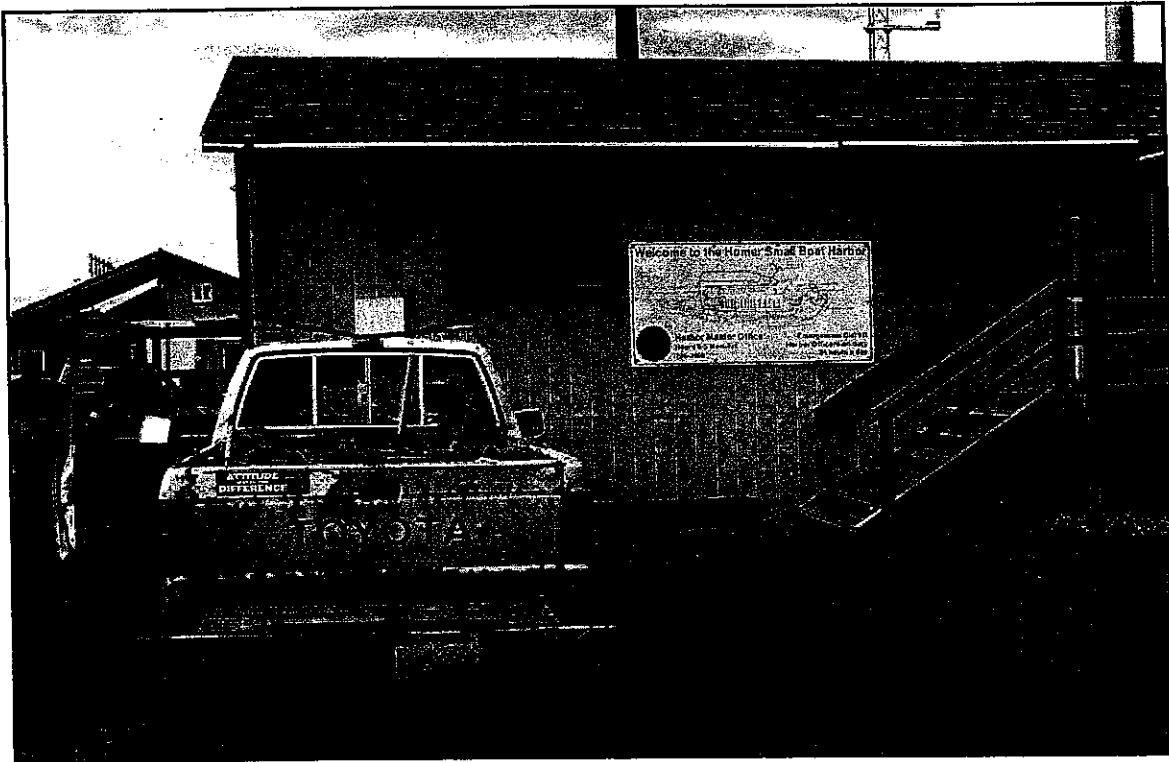
A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices, meetings with the public, and public restrooms. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new building will meet current building code and be energy efficient, saving the City on utility costs.

Schedule and Cost: 2013 (design) - \$126,000

2014-2015 (construction) - \$1,505,000

Priority: 1

proposed new project



NOTE: This project is on the 2012-2018 CIP under "Harbor Improvement Revenue Bond Projects (Bundled Projects)." Because this project is not eligible for the Municipal Harbor Grant Program, the recommendation is it return as a stand alone project





# City of Homer Capital Improvement Plan • 2013 – 2018

## HARBOR ENTRANCE EROSION CONTROL

proposed new project

The entrance to Homer's small boat harbor is under steady assault from wave action, putting infrastructure at risk from erosion. In 1995, Icicle Seafoods 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 funding could be obtained to build a rock revetment. Since it was built, the log cribbing 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.

This project will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Rip-rap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal, providing critical shore/infrastructure protection.

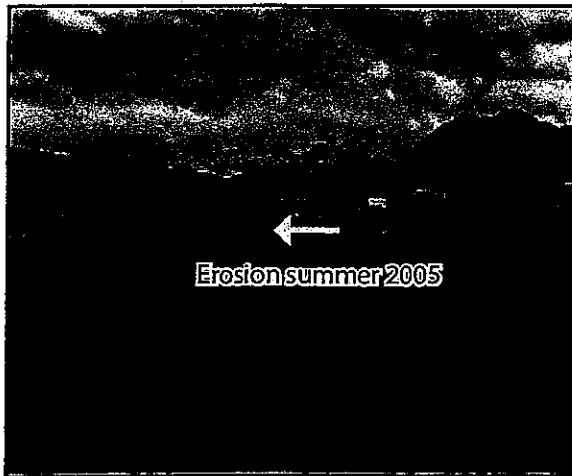
Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor. Erosion control is needed to protect the harbor for fishermen, tourists,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

Schedule and Cost: 2013 (design) - \$216,000

2014-2015 (construction) - \$2,576,000

Priority: 1

NOTE: This project is on the 2012-2018 CIP under "Harbor Improvement Revenue Bond Projects (Bundled Projects)." Because this project is not eligible for the Municipal Harbor Grant Program, the recommendation is it return as a





SYSTEM 4

VESSEL MOORING FLOAT SYSTEM

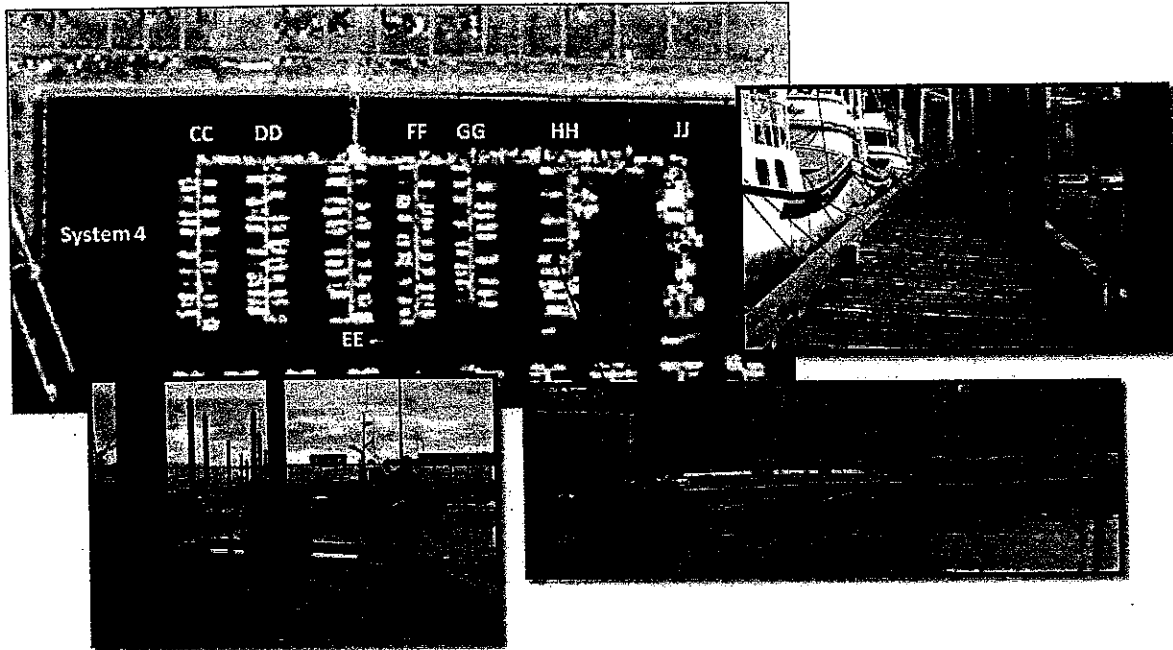
System 4 is made up mostly of floats that were relocated from the original harbor of 1964. In the 2002 Transfer of Responsibility Agreement (TORA) project, System 4 was completed by moving the old floats into place. Within two years it was filled to maximum capacity. Although we live in a recycle and reuse age, these floats are over 20 years beyond their engineered life expectancy and are showing their age.

This project can be done in phases starting with HH and JJ floats.

Schedule and Cost: 2014 (design) - \$600,000 2015-2018 (construction)- \$6,000,000

Priority Level: 2

proposed new project





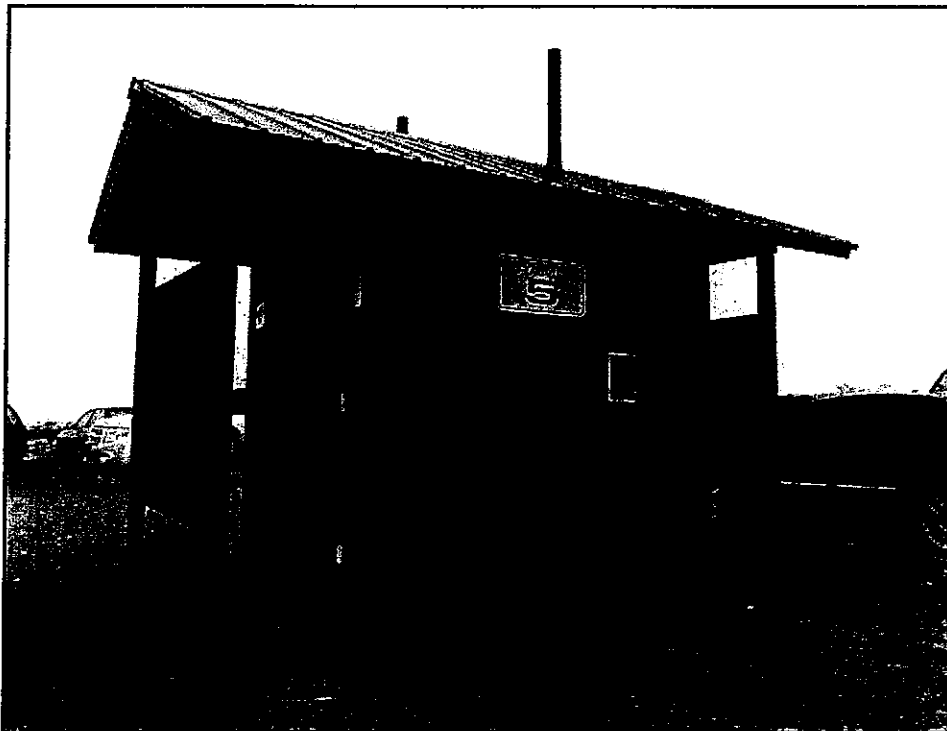
RAMP 5

RESTROOM

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

Schedule and Cost: 2014 (design and construction) - \$500,000

Priority Level: 2



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

proposed new project



SYSTEM 2

POTABLE WATER UPGRADE

**PROJECT DESCRIPTION & BENEFIT:** This concrete moorage facility is accessed by Ramp 5. It is made up of 90 twenty four foot stalls, 19 twenty foot stalls and 260 linear feet of transient moorage. System 2 is currently not being used to full capacity because of the overall lack of services that support that location. Access to potable water will allow the harbor to better serve customers and will increase sales in annual moorage at our System 2 facility.

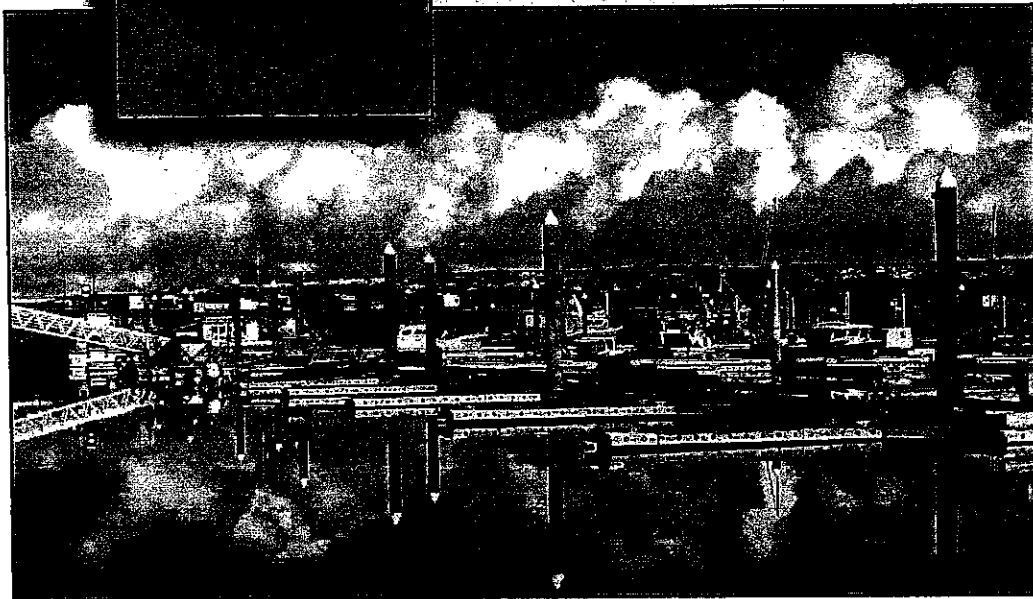
Schedule and Cost: 2014 (design and construction) - \$36,400

Priority Level: 1

proposed new project



Water valves hooked up to City water, such as the one on the left, would be installed at regular intervals along System 2 (below).





## FISH DOCK RE-PAVEMENT

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**PROJECT DESCRIPTION & BENEFIT:** The Fish Dock has a 4 inch thick asphalt driving surface. Over 29 years of heavy use has taken a toll on the asphalt. Harbor Staff has been working to replace the gratings as part of a multi-year project and the last step of this rebuild project will be to resurface the dock with new asphalt. This project would fund paving 22,454 square feet of dock.

**Schedule and Cost:** 2013 (design 7 construction) - \$112,270 Priority Level: 2



The fish dock is heavily trafficked with fish being loaded and unloaded.

proposed new project



RAMP 8

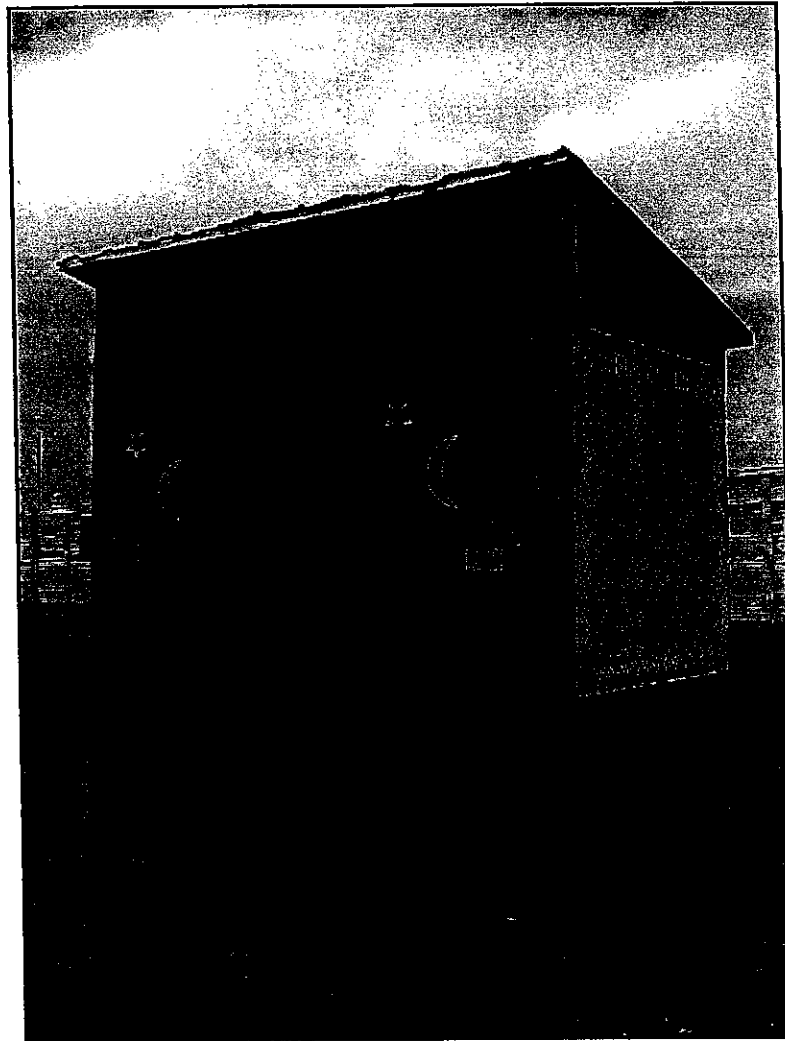
RESTROOM

**PROJECT DESCRIPTION & BENEFIT:** Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to us with complaints of this lack of basic service. Potable water, adequate shore power, and even basic restroom facilities are expected in a modern competitive harbor such as ours.

Schedule and Cost: 2014 (design and construction) - \$500,000

Priority Level: 3

proposed new project



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

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



## SYSTEM 5

### DRY LINE FIRE SYSTEM

System five is a 1000' long float system that was constructed to serve Homer's large vessel fleet. Vessels who moor at system 5 must "side tie" and raft out as can be seen in the photo often as much as three abreast. The vessel sizes, rafting, and the distances from the Ramp 8 access ramp cause special challenges for the responders at system 5. Current fire response equipment for system 5 is one mobile fire cart and shore side fire truck support from the parking lot above ramp 8. The latter requires fire fighters to run multiple fire hoses down ramp 8 to the scene which of course takes valuable time and personnel away from the emergency. Delays in response time increase the risk of the fire spreading to other vessels.

The dry line project consists of installing HDPE plastic pipe from the beginning of the ramp 8 approach ramp down the ramp where it will Tee and run to terminate at both ends of the system 5 mooring system. Riser manifolds with fire hose connections will be installed at 200' intervals full length of the float system for quick and easy access to fire response water.

Shore side pumper trucks will tie into the closest city hydrant and then provide the pressure and AFFF foam to the dry line connection for fire response purposes.

Schedule and Cost: 2014 (design & construction)- \$170,000



Dry lines would run underneath the float and come up through the railing at regular intervals. These would be charged with water when there is a fire allowing the Homer Volunteer Fire Department to effectively fight fires on the large vessels moored at System 5.

proposed new project



## FIRE CART REPLACEMENT

**PROJECT DESCRIPTION & BENEFIT:** The Homer Harbor is outfitted with nine custom motorized fire carts that have been very effective in helping the Homer Volunteer Fire Department fight marine fires. These full response fire carts act as mini mobile fire hydrants and are capable of delivering AFFF foam to two attack lines at the same time. Unfortunately, the carts are over 20 years old and even though they are maintained with monthly and annual check-ups the main components (engines and pumps) are simply aged out and it is becoming increasingly challenging for our maintenance staff to keep this critical equipment in ready status. Even though they are maintained with monthly and annual check-ups, many are failing due to the harsh marine environment. Because of the age of the equipment, replacement parts are hard to come by and have to be imported from the United Kingdom.

Efficient and effective fire fighting capability is essential to the operations of the harbor. On multiple occasions the ability of Homer Volunteer Fire Department to quickly respond with the marine fire carts has saved vessels and the spreading of fire in the small boat harbor. Going without fire fighting capability is not an option.

This project would purchase the pieces necessary to assemble 9 new fire carts. Because of the special conditions in Alaska - harsh weather, extreme tides and the size of vessels - there is no pre-made fire cart that meet needs of the Homer Harbor. The City will purchase 9 pumps and carts and assemble the fire carts using pieces that can be salvaged from the existing fire carts (foam tank, foam metering system and attack line valve system).

Schedule and Cost: 2014 - \$225,000

Priority Level: 1

proposed new project



Nine mobile fire carts are stored in heated sheds around the harbor. The carts are over 20 years old and finicky to operate.



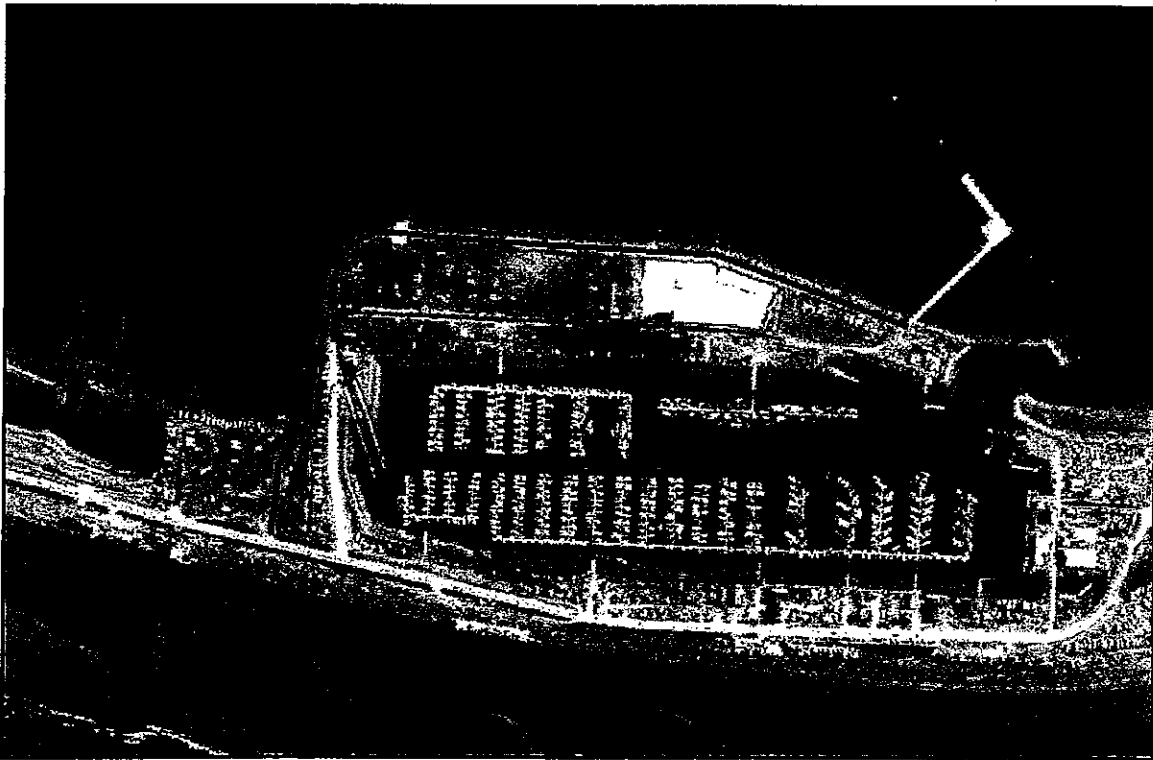


## OUTER DOCK ROAD IMPROVEMENT

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**PROJECT DESCRIPTION & BENEFIT:** Outer Dock Road runs along the east side of the port, near the Load and Launch Ramp. It connects to Homer Spit Road and is used to route trucks from Freight Dock Road, around the Load and Launch Ramp and the associated traffic related to launching small boats. This has proven to be a very useful way to safely move large quantities of product through the Port without disturbing harbor users. The platted extension of Outer Dock Road is completely unimproved and is both rough and dusty. It needs quality gravel, proper drainage and signage, that, once improved will be able to be maintained by City staff. Outer Dock Road would not be paved until a later phase as this basic upgrade would be a great improvement. Bringing up Outer Dock Road to standard will allow commercial and cruise ship passenger traffic moving to and from the Deep Water dock to be separate from other traffic accessing the float system on the far side of the harbor. This separation of uses will allow for more efficient and safer travel for both groups.

Schedule and Cost: 20XX (design) - \$xxx,xxx 20XX-20XX (construction)- \$xxx,xxx Priority Level: 2



proposed new project



# Homer Education and Recreation Center

## Upgrades

**PROJECT DESCRIPTION & BENEFIT:** The Homer Education and Recreation Center (HERC) is a two story 18,000 square foot structure centrally located on the corner of Pioneer and Sterling Highway. It was originally built in 1956 as the Homer High School. Since then it has served a variety of functions, most recently the location for the Homer Boys and Girls club and the Kachemak Bay Branch of the Kenai Peninsula College. The College moved out in 2011 and the Boys and Girls Club is looking to make a permanent home in the downstairs portion of the HERC building. The City has explored a number of options for occupying the 8,400 square feet of office and classrooms space upstairs. These include City of Homer Community Recreation moving in and renting space to area non-profits, a need that has been identified in the community.

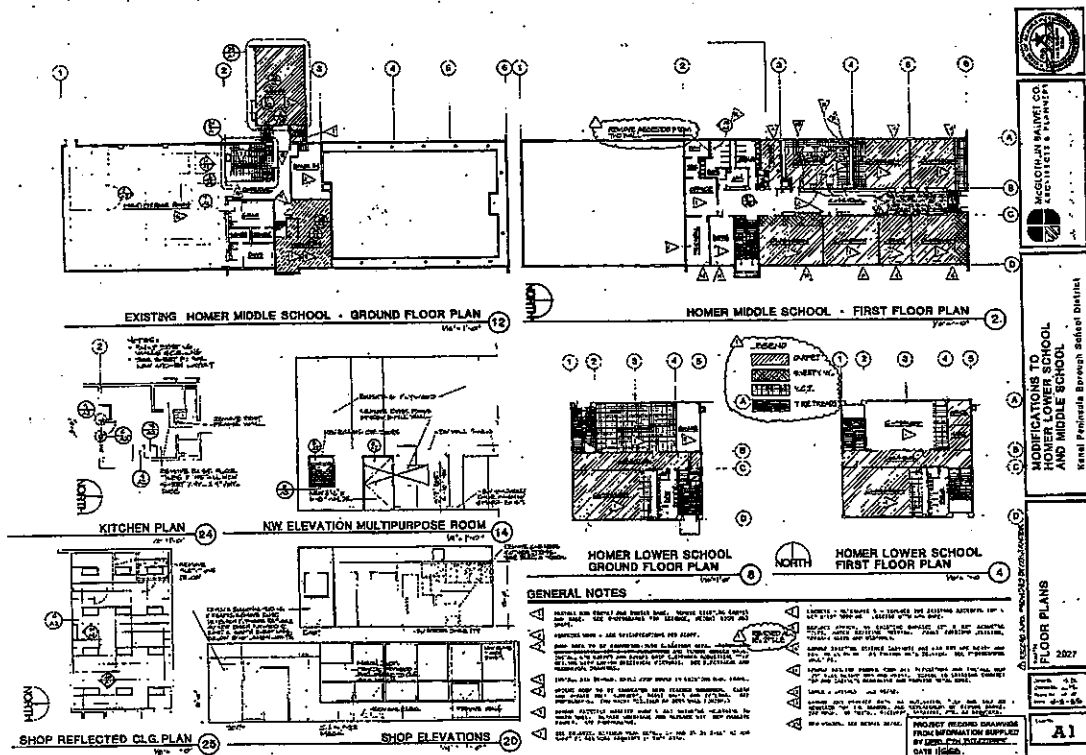
Due to age and disrepair, HERC is an expensive facility to heat and maintain. A condition survey in 2007 revealed major deficiencies with the current structure: low R value insulation, inefficient windows, a leaky roof, substandard wiring and other safety and code violations. This project would fund the most cost effective improvements necessary to make the HERC building a usable public space. Energy efficiency upgrades include replacing windows, installing window covers, new lighting, conversion to natural gas, and repairing the roof. The Boys and Girls club use the lower portion of the building where there is a kitchen, gym, classrooms and locker rooms. The old locker rooms need repair and the kitchen needs to be remodeled with a range and ventilation system installed for the preparation of meals and snacks for the kids. Relatively affordable upgrades such as a fresh coat of paint and new flooring will give the Boys and Girls club a place they can be proud to call home.

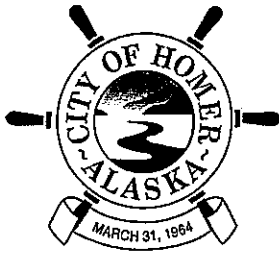
With these energy improvements the utility expenses will be low enough to rent the space at a reasonable rate to the Boys and Girls Club and other area non-profits that provide community recreation and youth services. The HERC building will be able to live up to its name, the Homer Education and Recreation Center, providing classes, nonprofit services and recreational opportunities to all of Homer.

Schedule and Cost: 2013 (design & construction) - \$2,000,000

Priority Level: 2

proposed new project





## PUBLIC SAFETY BUILDING

**PROJECT DESCRIPTION & BENEFIT:** The Fire Station and Police Stations have been on the CIP list independently for years. Both buildings are from the early 80s and in need of replacement. They suffer from a series of inadequacies such as lack of office, storage and training space and health and safety violations from inadequate ventilation.

A joint public safety building will create a central location for emergency response. It will allow for the departments to work better together for the safety of the residents of Homer. It will take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room, an entry with public restrooms and a vehicle bay for washing city vehicles.

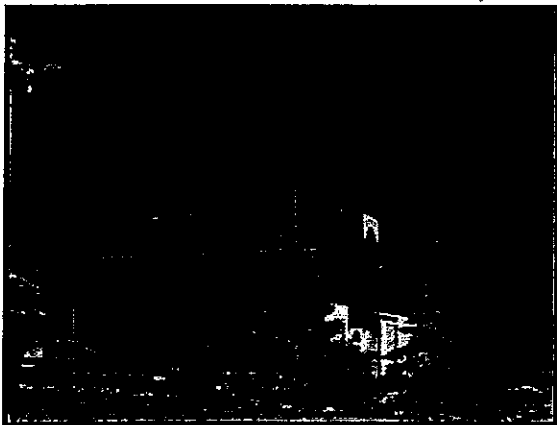
The current fire hall does not have adequate equipment storage bays. This means expensive equipment has to be stored outside and exposed to the elements. In the winter, this equipment has to be winterized and de-commissioned due to lack of heated garage space. The fire hall does not meet fire station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

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

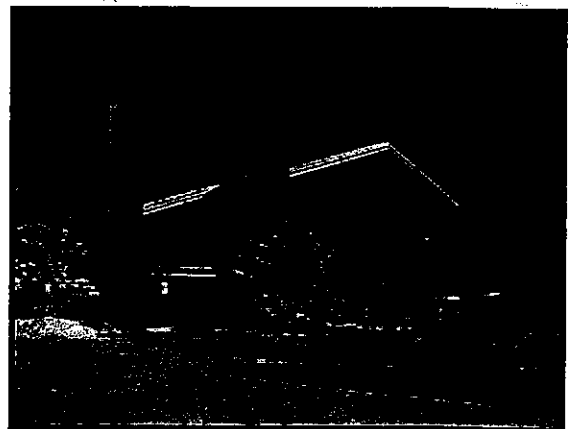
A joint public safety building will benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces.

Schedule and Cost: 2015 (design) - \$1,275,450 2016-2017 (construction)- \$12,754,500  
2018 (inspection) - \$510,180  
Priority Level: 2

proposed new project



Homer Fire Hall in winter



Homer Police Department in winter



## Public Market

# Design and Financing Plan

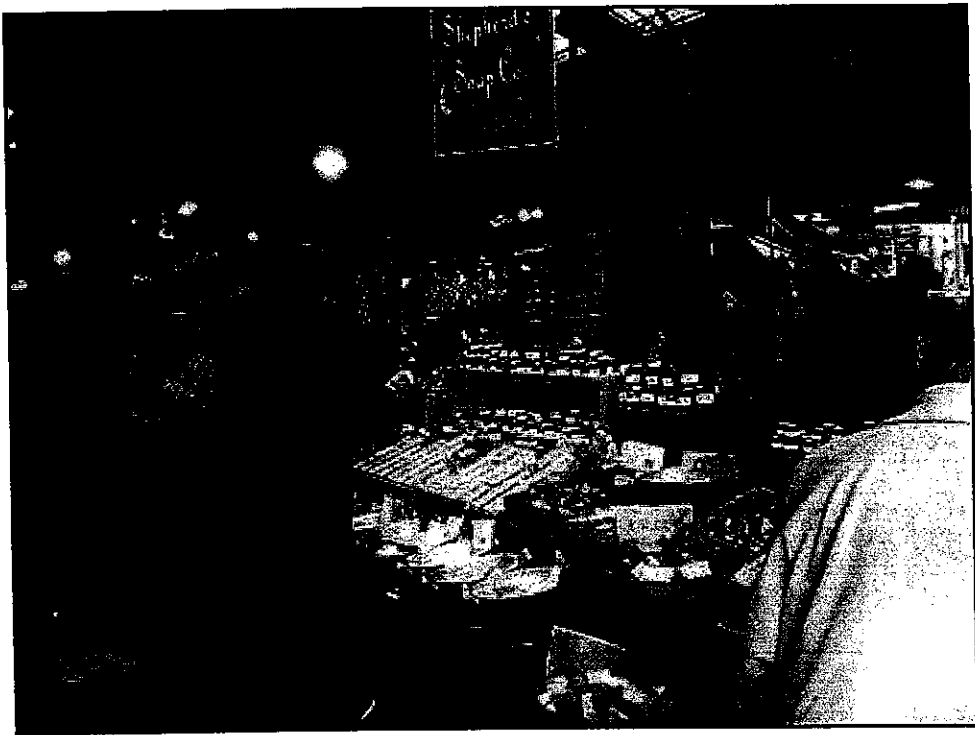
**PROJECT DESCRIPTION & BENEFIT:** This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development 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: 2013-2015      Priority Level: 2

proposed new project



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.

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



## JACK GIST PARK IMPROVEMENTS, PHASE 2

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**PROJECT DESCRIPTION & BENEFIT:** Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields.

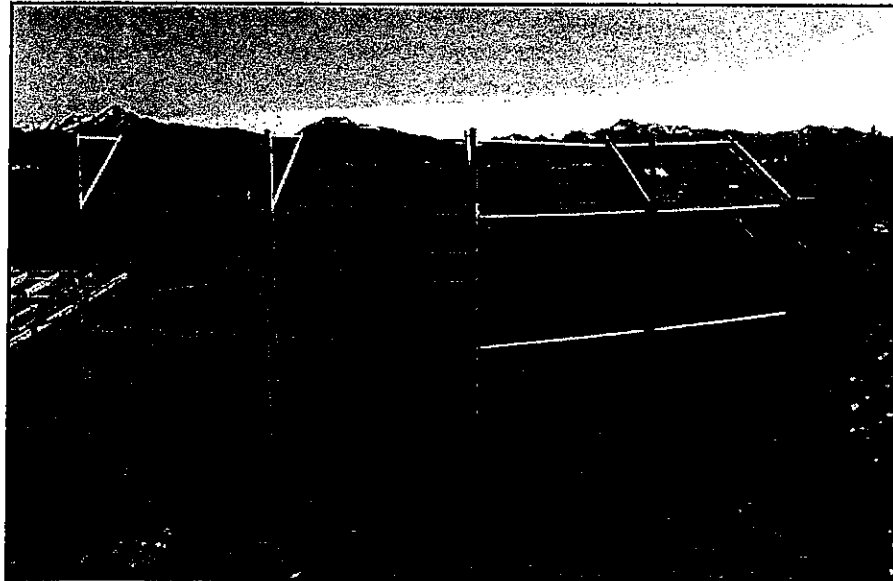
The proposed project will complete Phase 1 of Jack Gist Park by expanding the parking lot, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and develop soccer fields.

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

Cost: \$155,000                      Schedule: 2013                      Priority Level 2

(Costs are estimated as \$45,000 for parking lot expansion, \$75,000 for concession stand/equipment storage, and \$35,000 for irrigation system)

proposed new project



One of the new softball fields at Jack Gist Park

NOTE: Phase 1 of this project has been on the CIP. It has been accomplished and the project write up has been updated to reflect phase 2 priorities.



## KAREN HORNADAY PARK IMPROVEMENTS, PHASE 2

proposed new project

**PROJECT DESCRIPTION & BENEFIT:** Homer’s popular Karen Hornaday Park encompasses baseball fields, a day use/ picnic area, a playground, a campground, and a creek on almost 40 acres. It is also used to host community events such as the Highland Games and KBBI’s Concert on the Lawn. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. The Master Plan includes improvements to the ballfields, playground/day use area, rehabilitation of Woodard creek including trail access, moving the road and improved parking, new restrooms, and campground improvements. Phase 1 projects have been completed or are scheduled to be completed by the end of 2012. Phase 2 consists of parking lot improvements, moving the road, a trail along Woodard Creek and a restroom. The current parking lot has very little gravel and becomes rutted, muddy and barely passable during break-up. The road runs between the park and the parking lot, causing kids to have to cross in front of traffic to get to the park’s attractions. The master plan proposes moving the road to the east and placing the improved gravel parking lots in between the road and the park. Woodard creek is one of the jewels of Karen Hornaday Park but gets little attention because there is no convenient way to access it. A trail along the creek would allow people to enjoy the city’s only creek. One of the most common complaints of the park is the old restroom with crumbling cement and a leaking roof. A new restroom is in great demand from the parents, children and picnickers that frequent the park.

**PLANS & PROGRESS:** The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fund raising by an independent group organized to make playground improvements (HoPP), has funded Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City has designated \$50,000 to help fund design and engineering for Phase 2. The City plans on applying for a Land and Water Conservation Fund (LWCF) grant for the construction of Woodard Creek trail at the next LWCF funding cycle.

Cost of Phase 2: \$1,978,750

Priority Level: 2

NOTE: Phase 1 of this project has been essentially accomplished. The project write up has been updated to reflect phase 2 priorities.





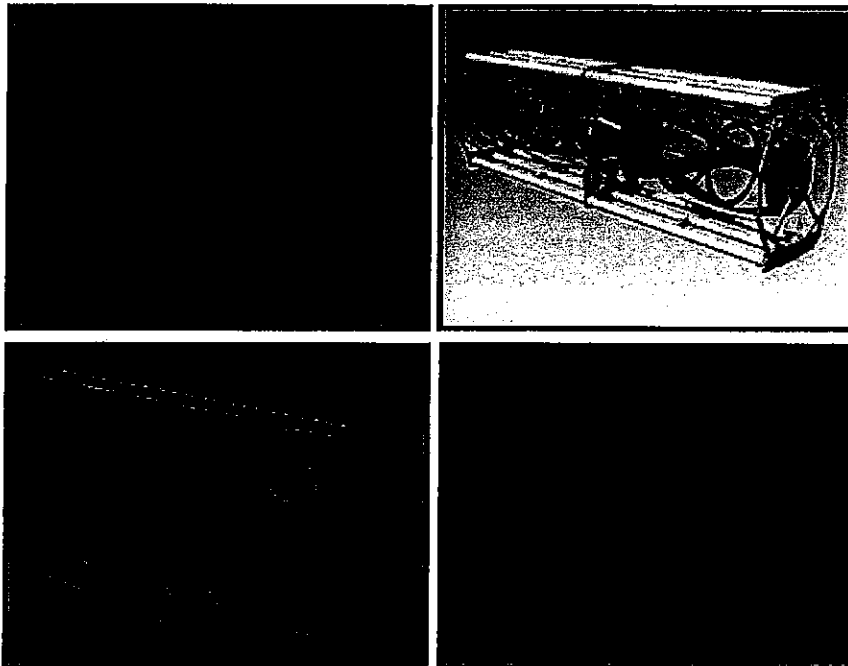
## Homer Tidal Incubator Project

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**PROJECT DESCRIPTION & BENEFIT:** The Homer Tidal Incubator Project seeks to fill a niche in tidal energy research and development by supporting demonstration projects that will work in small coastal communities in Alaska. The Homer test site will take advantage of Kachemak Bay's model location for such a project, including its proximity to the electric grid, deep water dock, extreme tides, clear water, marine trades and host of research institutions including NOAA, KBRR and UAA. The project may serve as a model for small communities throughout Alaska by using deployable structures that are readily accessible to the community. The project envisions creation of a baseline test stand as a valuable resource for testing ocean sensors, current meters, wave gauges, water quality sensors, securing systems and other instrument packages or small systems. Testing fish interactions is another niche to be filled by the project, as no tidal energy site is yet dedicated to this research. Fish interaction research can be further facilitated through the use of an underwater camera monitoring system available to users. A tidal incubator project in Homer will enhance our ability to harness tidal energy to the benefit of small coastal communities in Alaska.

**PLANS & PROGRESS:** A group of interested partners and citizens has convened for planning meetings in summer 2012, following work in prior years on the concept. A task force within the group is working on a conceptual design. The City of Homer is represented on this ad hoc committee. Fundraising opportunities have been discussed, but no funds have been raised to date.

Cost: \$100,000



Images representing different types of tidal power.

proposed new project







City of Homer

# Memorandum 12-138

TO: Mayor and City Council  
THROUGH: Walt Wrede, City Manager  
FROM: Katie Koester, Community and Economic Development Coordinator  
DATE: September 5, 2012  
SUBJECT: 2013–2018 CIP; FY 2018 Legislative Request

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The City of Homer Capital Improvement Plan for 2013–2018 is ready in draft form for your review. A few notes:

- Sixteen 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:
    - Public Market in Town Center** (recommended by Economic Development Commission)
    - Public Safety Building** to house Police and Fire (recommended by Fire Chief and Police Chief)
    - Homer Education and Recreation Center Upgrades** (recommended by Parks and Recreation Commission and Community Recreation Coordinator)
    - Jack Gist Park Improvements, Phase 2** (Updated to Phase 2 from existing CIP, recommended by the Parks and Recreation Commission)
    - Karen Hornaday Park Improvements, Phase 2** (Updated to Phase 2 from existing CIP, recommended by the Parks and Recreation Commission)
    - Outer Dock Road Improvement** – (recommended by Port and Harbor Director and Port and Harbor Commission)
    - Fire Cart Replacement** (recommended by Port and Harbor Director and Port and Harbor Commission)
    - System 5 Dry Line Fire System** (recommended by the Port and Harbor Commission)
    - Ramp 8 Restroom** – (recommended by Port and Harbor Director and Port and Harbor Commission)
    - Fish Dock Re-Pavement** – (recommended by Port and Harbor Director and Port and Harbor Commission)
    - System 2 Potable Water Upgrade** – (recommended by Port and Harbor Director and Port and Harbor Commission)
    - Ramp 5 Restroom** (recommended by Port and Harbor Director and Port and Harbor Commission)
    - System 4 Vessel Mooring Float System** (recommended by Port and Harbor Director and Port and Harbor Commission)
    - Harbor Entrance Erosion Control** (recommended by Port and Harbor Director and Port and Harbor Commission)
    - Port and Harbor Building** (recommended by Port and Harbor Director and Port and Harbor Commission)

- One new project has been requested by a non-city entity:
  - **Homer Tidal Incubator Project** (requested by the Tidal Incubator Working Group, University of Alaska as the lead)
- Nine projects that were in the 2011-2016 CIP have been deleted from this draft:

PROJECT:	REASON:
End of the Road Wayside, Phase 1	Funded through FY 2011 Cruise Ship head tax legislative appropriation
Fish Dock Restroom Expansion	Funded through enterprise fund and space freeing up from crane software upgrade (???)
Homer Area Natural Gas Pipeline, Phase 2	Funded through legislative appropriation
Sewer Treatment Plan Bio-solids Treatment Improvements	Study has determined the City is already using the most effective and affordable method and upgrades are not necessary
Karen Hornaday Park, Phase 1	Legislative appropriation, HoPP, etc has accomplished many of Phase 1 priorities.
Jack Gist Park, Phase 1	Phase 1 has been accomplished
Homer High School Track Renovations	Funded by legislative appropriation
South Peninsula Hospital Fire Suppression System Booster Pump	Hospital requested removal of this project

- 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 & 2. (Tie) Main Street Intersection/Reconstruction, Alternative Water Source
    3. Port and Harbor Building
    - 4, 5 & 6. (Tie) Marine Ways Large Vessel Haulout Facility, Alaska Maritime Academy, Deep Water Dock/Cruise Ship Dock Expansion, Phase 1
  - The Parks and Recreation Commission gave priority to six projects:
    1. Homer Education and Recreation Center Upgrades
    2. Karen Hornaday Park, Phase 2
    3. Kachemak Drive Rehabilitation/Pathway
    - 4&5. (Tie) Jack Gist Park Improvements, Phase 2, Fishing Lagoon Improvements
  - The Library Advisory Board gave priority to seven projects:
    1. Firefighting Enhancement - Aerial Truck
    2. Water Storage/Distribution Improvements
    3. Alaska Maritime Academy
    4. Kachemak Bay Tidal Power (\*not on the proposed new project list)
    5. Ice Plant Upgrade
  - The Economic Development Commission ranked CIP projects as follows:
    1. Town Center Infrastructure with Public Market concept (\* EDC combined the two projects)
    2. Harbor Improvement Revenue Bond Projects
    3. Marine Ways Large Vessel Haulout Facility

4. Land Acquisition for New Roads
  5. Firefighting Enhancement – Aerial Truck
- The Port and Harbor Commission ranked CIP projects as follows:
    1. Harbor Improvement Revenue Bond Projects
    2. Port and Harbor Building
    3. Barge Mooring Facility
    4. Harbor Entrance Erosion Control
    5. Marine Ways Large Vessel Haulout Facility
  
  - The Transportation Advisory Committee ranked CIP projects as follows:
    - 1&2. (Tie) Main Street Reconstruction/Intersection and Sterling Highway Realignment MP 150-157
    - 3, 4 & 5. (Tie) Karen Hornaday Park Phase 2, Kachemak Drive Rehabilitation/Pathway, Land Acquisition for new Roads

Assigning points to each ranking by the 6 commissions gives an aggregate top 5. A project had to make the top ranking of more than one commission to be included in the short list:

- The aggregate top 5 ranking for CIP projects are as follows:
    - 1&2. (Tie) Main Street Reconstruction/Intersection and Harbor Revenue Bond Projects
    3. Port and Harbor Building
    - 4 & 5. (Tie) Karen Hornaday Park Phase 2, Firefighting Enhancement – Aerial Truck
- 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.

For your information there are small notes in boxes on some CIP projects giving project history. These will be removed before the CIP is in final draft form.

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 2013-2018 Capital Improvement Planning Process: The public hearing for the CIP is scheduled for the September 24 City Council meeting. Adoption of the CIP and the FY 2013 legislative priority list is scheduled for October 8.





# City of Homer

## Port / Harbor

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Homer, Alaska 99603-8005

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E-mail [port@ci.homer.ak.us](mailto:port@ci.homer.ak.us)  
Web Site <http://port.ci.homer.ak.us>

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### MEMORANDUM 12-141

TO: HOMER CITY COUNCIL & CITY MANAGER WALT WREDE  
FROM: PORT & HARBOR ADVISORY COMMISSION  
DATE: SEPTEMBER 5, 2012  
SUBJECT: RECOMMENDED PORT & HARBOR PROJECT ADDITIONS FOR THE 2013-2018 CAPITAL IMPROVEMENT PLAN

The Port and Harbor Commission reviewed project recommendations from Port Director/Harbormaster Bryan Hawkins at their July 25, 2012 regular meeting. They moved to add the following nine projects to the 2013-2018 CIP list:

1. Port and Harbor Building
2. Harbor Entrance Erosion Control
3. System 4 Vessel Mooring Float System
4. Ramp 5 Restroom
5. System 2 Potable Water Upgrade
6. Fish Dock Re-Pavement
7. Ramp 8 Restroom
8. Fire Carts
9. Outer Dock Road Improvement

In addition, the Commission took the time to review and individually rank the projects which resulted in the following order:

1. Harbor Improvement Revenue Bond (30 points)
2. Port and Harbor Building (19 points)
3. Barge Mooring Facility (14 points)
4. Harbor Entrance Erosion Control (8 points)
5. Marine Ways Large Vessel Haul Out (7 Points)

Attached: Port & Harbor Advisory Commission Regular July 25, 2012 Meeting Minutes



None of the Commissioners expressed interest in participating on the art selection committee.

**B. CIP Recommendations**

Community and Economic Development Coordinator Koester reviewed the process. Harbormaster Hawkins addressed the new projects that he proposes being added to the CIP. He explained in his previous years working with the CIP he feels like they have been spoon feeding the projects for the CIP list, but he thinks it would be better to go facility wide and list the needs. They may ride there for the next 10 years, but at least the big picture is there. There was a brief discussion about some of the projects.

HOWARD/HARTLEY MOVED TO ADD THE 9 PROJECTS TO THE HARBOR ENTERPRISE TO THE CIP LIST. THOSE PROJECTS INCLUDE PORT AND HARBOR BUILDING, HARBOR ENTRANCE EROSION CONTROL, SYSTEM 4: VESSEL MOORING FLOAT SYSTEM, RAMP 5: RESTROOM, SYSTEM 2: POTABLE WATER, FISH DOCK RE-PAVEMENT, RAMP 8: RESTROOM, FIRE CART REPLACEMENT, AND OUTER DOCK ROAD IMPROVEMENT.

Commissioner Carroll asked to see a price breakdown to justify the bathroom cost.

VOTE: YES: HOWARD, STOCKBURGER, ULMER, WEDIN, CARROLL, HARTLEY, ZIMMERMAN

Motion carried.

The Commission took time to review and individually rank the projects which resulted in the overall ranking as follows:

1. Harbor Improvement Revenue Bond Projects (30 points)
2. Port and Harbor Building (19 points)
3. Barge Mooring Facility (14 points)
4. Harbor Entrance Erosion Control (8 points)
5. Marine Ways Large Vessel Haul Out (7 points)

Commissioner Carroll commented that he is partial to revenue producing projects and ranked the large vessel haul out as number 2. Cordova, Valdez, Kodiak, and Seward have travel lifts and he thinks if Homer doesn't get one we will be left behind. There was discussion about if it is something private enterprise should pursue and Mr. Carroll said the other community's travel lifts are city owned facilities and they provide year round jobs.

Commissioner Stockburger commented regarding the deep water dock expansion as an important project. It would be nice to have a regular freight service in Homer. It is another revenue source. Harbormaster Hawkins said that it has been on for many years.

There was no objection expressed to sending this project list to the City Council for consideration.

**INFORMATIONAL ITEMS**

- A. Monthly Statistical & Performance Report June 2012
- B. Weekly Crane and Ice Report





**COWLES COUNCIL CHAMBERS**  
491 E. PIONEER AVENUE  
HOMER, ALASKA  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)



**COMMITTEE OF THE WHOLE**  
**5:00 P.M. MONDAY**  
**SEPTEMBER 10, 2012**

MAYOR JAMES C. HORNADAY  
COUNCIL MEMBER BETH WYTHE  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER BARBARA HOWARD  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER WALT WREDE  
CITY CLERK JO JOHNSON

**MEETING NOTICE**  
**COMMITTEE OF THE WHOLE AGENDA**

**1. CALL TO ORDER, 5:00 P.M.**

Councilmember Lewis has requested excusal.  
Councilmember Zak has requested telephonic participation.

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

**3. 2013-2018 Capital Improvement Plan & FY 2014 Legislative Requests** (continued from Worksession)

Memorandum 12-138 from Community and Economic Development Coordinator as backup. Page 105

Memorandum 12-141 from Port and Harbor Advisory Commission as backup. Page 109

**4. REGULAR MEETING AGENDA**

**5. COMMENTS OF THE AUDIENCE**

**6. ADJOURNMENT NO LATER THAN 5:50 P.M.**

Next Regular Meeting is Monday, September 24, 2012 at 6:00 p.m., Special Meeting 4:00 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



**CALL TO ORDER**  
**PLEDGE OF ALLEGIANCE**  
**AGENDA APPROVAL**





MAYOR JAMES C. HORNADAY  
COUNCIL MEMBER BETH WYTHE  
COUNCIL MEMBER FRANCIE ROBERTS  
COUNCIL MEMBER BARBARA HOWARD  
COUNCIL MEMBER DAVID LEWIS  
COUNCIL MEMBER BRYAN ZAK  
COUNCIL MEMBER BEAUREGARD BURGESS  
CITY ATTORNEY THOMAS KLINKNER  
CITY MANAGER WALT WREDE  
CITY CLERK JO JOHNSON

## REGULAR MEETING AGENDA

**Special Meeting 4:00 p.m., Worksession 4:20 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

Councilmember Lewis has requested excusal.

Councilmember Zak has requested telephonic participation.

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 Regular Meeting minutes of August 27, 2012. City Clerk. Recommend adoption. Page 119
- B. **Memorandum 12-139**, from Mayor, Re: Appointment of Kevin Walker to the Transportation Advisory Committee. Page 141

**6. VISITORS**

- A. **Vicki Sarber**, Mrs. America, 10 minutes.

**7. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS**

- A. Borough Report

- B. 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)**

**9. ORDINANCE(S)**

- A. **Ordinance 12-42**, An Ordinance of the City Council of Homer, Alaska, Approving the Purchase Agreement and Appropriating Funds in the Amount of \$106,000 for the Acquisition of Lot 75, Bunnells Subdivision. City Manager. Recommended dates: Introduction September 10, 2012, Public Hearing and Second Reading September 24, 2012. Page 145

Memorandum 12-093 from Public Works Director as backup. Page 153

**10. CITY MANAGER’S REPORT**

- A. City Manager’s Report Page 161

- 1. Memorandum 12-140, re: Employee Wellness Program from Employee Committee. Page 167

- B. Bid Report Page 169

**11. CITY ATTORNEY REPORT**

**12. COMMITTEE REPORT**

- A. Public Arts Committee
- B. Transportation Advisory Committee
- C. Permanent Fund Committee
- D. Lease Committee
- E. Port and Harbor Improvement Committee
- F. Employee Committee Report
- G. Water and Sewer Rate Task Force

**13. PENDING BUSINESS**

- A. **Resolution 12-050**, A Resolution of the City of Homer Authorizing the Initiation of a Special Service District in the Lillian Walli Estate Subdivision Identified as HM 0880017 T06S R14W S24 Lillian Walli Estate Subdivision Lots 39 - 42, and 51 -77, for the Purposes of Preparing the Lots Owned by the City of Homer for Sale and Further Residential Development. Wythe. (Postponed from June 25, 2012.) Page 171

**Resolution 12-050(S)**, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Initiate a Special Assessment District Using the Petition Process Provided in HCC 17.04.040 (a) (2) in the Lillian Walli Estate Subdivision Described as HM0880017 T06S R14W S24 Lillian Walli Estate Subdivision, to Include Lots 39-42, and 51-77, for The Purposes of Preparing the Lots Owned by the City For Sale and Further Residential Development. Wythe. Page 173

Memorandum 12-106 from City Manager as backup. Page 175

**14. NEW BUSINESS**

**15. RESOLUTIONS**

- A. **Resolution 12-079**, A Resolution of the City Council of Homer, Alaska, Accepting and Approving the Recommendations of the Kachemak Drive Path Committee, Parks and Recreation Advisory Commission, and the Transportation Advisory Committee Approving the Pursuit of a Non-Motorized Trail Along Kachemak Drive from the Base of the Homer Spit to East End Road as a City Construction Project, and Using Hart Trail Funds as a Potential Funding Source. City Clerk/Parks and Recreation Advisory Commission. Page 199

Memorandum 12-142 from Kachemak Drive Path Committee, Parks & Recreation Advisory Commission, Transportation Advisory Committee Page 201

- B. **Resolution 12-080**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Karen Hornaday Park Red Shed Removal to the Firm of \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director. Page 213

**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 Monday, September 24, 2012 at 6:00 p.m., Special Meeting 4:00 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the 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 12-24 a Regular Meeting of the Homer City Council was called to order on August 27, 2012 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: BURGESS, HOWARD, LEWIS, ROBERTS,  
WYTHE, ZAK

STAFF: CITY MANAGER WREDE  
CITY CLERK JOHNSON  
COMMUNITY & ECONOMIC DEVELOPMENT  
COORDINATOR KOESTER  
FINANCE DIRECTOR MAURAS  
PORT AND HARBOR DIRECTOR HAWKINS  
PUBLIC WORKS DIRECTOR MEYER  
SYSTEMS MANAGER POOLOS

Council met as a Committee of the Whole from 5:00 p.m. to 5:53 p.m. to hear Employee Wellness Program presentation by Matt Clarke & Melissa Jacobsen of the Employee Committee and Katie Koester provided information on the Online Calculator. Other agenda items included Budget 2013 - Revenue Sources for General Fund, Regina Mauras, and Regular Meeting Agenda items.

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 with the following changes:

**PENDING BUSINESS** - **Ordinance 12-33(A)**, Amending the FY 2012 Operating Budget, Including Appropriations to the General Fund and the Port and Harbor Fund and Funding New Projects from Various Reserve Accounts, Appropriating \$10,567 for the Homer Hockey Association Zamboni Batteries. Written public comment. **Ordinance 12-36**, Enacting Homer City Code Chapter 5.42 Prohibiting Sellers from Providing Customers with Disposable Plastic Shopping Bags. Written public comment. **Resolution 12-074**, Authorizing the City Manager to Negotiate a Transfer of Responsibility Agreement with the Alaska Department of Transportation and Public Facilities which Designates the City as the Entity Responsible for Engineering, Design, and Construction of Traffic Control Improvements at the Intersection of Main Street and the Sterling Highway. Written public comment. **RESOLUTIONS** - **Resolution 12-077(S)**,

Awarding the Contract for the Relocation of the Mariner Park Driveway to the Firm of Collins Excavation and Services of Homer, Alaska. Memorandum 12-136 from Public Works Director as backup.

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

Carol Hamik, city resident, advocated for round-about which are safe, keep traffic flowing, and are aesthetically pleasing. They can handle large trucks and are fuel efficient.

Judy Marley, city resident, opposes Resolution 12-074 and supports seeking a round-about as a safer solution. Round-about eliminate serious accidents as most crashes are glancing blows.

Franco Venuti, city resident, commented on Resolution 12-074. A lot of businesses would be affected by the bottleneck of traffic at a traffic light. There are other solutions without spending the \$2M such as right turns only and one way streets.

Mike O'Meara, Board Member of Cook Inletkeeper, commented on the Buccaneer big rig that is sitting out in critical habitat area. When the City acts as the host for the machine the City takes on a huge responsibility. It is up to the City to oversee their visit to make sure it is done safely and no incidents affect the bay.

Larry Slone, city resident, commented on Resolution 12-074. Round-about are natural and appropriate for here. He opposes traffic lights.

Tammie Shrader, Homer resident, commented on Ordinance 12-36 and advocated for the ban on plastic bags. It is a good start to raise awareness.

Deb Lowney, city resident, commented on Ordinance 12-36 and Resolution 12-074. She supports a ban of plastic bags and a round-about at the Main Street/Sterling Highway intersection.

William Marley, city resident, commented on Resolution 12-074. He is supportive of a round-about that is much more efficient. To reduce costs round-about can be designed in an oblong fashion.

Meghan Murphy, city resident, supports Ordinance 12-36. The whole population bears the cost of disposable bags with marine debris and solid waste in landfills. Retailers could put the cost onto buyers, or buyers can furnish reusable bags. A ban can provide an educational opportunity that our community values coastal environment and resources.



Angie Newby, Chair of the Public Arts Committee, asked for support of Memorandum 12-133 for a review committee for 1% art in the public restrooms.

Charlie Stewart, city resident, commented on Ordinance 12-33. Homer Hockey Association is a great asset to the community. They have a ton of tournaments and bring in a ton of people.

Bob Malone, city resident, commented on Ordinances 12-33 and 12-36. The money for the hockey rink is well spent as it is great for local kids and brings a lot of people here in the winter. He is against the ban on plastic bags as 90% of Americans reuse the plastic bags and he has not seen debris on the roads.

Al Waddell, city resident, commented on Ordinance 12-36. He opposes the ban on plastic bags as people reuse them for many purposes.

## **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 13, 2012. City Clerk. Recommend adoption.

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

WYTHE/ZAK - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **VISITORS**

- A. **Keren Kelley**, Homer Senior Center

Keren Kelley, Executive Director of the Homer Senior Center, reported the center has been in existence since 1973 serving senior citizens of the community. There has not been a lot of support from agencies until recently. Last year they served 11,451 meals, with 46 people receiving delivered meals 7 days a week. They have adult day services and house 30 assisted living seniors, provide 24/7 assisted living care, employ 30 members of the community, and purchase supplies and services from the community. Other individuals and organizations are supported by the center and nonprofits use the facility. The Homer Senior Center is a nonprofit organization and they request \$50,000 in financial support from the City. On September 19<sup>th</sup> at 6:00 p.m. they will have a community wide strategic planning meeting. She invited everyone to the senior facility to see what the seniors have given to Homer.

**B. Diane Converse, Pratt Museum Building Project Update**

Diane Converse, Director of the Pratt Museum, provided a PowerPoint presentation showing the site plan of Phase I of the new museum. There will be an expanded gallery, dedicated education and community gathering space, expanded gallery spaces and collection storage space, an additional restroom, and will be fully ADA compliant. Phase II will be done after the Woodard Creek restoration project is complete.

Ms. Converse asked Council to place the museum project high on the City's CIP list. By doing so it will help keep the project on schedule, will allow leverage of millions of dollars to benefit the community, lead the way in providing state of the art care for our community's past, and provide a gathering place that will help ensure a sustainable future.

**C. Steve Lombard, Cardno Entrix, Mark Landt, Buccaneer Alaska Operations, LLC, Drilling Project in Cook Inlet**

Steve Lombard of Cardno Entrix and Mark Landt of Buccaneer Alaska Operations provided a PowerPoint presentation of the Cook Inlet Exploratory Drilling Program. Cardno Entrix was established in 1987 in Anchorage. They are a professional environmental consulting company with offices in the U.S., Canada, and South America. Buccaneer Alaska Operations has been working with Entrix representatives for many years. Buccaneer acquired acreage in 2010 and drilled their first well in Kenai near Walmart in 2012 to provide gas sales to Enstar.

The Upper Cook Inlet Exploration Project included four wells planned for the summer of 2011. That was postponed due to jackup rig availability. The wells will be call Northwest Cook Inlet #1 and #2 and Southern Cross #1 and #2. The Lower Cook Inlet Exploration Project acquired two leases in 2012 and two wells are planned for the winter of 2012/2013. Those wells are names Cosmo #1 and #2. Drilling vertical offshore wells with the Endeavour will allow for penetration of shallow gas formations that are not reachable from onshore locations.

Buccaneer's operations include environmental management to protect Beluga whales and comply with the Endangered Species Act, Marine Mammal Protection Act, and Marine Mammal Monitoring and Mitigation Plan. Additionally they have obtained permitting with the Alaska Department of Environmental Conservation, Alaska Department of Natural Resources, Alaska Oil and Gas Conservation Commission, National Marine Fisheries Service, U.S. Army Corps of Engineers, U.S. Coast Guard, and U.S. Environmental Protection Agency.

Buccaneer has contracted with Archer Drilling that will manage the jackup rig. Fifty percent of their crew are Alaska residents.

Mayor Hornaday called for a recess at 7:17 p.m. and reconvened the meeting at 7:23 p.m.

**ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORTS**                      **REPORT/COMMISSION REPORTS**

**A. Mayor's Proclamation** -- September 2012 as Senior Center Month

Mayor Hornaday read and presented the proclamation to Keren Kelley.

**B. Mayor and City Council's Recognition** -- Public Arts Committee for their role in the successful Open House for the Newly Remodeled City Hall

Mayor Hornaday read and presented the proclamation to Angie Newby.

**C. Borough Report**

**D. Commissions/Board Reports:**

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

Lars Bell, Parks and Recreation Advisory Commissioner reported the commission's recommendations for the CIP list:

- HERC Building

- Karen Hornaday Park Improvements
- Kachemak Drive Pathway
- Jack Gist Park
- Fishing Lagoon Improvements

5. Port and Harbor Advisory Commission

**PUBLIC HEARING(S)**

- A. **Ordinance 12-38(S)**, An Ordinance of the City Council of Homer, Alaska, Amending the 2012 Operating Budget by Appropriating Up to \$7,000 from the ~~Port And Harbor~~ **Airport Depreciation** Reserves Fund for Paving Repairs at the Airport Terminal. City Manager/Public Works Director. Introduction August 13, 2012, Public Hearing and Second Reading August 27, 2012.

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 12-38(S) by reading of title only for second and final reading.

LEWIS/WYTHE – SO MOVED.

The repairs will be for the sidewalk in front of the terminal.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Ordinance 12-39**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Denali Commission Grant in the Amount of \$440,000 for Engineering Design Services for Priority Capital Improvements within the Homer Boat Harbor (Ramp 3 Float Replacement and System 5 Upgrades) with a Required Twenty Percent (20%) Local Match of \$110,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port and Harbor Director. Introduction August 13, 2012, Public Hearing and Second Reading August 27, 2012.

**Ordinance 12-39(S)**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Denali Commission Grant in the Amount of \$440,000 for Engineering Design Services for Priority Capital Improvements Within the Homer Boat

Harbor (Ramp 3, Float Replacement and System 5 Upgrades) with a ~~Required Twenty Percent (20%)~~ Local Match of \$110,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port and Harbor Director.

Memorandum 12-110 from Community and Economic Development Coordinator as backup.

Memorandum 12-130 from Public Works 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 12-39 by reading of title only for second and final reading.

HOWARD/ROBERTS - SO MOVED.

Mayor Hornaday called for a motion to substitute Ordinance 12-39(S) for Ordinance 12-39.

HOWARD/LEWIS - SO MOVED.

There was no discussion.

VOTE: (amendment) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

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

Motion carried.

- C. **Ordinance 12-40(S)**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Special Act Appropriations Project (SAAP) Grant in the Amount of \$881,818 and Authorizing a 45% Matching Requirement from the Homer Accelerated Water and Sewer Fund (HAWSP) in the Amount of \$396,818 for the Purpose of Completing Water Distribution/Storage Improvement Projects and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Public Works Director. Introduction August 13, 2012, Public Hearing and Second Reading August 27, 2012.

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 12-40(S) by reading of title only for second and final reading.

WYTHE/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- D. **Ordinance 12-41**, An Ordinance of the City Council of Homer, Alaska, Appropriating \$60,000 from the General Fund Reserve and Transferring These Funds to the Kenai Peninsula Borough to Support Renovation of the Homer High School Track Complex Including All Additive Alternatives. City Manager. Introduction August 13, 2012, Public Hearing and Second Reading August 27, 2012.

Memorandum 12-132 from City Manager 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 12-41 by reading of title only for second and final reading.

WYTHE/ROBERTS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **ORDINANCE(S)**

## **CITY MANAGER'S REPORT**

- A. City Manager's Report

This City Manager's report will be devoted primarily to a verbal update on a number of natural gas issues. They include, but will likely not be limited to:

1. Budget Development for the assessment district
2. On-Line calculator and other public information effort topics
3. Exclusion criteria for the improvement plan
4. Exclusion criteria for the Special Assessment District
5. Trunk Line developments

City Manager Wrede reported on the resolution about decision making criteria on the gas line. When Council passed the resolution asking for the improvement plan we needed to know how much pipe was going to be built and where it would go. Until we tell Enstar what the scope of the project is they can't come up with estimates and we can't give the precise number of lots that will be served. The task force has been working on a set of criteria that is included in Resolution 12-076.

Last week staff met with four representatives of Enstar. We showed them our criteria and a map of the lots that would be excluded. The criteria that was established is a way to make decisions and explain it to the public. The map depicts parcels that will not be served by the pipe. Either there is no road, no other utilities there, in an area that would be difficult or impossible to develop, steep areas or extreme wetlands. If someone is excluded they will have the option of coming to the Council and petitioning to be included in the Special Assessment District/LID. Or later on, two to three years, if someone decides to develop a subdivision beyond where the gas line stops they could form a new LID or go directly to Enstar. We have been spending a lot of time on it. Katie is trying to get as much information to the public as possible.

If someone wishes to join in the Special Assessment District they can petition to be included. If the land excluded is expensive to serve it would increase the costs for all people within the Special Assessment District/LID. It will be a value judgment the Council will need to make. Council has said they wanted to extend gas to the whole town with every lot owner paying the same. There are a lot of instances where extending the pipe will cost more for everyone else. The Spit is a good example. It will mean additional costs for everyone else. The Spit and bluffs raise the cost. Council has said there are good arguments to supply the whole town now. Enstar will draw the pipe in the map and provide cost estimates. We will have a more precise cost of the lots to be served. We will then take a look at the cost estimates and may seek a second opinion on some prices to ensure the public is getting the best deal for their money.

City Manager Wrede provided an update on the trunk line developments. Enstar is working on the right-of-way and permitting, along with cultural resources and wetlands. They have asked for a monetary advance to provide compensation for the work they are doing. They are on track for construction next spring. The task force compiled a schedule for getting the LID approved if

construction is to begin this spring. Good reasons to start construction next spring are for prices and the opportunity to do the whole town for the same price. Enstar will build the trunk line as fast as possible and hook up customers as they go. If we delay the process, there is the possibility the trunk line down Fairview could have a lot of people hooked up before we get around to the LID. Large consumers may contract directly with Enstar to get the gas quickly. Enstar says if we have the LID approved by the end of January it will put them in good shape to order the pipe. The schedule works to allow us to be on track. Enstar says they can do it all in two years and will let us know if they can guarantee the price for two years. The quicker the better, as they can get in and get out with cost savings. From the City's perspective getting the project done quickly will be the best. There will be real challenges with traffic control.

We are working on the budget for the gas line and costs allocated to the project. Some of the costs may be addressed with software and new automated office equipment. Some staff will be needed for the Clerk's department for four months and Public Works will need temporary people in the summertime to deal with utility locates and onsite permitting for services lines.

B. Bid Report

**CITY ATTORNEY REPORT**

**COMMITTEE REPORT**

A. Public Arts Committee

B. Transportation Advisory Committee

Councilmember Roberts reported the committee met for their quarterly meeting and made five transportation related recommendations for the CIP. People for the Kachemak Drive Path gave an excellent presentation, making the committee feel good about the things they heard.

C. Permanent Fund Committee

D. Lease Committee

E. Port and Harbor Improvement Committee

F. Employee Committee Report

G. Water and Sewer Rate Task Force



Councilmember Wythe reported the task force is meeting regularly twice a month in the Conference Room. There has been very little public input. She encouraged public participation in the meetings.

## PENDING BUSINESS

- A. **Ordinance 12-33(A)**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2012 Operating Budget, Including Appropriations to the General Fund and the Port and Harbor Fund and Funding New Projects from Various Reserve Accounts, **Appropriating \$10,567 for the Homer Hockey Association Zamboni Batteries**, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Finance Director. Introduction July 23, 2012, Public Hearing August 13, 2012, and Second Reading August 27, 2012.

**Ordinance 12-33(A)(S)**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2012 Operating Budget, Including Appropriations to the General Fund and the Port and Harbor Fund and Funding New Projects from Various Reserve Accounts, **Appropriating \$10,567 for the Homer Hockey Association Zamboni Batteries**, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Finance Director.

Memorandum 12-113 from Systems Manager as backup.

Memorandum 12-114 from Port and Harbor Director as backup.

Memorandum 12-115 from Library Director as backup.

Memorandum 12-116 from Public Works Superintendent as backup.

Memorandum 12-024 from Public Works Director as backup.

Memorandum 12-110 from Community and Economic Development Coordinator as backup.

Mayor Hornaday called for a motion for the adoption of Ordinance 12-33(A) by reading of title only for second and final reading.

WYTHE/LEWIS - SO MOVED.

Mayor Hornaday called for a motion to substitute Ordinance 12-33(A)(S) for Ordinance 12-33(A).

WYTHE/LEWIS - SO MOVED.

There was no discussion.

VOTE: (amendment) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Councilmember Burgess expressed opposition to the \$15,000 expenditure for tablet computers. He believes there are better alternatives for tablet computers.

BURGESS/WYTHE - MOVED TO REMOVE LINE ITEM 100-113, \$15,000 FOR COMPUTER TABLETS.

Councilmember Roberts expressed opposition to the amendment. The time has come to move in the electronic direction to get everyone on one page for all the legislation issues that come before us.

Councilmember Lewis will not support the amendment due to cost savings with paper packets and separating email from home computers.

Councilmember Burgess does not oppose digital progress; computer tablets are not the best alternative. There would be benefit to find a more economically feasible alternative.

VOTE: (amendment) YES. WYTHE, BURGESS  
VOTE: NO. LEWIS, ROBERTS, ZAK, HOWARD

Motion failed.

VOTE: (main motion) YES. BURGESS, LEWIS, ROBERTS, WYTHE, ZAK, HOWARD

Motion carried.

B. **Ordinance 12-36**, An Ordinance of the Homer City Council, Enacting Homer City Code Chapter 5.42 Prohibiting Sellers from Providing Customers with Disposable Plastic Shopping Bags. Lewis/Burgess. Introduction July 23, 2012, Public Hearing August 13, 2012, and Second Reading August 27, 2012.

Mayor Hornaday called for a motion for the adoption of Ordinance 12-36 by reading of title only for second and final reading.

LEWIS/BURGESS – SO MOVED.

Councilmember Burgess has received lots of input from the business community. There are a number of people that have a large inventory of plastic bags. Rather than implement the ban on plastic bags and force people to throw out several years of inventory, he proposed an amendment to aid those retailers.

BURGESS/ROBERTS – MOVED TO AMEND TO ADD ITEM 5.42.040 EXCEPTIONS, HAVE THE AMENDMENT READ: INVENTORIES OF PLASTIC SHOPPING BAGS PURCHASED BEFORE THE DATE OF ENACTMENT OF THIS ORDINANCE MAY CONTINUE TO BE USED BY SELLERS AND PROVIDED TO CUSTOMERS AFTER JANUARY 1, 2013 UNTIL ALL SUCH INVENTORIES OF PLASTIC BAGS ARE COMPLETELY USED IN THE COURSE OF REGULAR BUSINESS OPERATIONS SELLERS PROVIDING PLASTIC BAGS UNDER THIS EXCEPTION AFTER JANUARY 1, 2013 MUST BE WILLING AND ABLE TO PROVIDE DOCUMENTATION THAT SUCH PLASTIC BAGS WERE PURCHASED ON OR BEFORE THE DATE OF ENACTMENT OF THIS ORDINANCE.

Councilmember Burgess defended it will reduce waste by not having to throw away inventories of bags and is as business friendly as possible. Small businesses provide the City tax revenue and we should do everything to accommodate them.

ROBERTS/BURGESS - MOVED FOR A FRIENDLY AMENDMENT TO CHANGE THE CURRENT 5.42.040 TO 5.42.050.

There was no discussion.

VOTE: (friendly amendment) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VOTE: (amendment) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LEWIS/BURGESS – MOVED TO AMEND LINE 56 (PENALTY) TO REMOVE THE PERIOD AFTER \$50 AND ADD PER DAY.

Councilmember Roberts commented we are here to help the environment and \$50 per day is too steep of a fine.

Councilmember Lewis asked for alternatives.

Councilmember Howard suggested removing section 5.42.040 completely and impose no penalty.

VOTE: (amendment) YES. BURGESS, LEWIS, WYTHE  
VOTE: NO. HOWARD, ROBERTS, ZAK

Mayor Hornaday broke the tie with a NO vote.

Motion failed.

HOWARD/LEWIS - MOVED TO REMOVE LINE 56: 5.42.040 PENALTY.

Councilmember Howard noted if we cannot enforce it is bad public policy. Until we can prove that we can actively enforce it should be removed.

VOTE: (amendment) YES. ZAK, HOWARD, WYTHE  
VOTE: NO. BURGESS, LEWIS, ROBERTS

Mayor Hornaday broke the tie with a NO vote.

Motion failed.

Councilmember Wythe expressed opposition as she doesn't feel it is the place of the City Council to be organizing or directing the ethics or values of individuals. The community is good at grass roots movements and can get rid of the plastic bags by that means. By ordinance it is a penalty against a select group of people as there are all kinds of plastic bags that are exempted.

Councilmember Lewis reflected it was 1982 when plastic bags first started appearing in stores. The landfill is now closed and we are transferring garbage up the road. This is a small step in a long journey. It is getting rid of one thing. It is a movement around the world. He has mixed feelings on it and does his best not to use the plastic bags. At the landfill plastic bags are blowing all around. We don't recycle and do not have an answer to where the recyclables go.

Councilmember Howard opts for getting the grassroots group together. It is each person's option all along. As a community we could decide not to have plastic bags and eliminate them because we want to do it. She expressed appreciation for raising it up to the community level.

Councilmember Burgess expressed support for the same reason you would take lead out of gasoline, think about air quality, or the food you eat. There are plenty of voices in the community

that support the ban for economic and quality of life issues. It is a good compromise for both sides. Five to six cents more per bag is worthwhile.

VOTE: YES. ZAK BURGESS, LEWIS, ROBERTS

VOTE: NO. WYTHE, HOWARD

Motion carried.

- C. **Resolution 12-074**, A Resolution of the City Council of Homer, Alaska, Authorizing the City Manager to Negotiate a Transfer of Responsibility Agreement with the Alaska Department of Transportation and Public Facilities which Designates the City as the Entity Responsible for Engineering, Design, and Construction of Traffic Control Improvements at the Intersection of Main Street and the Sterling Highway. City Manager. (Postponed from August 13, 2012.)

Memorandum 12-127 from City Manager as backup.

Motion on the floor from August 13<sup>th</sup>: MOTION FOR THE ADOPTION OF RESOLUTION 12-074 BY READING OF TITLE ONLY.

Councilmember Wythe expressed the need to put something in place at the intersection soon. If DOT decides to put in a round-about, a traffic signal could be moved. In the last few years there have been accidents at the intersection and nothing has been done for the last eight years (during her tenure on the Council). Some type of traffic control is needed for the intermediate time. A traffic light would suffice without upgrading the entire turning lane. Crossing the Bypass (Sterling Highway) as a pedestrian is dangerous. The community of Homer will continue to grow and we want to be a walkable town. For DOT to come through with millions of dollars for the intersection it could be another 5-10 years.

Councilmember Roberts noted if we spend \$2M on the intersection those funds won't be there to make an improved intersection.

Councilmember Howard asked if the funds must be turned over to DOT prior to them applying for the project.

City Manager Wrede reported DOT has already applied for the funds and the project scored highly on its own. If the City pledges money to match State funding we could get a better intersection with a turning lane with construction soon. The \$2M will expire soon as we have been sitting on it for at least four years. We will have to ask for an extension or re-appropriation.

Councilmember Howard believes it is the worst intersection for a round-about due to the grade separations. A round-about does not do anything for pedestrians or bikers. She requests we move ahead and take care of this ourselves.

Councilmember Wythe commented the \$2M appropriation came in with Town Center. We asked for it to be re-appropriated for Main Street upgrades.

City Manager Wrede reported Main Street upgrades were in the original request to the Legislature. The money was in the budget for Town Center. The vote happened and the bond sale failed so our Legislatures switched the money to the Main Street/Sterling Highway intersection project. The City has never built a stoplight.

Mayor Hornaday commented if the City does this we will have to handle the bid, contract, and eminent domain issues.

Councilmember Wythe stated we can contract the project to someone qualified. There will be no upgrade to the intersection, just a stoplight. Pedestrians will be able to cross the road and drivers will have to stop to make a conscious view.

Mayor Hornaday warned if the City takes it on, it is a City project. The City will have to coordinate and supervise it and if things go wrong it will come right back to the City.

VOTE: YES. WYTHER, HOWARD,  
VOTE: NO. ROBERTS, ZAK, BURGESS, LEWIS

Motion failed.

## **NEW BUSINESS**

- A. **Memorandum 12-133** from City Manager, Re: Failed Memorandum 12-124, Public Art Selection Committee.

Mayor Hornaday called for a motion for approval of the recommendations of Memorandum 12-133 to approve the art selection committee.

LEWIS/BURGESS - SO MOVED.

Councilmember Burgess believes some portion of the art money should be interactive bathroom art.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Memorandum 12-134** from Community and Economic Development Coordinator, Re: Online Calculator - Providing the Public with Information on How Much Converting Their Home to Natural Gas Will Cost.

Mayor Hornaday called for a motion for approval of the recommendations of Memorandum 12-134 to expend funds for an online calculator tool.

Administration recommended it be voted down as there are too many variables for the cost of conversion to natural gas.

LEWIS/BURGESS – SO MOVED.

Councilmember Wythe asked to be recused since discussion is on the natural gas line.

Mayor Hornaday ruled Councilmember Wythe was recused. There was no objection from the Council.

Councilmember Wythe was excused from the table.

VOTE: NO. LEWIS, ROBERTS, ZAK, HOWARD, BURGESS

Motion failed.

Councilmember Wythe returned to her seat.

## RESOLUTIONS

- A. **Resolution 12-075**, A Resolution of the City Council of Homer, Alaska, Approving the City of Homer Employee Wellness Program, Authorizing Enrollment with the Virgin Health Miles Program Facilitated by the Horton Group, and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Memorandum 12-135 from the Employee Committee as backup.

Mayor Hornaday called for a motion for the adoption of Resolution 12-075 by reading of title only.

HOWARD/BURGESS - SO MOVED.

Councilmember Howard thanked the committee for the wonderful presentation and all the hard work they have done. There is enthusiasm and it will be a good thing.

Councilmember Wythe commented generally a wellness incentive program of less than 90 days resulting in a long term change of lifestyle is nonexistent. Instead of doing the monthly incentive programs she suggests four per year to see if they can get the 2013 price of the program lowered.

Councilmember Burgess commented the committee did an excellent presentation. The ultimate objective should be to reduce health costs for the City. Alternatives that minimize staff time and reduce costs should be paramount.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Resolution 12-076**, A Resolution of the City Council of Homer, Alaska, Approving Exclusion Criteria for Parcels Within the City Limits That Will Not be Directly Served by Natural Gas Distribution Mains Constructed Under the Proposed Natural Gas Special Assessment District. City Manager.

Mayor Hornaday called for a motion for the adoption of resolution 12-076 by reading of title only.

LEWIS/BURGESS – SO MOVED.

Councilmember Wythe asked to be recused.

Mayor Hornaday ruled Councilmember Wythe was recused. There was no objection from the Council.

Councilmember Wythe was excused from the table.

Councilmember Burgess asked City Manager Wrede for a guarantee that everyone not included in the draft build out plan will get notice and an opportunity to appeal for inclusion.

City Manager Wrede answered the Planning Department will send a letter to those people not included in the LID. There are opportunities in the LID process to petition Council for inclusion before the final assessment roll. After the project is built people can apply for an LID later or work directly with Enstar. For people that have plans for development and wish to be included, we can have that discussion. It will be a matter of where we want to draw the line, do they have wetlands permits or roads in place. There is a lot of concern of tearing up the roads later to put in



utilities separately. As the criteria is written now, if someone has a real development plan they can come in to get gas.

Councilmember Lewis asked if there will be a timeline to appeal so people will know what it will cost per parcel.

City Manager Wrede answered when we get maps back from Enstar to show where the pipe is we will know how many lineal feet are needed and will have reasonable cost estimates before the neighborhood meetings.

Councilmember Roberts asked if the map will be online for view.

City Manager Wrede answered the map will soon be online. A software program where all lots are listed by their Borough parcel number would make it helpful for people to know if they will be included or not.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Resolution 12-077**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Relocation of the Mariner Park Driveway to the Firm of \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director.

Memorandum 12-105 from Public Works Director as backup.

**Resolution 12-077(S)**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the Relocation of the Mariner Park Driveway to the Firm of **Collins Excavation and Services** of **Homer, Alaska**, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director.

Memorandum 12-136 from Public Works Director as backup

Councilmember Zak disclosed a possible conflict of interest as Collins Excavation did work for him that exceeded \$1,000.

Mayor Hornaday ruled Councilmember Zak did have a financial conflict and was excused.

Mayor Hornaday called for a motion for the adoption of Resolution 12-077 by reading of title only.

WYTHER/HOWARD - SO MOVED.

Mayor Hornaday called for a motion to substitute Resolution 12-077(S) for Resolution 12-077.

WYTHER/LEWIS - SO MOVED.

Discussion ensued on Councilmember Zak's conflict of interest. A conflict would not apply when one is paying for services rather than being compensated for services.

WYTHER/HOWARD – MOVED TO OVERRULE THE MAYOR'S DECISION ON THE CONFLICT OF INTEREST.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Councilmember Zak resumed his seat to vote.

Councilmember Lewis asked about the low bid, \$5,000 less than the next lowest bid. Public Works Director Meyer answered he talked with Collins Excavation this morning and reviewed the bid items. The company is committed to complete the project for that price and has a history of completing work with the City.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

D. **Resolution 12-078**, A Resolution of the City Council of Homer, Alaska, Approving the Award of the 2012 Septic Tank Pumping Contract to Homer Septic Services of Homer, Alaska, in the Amount of \$33,655 and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director.

Memorandum 12-131 from Public Works Inspector as backup.

Mayor Hornaday called for a motion for the adoption of Resolution 12-078 by reading of title only.

HOWARD/LEWIS - SO MOVED.

Councilmember Howard asked why we are pumping on the Spit when we have sewer out there and three lift stations.

Public Works Director Meyer explained there are two customers on the Spit that have similar systems to Kachemak City. There is a pressure force main coming off the Spit with a couple services that connect. The septic tanks on the Spit similar to Kachemak City hold solids that need to be pumped.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **COMMENTS OF THE AUDIENCE**

Larry Slone, city resident, commented as a potential user of natural gas he has to actively solicit information to see if it will be beneficial. He asked the Mayor what he meant by saying we will be in for interesting times.

Mayor Hornaday answered just that, we will be in for interesting times.

Bill Smith, Homer resident, commented on septic tank pumping. He asked that we don't charge Kachemak City for pumping tanks on the Spit. Since Representative Seaton was the force behind getting the gas line here, he would like Council to write him a letter thanking him.

Mayor Hornaday commented a letter was sent to Representative Seaton, Mayor Navarre, and Representative Chenault, but not Senator Stevens.

Julie Marie Anderson, Homer resident, has no running water. She lives on Bunnell Street and can't go around without running water or heat. She currently has to get water from Safeway.

### **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 had no comment.

#### **COMMENTS OF THE CITY COUNCIL**

Councilmember Lewis commented tomorrow is voting day and he hopes everyone gets out to vote so we can have a large turnout.

Councilmember Roberts said she voted yes on budget amendment Ordinance 12-33(A)(S). She voted to fund the hockey for their Zamboni. She was voted down two meetings ago when the ordinance was considered. It is very problematic to keep funding non profits in this manner.

Councilmembers Wythe, Zak, Howard, and Burgess had no comment.

#### **ADJOURNMENT**

There being no further business to come before the Council, Mayor Hornaday adjourned the meeting at 8:46 p.m. The next Regular Meeting is Monday, September 10, 2012 at 6:00 p.m., Special Meeting 4:00 p.m., Worksession 4:20 p.m., and Committee of the Whole 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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JO JOHNSON, CMC, CITY CLERK

Approved: \_\_\_\_\_



Office of the Mayor  
James C. Hornaday  
Homer City Hall  
491 E. Pioneer Avenue  
Homer, Alaska 99603-7624

Phone 907-235-8121 x2229  
Fax 907-235-3143

## MEMORANDUM 12-139

TO: HOMER CITY COUNCIL

FROM: JAMES C. HORNADAY, MAYOR

DATE: SEPTEMBER 5, 2012

SUBJECT: APPOINTMENT OF KEVIN WALKER TO THE TRANSPORTATION ADVISORY COMMITTEE.

Kevin Walker is appointed to the Transportation Advisory Committee to fill the vacant position of John Velsko. His appointment will expire April 1, 2014.

### RECOMMENDATION:

Confirm the appointment of Kevin Walker to the Transportation Advisory Committee.

Fiscal Note: N/A





**CITY OF HOMER  
COMMISSION, COMMITTEE, BOARD & TASK FORCE  
APPLICATION FORM**

CITY CLERKS OFFICE  
CITY OF HOMER  
491 E. PIONEER AVENUE  
HOMER, ALASKA 99603  
PHONE 907-235-3130  
FAX 907-235-3143

RECEIVED BY CLERK'S OFFICE

The information below provides some basic background for the Mayor and Council.  
This information is public and will be included in the Council Information packet.

Name  Date

Physical Address  City

Mailing Address  Zip Code

Phone  Work #  Cell #

Email Address

**NOTE: The above information will be published in the City Directory and within the City web pages if you are appointed by the Mayor and your appointment is confirmed by the City Council.**

Please indicate the commission(s), committee(s), board or task force you are interested in:

Select	COMMISSION/COMMITTEE/BOARD.TASK FORCE	REGULAR MEETING SCHEDULE
<input type="checkbox"/>	ADVISORY PLANNING COMMISSION	1ST & 3RD WEDNESDAY OF THE MONTH AT 6:30 P.M. WORKSESSIONS AT 5:30 P.M.
<input type="checkbox"/>	ECONOMIC DEVELOPMENT ADVISORY COMMISSION	2ND TUESDAY OF THE MONTH AT 6:00 P.M.
<input type="checkbox"/>	LIBRARY ADVISORY BOARD	1ST TUESDAY OF THE MONTH AT 5:00 P.M.
<input type="checkbox"/>	PARKS & RECREATION ADVISORY COMMISSION	3RD THURSDAY OF THE MONTH AT 5:30 P.M.
<input type="checkbox"/>	PORT & HARBOR ADVISORY COMMISSION	4TH WEDNESDAY - JANUARY TO APRIL & SEPTEMBER TO DECEMBER AT 5:00 P.M. 4TH WEDNESDAY - MAY - AUGUST AT 6:00 P.M.
<input type="checkbox"/>	PUBLIC ARTS COMMITTEE	QUARTERLY - 2ND THURSDAY OF THE MONTH AT 5:00 P.M.
<input checked="" type="checkbox"/>	TRANSPORTATION ADVISORY COMMITTEE	3RD TUESDAY OF THE MONTH AT 5:30 P.M.
<input type="checkbox"/>	PERMANENT FUND COMMITTEE	QUARTERLY - 2ND THURSDAY OF THE MONTH AT 5:15 P.M.
<input type="checkbox"/>	LEASE COMMITTEE	QUARTERLY - 2ND THURSDAY OF THE MONTH AT 3:00 P.M.
<input type="checkbox"/>	OTHER - PLEASE ENTER THE COMMITTEE/TASK FORCE	

I have been a resident of the City for  mos.  yrs I have been a resident of the area for  9 mos.  yrs.

I am presently employed as:

List any special training, education or background you have which is related to your choice of commission, committee, board or task force:

Have you ever served on a similar commission, committee, board or task force?

If so when and where?

When are you available for meetings?  Weekly  Monthly  Bi-Monthly

I am interested in serving on the above because:

Do you currently belong to any organizations specifically related to the area of your choice(s) you wish to serve on?  
 Yes  No If yes, please list organizations:

Questions regarding the Homer Advisory Planning Commission:  
Have you ever developed real property, other than your personal residence?

If yes, briefly describe the development:

Questions regarding the Port & Harbor Advisory Commission:  
Do you use the Homer Port and/ or Harbor on a regular basis?   
If yes, is you use primarily:  Commercial  Recreational  Both

Please include any additional information that may assist the Mayor in his decision:

When you have completed the form please review all the information and then click on the print button.





# VISITORS



**ANNOUNCEMENTS  
PRESENTATIONS  
BOROUGH REPORT  
COMMISSION REPORTS**



# PUBLIC HEARING(S)



# ORDINANCE(S)





**ORDINANCE REFERENCE SHEET**  
**2012 ORDINANCE**  
**ORDINANCE 12-42**

An Ordinance of the City Council of Homer, Alaska, Approving the Purchase Agreement and Appropriating Funds in the Amount of \$106,000 for the Acquisition of Lot 75, Bunnells Subdivision.

Sponsor: City Manager

1. City Council Regular Meeting September 10, 2012 Introduction
  - a. Purchase Agreement between Emmitt & Mary Trimble Joint Revocable Trust and the City of Homer
  - b. Memorandum 12-093 from Public Works Director as backup
  - c. Resolution 12-054(A)



1 CITY OF HOMER  
2 HOMER, ALASKA

3 City Manager

4 ORDINANCE 12-42

5  
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,  
7 ALASKA, APPROVING THE PURCHASE AGREEMENT AND  
8 APPROPRIATING FUNDS IN THE AMOUNT OF \$106,000  
9 FOR THE ACQUISITION OF LOT 75, BUNNELLS  
10 SUBDIVISION.

11  
12 WHEREAS, The Homer City Council recently adopted Resolution 12-054(A) entitled "A  
13 RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AUTHORIZING THE  
14 CITY MANAGER TO PREPARE AND SIGN A PURCHASE OFFER FOR LOT 75,  
15 BUNNELLS SUBDIVISION"; and

16  
17 WHEREAS, The acquisition of Lot 75 will help to implement both the City of Homer  
18 Transportation Plan and the proposed Cruise Ship Dock Passenger Facilities Improvements  
19 development plan; and

20  
21 WHEREAS, The City Manager and the property owner have negotiated and signed a  
22 purchase agreement, a copy of which is attached and incorporated herein; and

23  
24 WHEREAS, The City Manager has commissioned a commercial property appraisal and  
25 ordered a title report pursuant to the requirements of HCC 18.06.020(c); and

26  
27 WHEREAS, The appraised property value is \$106,000.00.

28  
29 NOW , THEREFORE, BE IT ORDAINED by the City of Homer:

30  
31 Section 1. The Homer City Council finds that acquiring this parcel is in the overall  
32 public interest and adopts the Purchase Agreement, a copy of which is attached and incorporated  
33 herein.

34  
35 Section 2. The FY 2012 Operating Budget is hereby amended by appropriating \$106,000  
36 for the acquisition of Lot 75, Bunnells Subdivision as follows:  
37  
38  
39  
40

41 Expenditure:

42	<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
43	415-926 (State Leg. Grant)	Property Acquisition	\$66,414.00
44	150-392 (Land Reserve Acct.)	Property Acquisition	\$39,586.00

45  
46 Section 3. This ordinance is a budget amendment only, is not of a permanent nature, and  
47 shall not be codified.

48  
49 ENACTED BY THE HOMER CITY COUNCIL this \_\_\_ day of  
50 \_\_\_\_\_, 2012.

51  
52 CITY OF HOMER

53  
54  
55  
56 \_\_\_\_\_  
57 JAMES C. HORNADAY, MAYOR

58  
59  
60  
61 \_\_\_\_\_  
62 JO JOHNSON, CMC, CITY CLERK

63  
64 YES:  
65 NO:  
66 ABSENT:  
67 ABSTAIN:

68  
69 First Reading:  
70 Public Hearing:  
71 Second reading:  
72 Effective Date:  
73  
74 Reviewed and approved as to form:

75  
76 \_\_\_\_\_  
77 Walt Wrede, City Manager

\_\_\_\_\_

Thomas F. Klinkner, City Attorney

78  
79 Date: \_\_\_\_\_ Date: \_\_\_\_\_

80

**PURCHASE AGREEMENT**  
**BETWEEN**  
**EMMITT & MARY TRIMBLE JOINT REVOCABLE TRUST**  
**AND**  
**THE CITY OF HOMER**

**1. PARTIES:** EMMITT & MARY TRIMBLE JOINT REVOCABLE TRUST ("Seller") agrees to sell and convey to the City of Homer, Alaska ("Purchaser"), and Purchaser agrees to buy from Seller the Property described below.

**2. PROPERTY:** Lot 75, Bunnells Subdivision, Township 6S, Range 13W, Section 19, Seward Meridian; known as 239 W. Pioneer Avenue, Homer, Alaska 99603, together with all rights, privileges and appurtenances pertaining thereto, including but not limited to: water rights, claims, permits, strips and gores, easements, and cooperative or association memberships ("Property").

**3. SALES PRICE:** \$106,000.00

**4. APPROVAL CONDITION:** The parties' obligations under this Agreement are subject to the approval of the Homer City Council of the purchase of the Property for the Purchase Price ("Approval Condition"). If the Approval Condition has not been satisfied on or before October 15, 2012, either the Purchaser or the Seller may terminate this Agreement by written notice to the other party. Upon such termination neither party shall have any further rights or obligations hereunder; provided, however, that Purchaser shall be responsible for any title or escrow cancellation fees.

**5. EARNEST MONEY:** Upon execution of this contract by both parties, Purchaser shall deposit \$5,000 as earnest money with Kachemak Bay Title, as escrow agent, in Homer, Alaska. If Purchaser fails to deposit the earnest money as required by this contract, Purchaser will be in default.

**6. TITLE POLICY:**

A Purchaser shall order from Kachemak Bay Title ("Title Company"), and shall deliver to Seller within twenty (20) days following the execution of this contract by both parties, a preliminary title report pertaining to the Property (the "Commitment"), together with legible (to the extent available) copies of all documents relating to the title exceptions referred to in such Commitment.

B. On or before fifteen (15) days after the delivery of the Commitment, Purchaser shall notify Seller in writing of any title exceptions identified in the Commitment which Purchaser disapproves. Any exception not disapproved in writing within said period shall be deemed approved by Purchaser, and shall constitute a "Permitted Exception" hereunder. Purchaser and Seller hereby agree that all non-delinquent property taxes and assessments shall also constitute "Permitted Exceptions." Within ten (10) days after receipt of Purchaser's written notice of disapproved title exceptions, if any, Seller shall notify Purchaser in writing of any disapproved title exceptions which Seller is unable or unwilling to cause to be removed prior to or at Closing. Seller's failure to give such notice shall be deemed an election not to remove any disapproved title exceptions. With respect to such exceptions, Purchaser then shall elect, by giving written notice to Seller and Escrow Agent within ten (10) days thereafter, (x) to terminate this Agreement, or (y) to waive its disapproval of such exceptions, in which case such exceptions shall then be deemed to be Permitted Exceptions. Purchaser's failure to give such notice shall be deemed an election to waive the disapproval of any such exception. In the event Purchaser elects to terminate this Agreement in accordance with clause (x) above, the earnest money, without interest, shall be immediately refunded to Purchaser; provided, however, that Purchaser and Seller each shall be responsible for one-half of any title or escrow cancellation fees.

**7. PROPERTY CONDITION:**

Purchaser accepts the Property in its present condition.

#### **8. CLOSING:**

A. The closing of the sale will be on or before October 15, 2012 or within 7 days after objections to matters disclosed in the Commitment have been cured, whichever date is later (Closing Date). If either party fails to close the sale by the Closing Date, the non-defaulting party may exercise the remedies contained in Paragraph 10.

B. At closing:

(1) Seller shall execute and deliver a statutory warranty deed conveying title to the Property to Purchaser and showing no additional exceptions to those permitted in Paragraph 5 and furnish tax statements or certificates showing no delinquent taxes on the Property.

(2) Purchaser shall pay the Sales Price in good funds acceptable to the escrow agent.

(3) Seller and Purchaser shall execute and deliver any notices, statements, certificates, affidavits, releases, loan documents and other documents required of them by this contract, the Commitment or law necessary for the closing of the sale and the issuance of the Title Policy.

C. All covenants, representations and warranties in this contract survive closing.

**9. POSSESSION:** Seller shall deliver possession of the Property to Purchaser upon closing and funding.

#### **10. SETTLEMENT AND OTHER EXPENSES:**

The Purchaser shall be responsible for all costs associated with the ownership transfer.

#### **11. PRORATIONS:**

Taxes for the current year, interest, maintenance fees, assessments, dues and rents will be prorated through the Closing Date. If taxes for the current year vary from the amount prorated at closing, the parties shall adjust the pro-rations when tax statements for the current year are available.

#### **12. DEFAULT:**

A. No party shall be deemed to be in "Default" (herein so defined) hereunder unless such party fails to cure an alleged default within ten (10) days after receipt from the other party of written notice thereof; provided, however, that (i) if such alleged default is not susceptible of being cured within said ten (10) day period, such party shall not be deemed in Default hereunder so long as such party commences to cure the alleged default within said ten (10) day period and diligently prosecutes the same to completion within thirty (30) days; and (ii) no notice shall be required or cure period permitted in the event the alleged default is a failure to close the transaction contemplated hereby at the Closing.

B. In the event of a Default by Seller hereunder, Purchaser shall be entitled, in addition to any and all other remedies to which Purchaser may be entitled at law or in equity, (i) to terminate this Agreement by written notice to Seller, in which event the earnest money shall be returned to Purchaser and neither party shall have any further rights, obligations, or liabilities hereunder, or (ii) to enforce Seller's obligations hereunder by a suit for specific performance, in which event Purchaser shall be entitled to such injunctive relief as may be necessary to prevent Seller's disposition of the Property pending final judgment in such suit.

C. In the event of a Default by Purchaser hereunder, Seller shall be entitled, as Seller's sole and exclusive remedy, to terminate this Agreement by written notice to Purchaser, in which event the earnest money shall be retained by Seller as liquidated damages; thereafter, neither party shall have any further rights, obligations, or liabilities hereunder. The parties acknowledge and agree that the actual damages

in such event are uncertain in amount and difficult to ascertain, and that said amount of liquidated damages was reasonably determined.

**13. ATTORNEY'S FEES:** The prevailing party in any legal proceeding related to this contract is entitled to recover reasonable attorney's fees and all costs of such proceeding incurred by the prevailing party.

**14. ESCROW:** The escrow agent is not (a) a party to this contract and does not have liability for the performance or nonperformance of any party to this contract, (b) liable for interest on the earnest money and (c) liable for the loss of any earnest money caused by the failure of any financial institution in which the earnest money has been deposited unless the financial institution is acting as escrow agent. At closing, the earnest money shall be applied to the Sales Price. If both parties make written demand for the earnest money, escrow agent may require payment of unpaid expenses incurred on behalf of the parties and a written release of liability of escrow agent from all parties. If one party makes written demand for the earnest money, escrow agent shall give notice of the demand by providing to the other party a copy of the demand. If escrow agent does not receive written objection to the demand from the other party within ten (10) days after notice to the other party, escrow agent may disburse the earnest money to the party making demand reduced by the amount of unpaid expenses incurred on behalf of the party receiving the earnest money and escrow agent may pay the same to the creditors. If escrow agent complies with the provisions of this paragraph, each party hereby releases escrow agent from all adverse claims related to the disbursement of the earnest money. Escrow agent's notice to the other party will be effective when deposited in the U. S. Mail, postage prepaid, certified mail, return receipt requested, addressed to the other party at such party's address shown below. Notice of objection to the demand will be deemed effective upon receipt by escrow agent.

**15. REPRESENTATIONS:** Seller represents that:

A. As of the Closing Date there will be no liens, assessments, or security interests against the Property which will not be satisfied out of the sales proceeds.

B. There is no broker, finder, or other intermediary of any kind with whom Seller has dealt in connection with the transaction contemplated hereby, and Seller agrees to indemnify, defend, and hold harmless Purchaser from any claim made by any broker or agent alleging entitlement to any such fee or commission as a result of having dealt with the Seller.

**16. NOTICES:** All notices from one party to the other must be in writing and are effective when mailed to, hand-delivered at, or transmitted by facsimile as follows:

**To Purchaser at:**

City of Homer  
Attn: City Manager  
491 East Pioneer Avenue  
Homer, Alaska 99603

Telephone: (907) 235-8121  
Facsimile: (907) 235-3145

**To Seller at:**

Emmitt and Mary Trimble  
PO Box 193  
Anchor Point, AK. 99556

Telephone: 907-299-1459  
Facsimile: 907-235-6876

**17. AGREEMENT OF PARTIES:** This contract contains the entire agreement of the parties and cannot be changed except by their written agreement.

EXECUTED the \_\_\_\_\_ day of September, 2012.

\_\_\_\_\_  
Purchaser

\_\_\_\_\_  
Seller

\_\_\_\_\_  
Seller

STATE OF ALASKA            )  
                                  ) ss:  
THIRD JUDICIAL DISTRICT    )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of September, 2012, by WALT WREDE, City Manager of the CITY OF HOMER, an Alaska municipal corporation, on behalf of the City.

Notary Public in and for Alaska  
My commission expires:

STATE OF ALASKA            )  
                                  ) ss:  
THIRD JUDICIAL DISTRICT    )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of September, 2012 by EMMITT TRIMBLE, Personal Representative of the EMMITT & MARY TRIMBLE JOINT REVOCABLE TRUST.

The foregoing instrument was acknowledged before me this \_\_\_\_ day of September, 2012, by MARY TRIMBLE, Personal Representative of the EMMITT & MARY TRIMBLE JOINT REVOCABLE TRUST.

Notary Public in and for Alaska  
My commission expires:





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

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

## MEMORANDUM 12-093

TO: Walt Wrede, City Manager

FROM: Carey Meyer, Public Works Director

DATE: June 1, 2012

RE: **Request Approval to Make an Offer to Purchase Land  
In Support of Downtown Restroom and the Extension of Bartlett Ave. - South**

---

This memo summarizes the reasons why purchasing the property south of the Pioneer Avenue/Bartlett Street intersection supports two projects – downtown restroom construction and the extension of Bartlett Street. See attached property map showing the property (Attachment A).

The Homer Transportation Plan recommends an additional east/west access corridor through the central business district; the main purpose being the creation of an alternative east/west access corridor other than Pioneer Avenue or the Sterling Highway. The Plan recommends that Bartlett Street be extended south of Pioneer Avenue, turning east and connecting into Main Street. From there the new road would run through the “town center” property to Grubstake or Hazel – ultimately connecting to Heath and Lake Streets. Attached is a map from the Plan showing the recommended alignment (Attachment B).

Public Works is coordinating the design of two restrooms in the downtown area. One is planned for WKFL Park. The Parks and Recreation Commission has approved a location for a restroom in the Park. The second restroom was planned for the top of the “town center” property. There is concern that this location is not ideal; a restroom near the Bartlett/Pioneer intersection is preferred, based on its proximate location to shopping/museum/tourist destinations. Attached is a map showing contemplated restroom locations along Pioneer Avenue (Attachment C).

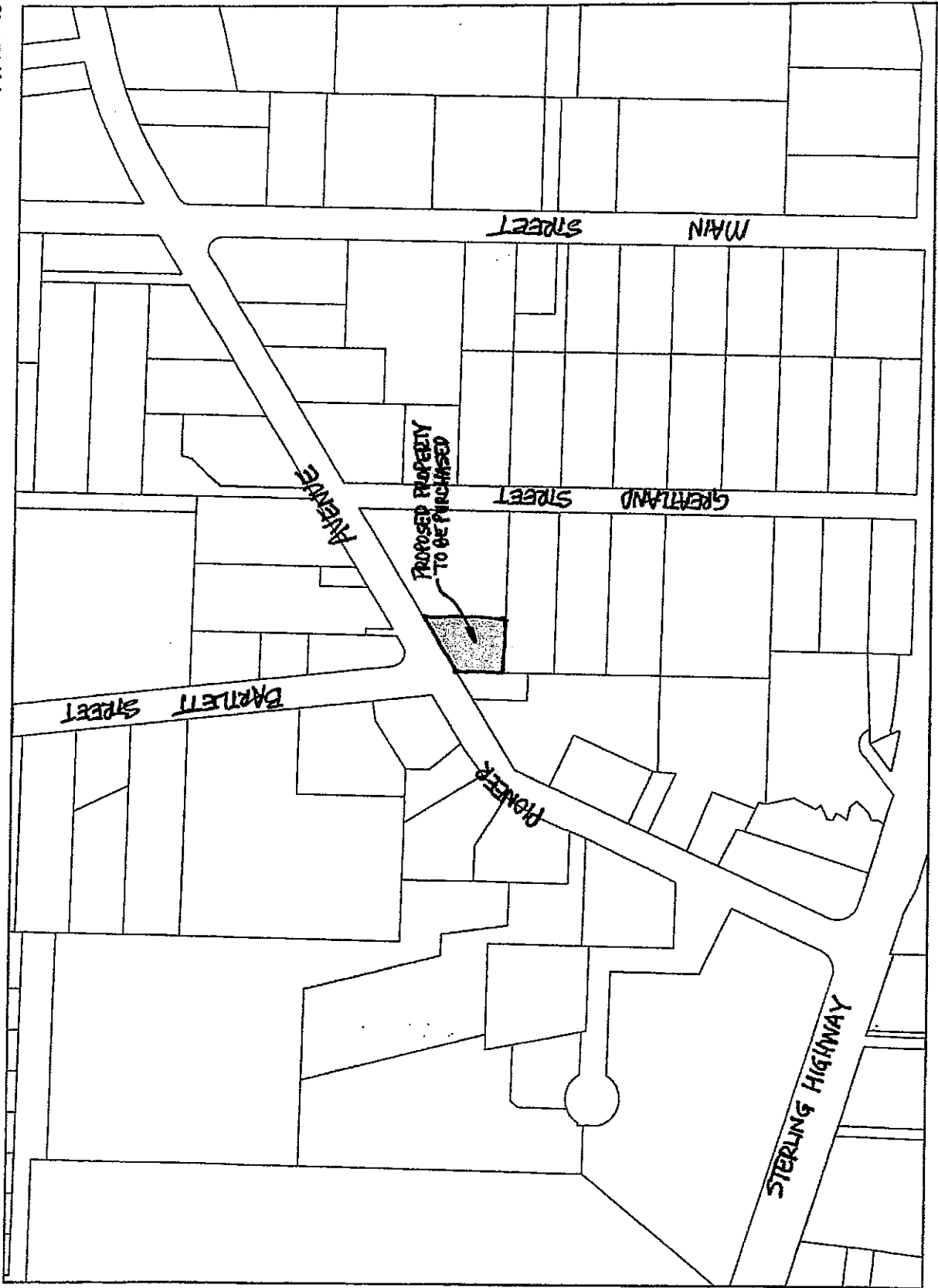
Both projects benefit from the purchase of the above described property. See attached map showing how the property would be utilized in support of the road extension and restroom construction (Attachment D). The property could be purchased utilizing HART funds.

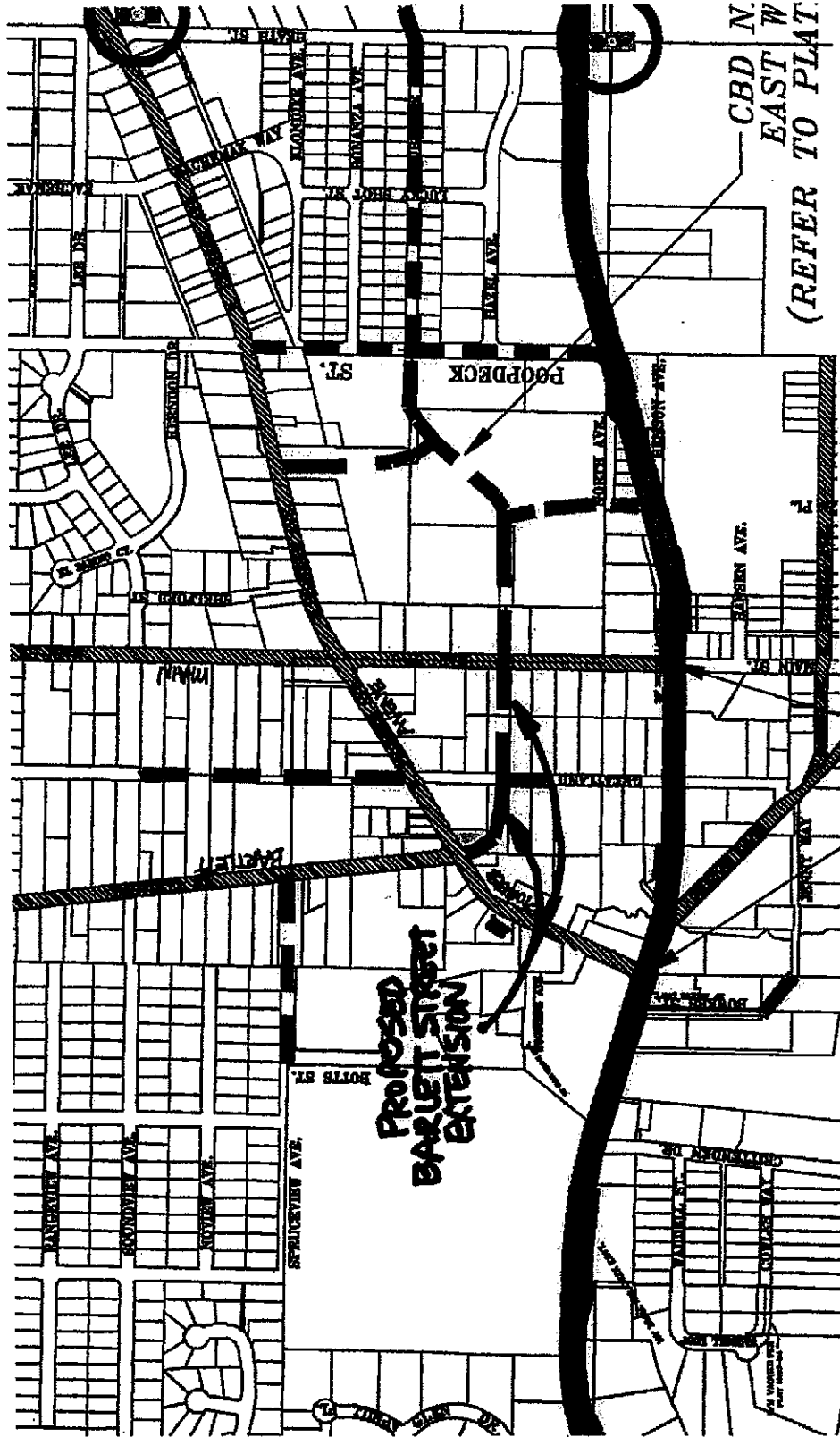
If the Council authorized the City Manager by resolution to sign a purchase agreement, the Council could approve the purchase price by ordinance at a meeting later this summer/early fall.

**Recommendations:** The City Council pass a resolution authorizing the City Manager to sign a purchase agreement on the property south of the Pioneer Avenue/Bartlett Street intersection (Lot 75, Bunnells Subdivision; KPB Parcel 17514301).



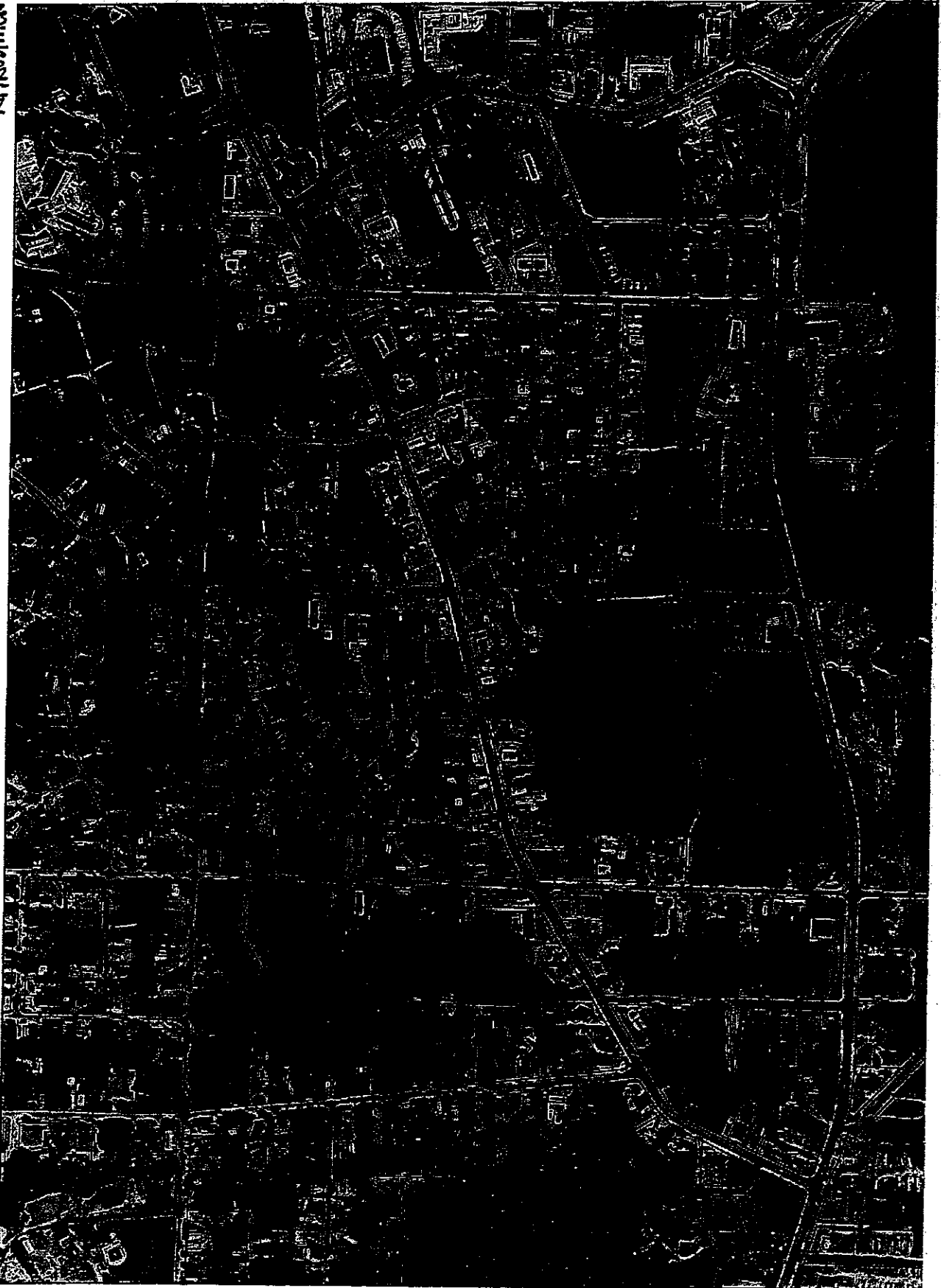
ATTACHMENT A

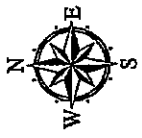




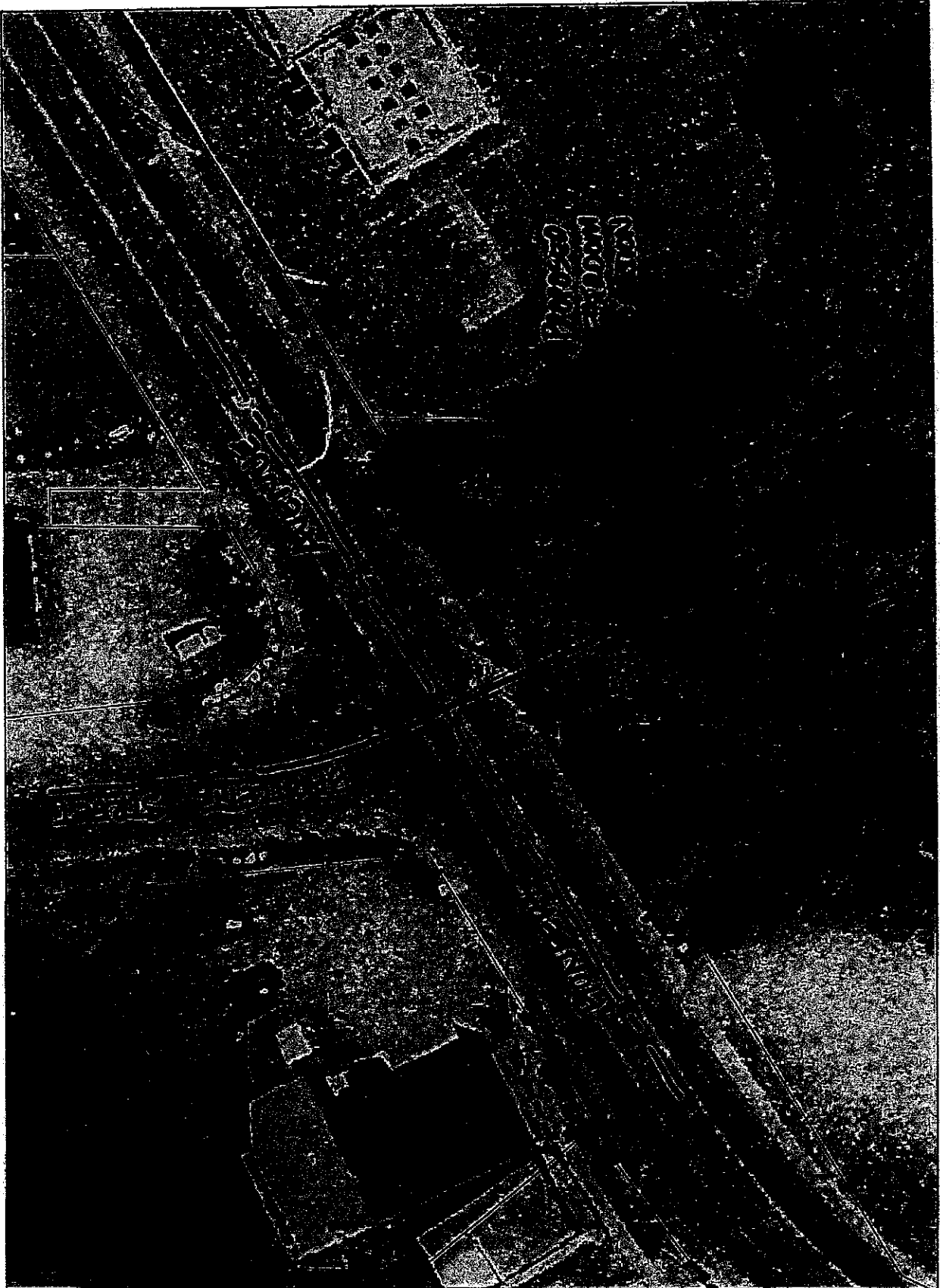
ATTACHMENT C

N  
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1" = 400'





1 inch = 30 feet



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**CITY OF HOMER  
HOMER, ALASKA**

City Manager/  
Public Works Director

**RESOLUTION 12-054(A)**

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA, AUTHORIZING THE CITY MANAGER TO  
PREPARE AND SIGN A PURCHASE OFFER FOR LOT 75,  
BUNNELLS SUBDIVISION.

WHEREAS, The Homer Transportation Plan recommends an additional east/west access  
corridor through the central business district be developed; the main purpose being the creation  
of an alternative east/west access corridor other than Pioneer Avenue or the Sterling Highway;  
and

WHEREAS, Public Works is coordinating the design of two restrooms in the downtown  
area, one restroom near the Bartlett/Pioneer intersection is preferred, based on its proximate  
location to shopping/museum/tourist destinations; and

WHEREAS, Both projects benefit from the purchase of the property south of the Pioneer  
Avenue/Bartlett Street intersection (Lot 75, Bunnells Subdivision; KPB Parcel 17514301) as  
described in Memorandum 12-093 from the Public Works Director; and

WHEREAS, A sum of \$39,586 in the Land Reserves Acct. No. 150-392 will be made  
available for the purchase of the property.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska,  
hereby authorizes the City Manager to prepare and sign a Purchase Offer for the above described  
property with the condition that the City Council must approve the purchase price by Ordinance.

PASSED AND ADOPTED by the Homer City Council this 11th day of June, 2012.

CITY OF HOMER

  
JAMES C. HORNADAY, MAYOR

ATTEST:

  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Acct. No. 415-926 - State Legislative Grant – Cruise Ship Dock and Passenger  
Facility Improvements.





# CITY MANAGER'S REPORT



**MANAGERS REPORT**  
**September 10, 2012**

**TO:** MAYOR HORNADAY / HOMER CITY COUNCIL

**FROM:** WALT WREDE

UPDATES / FOLLOW-UP

This City Manager's report will be devoted primarily to a verbal update on progress regarding the proposed transition plan for moving the Community Recreation Program into the HERC Building. The timing for this discussion and presentation is good because the Council requested that I bring forward a proposal for consideration as part of the budget process. We are working on the draft budget right now and we are scheduled to deliver it to the Council at the meeting on September 24. The Parks and Recreation Commission has recommended that Community Recreation be moved into this facility. They have also recommended that renovation of this building be a CIP Priority for the City. Further, the Boys and Girls Club wishes to work with Community Recreation and they have held off on submitting a proposal for a long term lease until they see what they Council will do with respect to Community recreation and the CIP request.

As you can see, this discussion is timely for a variety of reasons. The Council is about to take up both the budget and the CIP list and Community recreation and the HERC Building will be important parts of the discussion.



**FY2013  
Proposed**

	HERC	CR	
5101 Regular Employees	\$0.00	\$52,652.00	
5102 Fringe Benefits	\$0.00	\$30,445.00	
5103 P/T Employees	\$0.00	\$8,000.00	
5104 Fringe benefits P/T	\$0.00	\$368.00	
<b>Total Salaries and Benefits</b>	<b>0</b>	<b>\$87,281</b>	<b>\$87,281</b>

	HERC	CR	Combined
<b><u>Maintenance and Operations</u></b>			
5201 Office Supplies	\$500	\$500	\$1,000
5202 Operating Supplies	\$2,000	\$2,500	\$4,500
5203 Fuel/Lube	\$37,000	\$0	\$37,000
5208 Equipment	\$18,000	\$500	\$18,500
5209 Building & Grounds Maintenance	\$5,500	\$0	\$5,500
5210 Professional & Special Services	\$3,500	\$14,500	\$18,000
5215 Communications	\$1,200	\$1,950	\$3,150
5217 Electricity	\$19,000	\$0	\$19,000
5218 Water	\$1,600	\$0	\$1,600
5219 Sewer	\$2,500	\$0	\$2,500
5220 Refuse/Disposal	\$200	\$0	\$200
5221 Property Insurance	\$2,800	\$0	\$2,800
5223 Liability Insurance	\$2,200	\$1,029	\$3,229
5227 Advertising	\$0	\$950	\$950
5235 Membership/Dues	\$0	\$185	\$185
5236 Transportation	\$0	\$300	\$300
5237 Subsistence	\$0	\$250	\$250
5238 Printing/Binding	\$0	\$1,800	\$1,800
5603 Employee Training	\$0	\$250	\$250
5614 Car Allowance	\$0	\$300	\$300
<b>Total Maintenance and Operations</b>	<b>\$96,000</b>	<b>\$25,014</b>	<b>\$121,014</b>
<b>Total</b>	<b>\$96,000</b>	<b>\$112,295</b>	<b>\$208,295</b>

**LINE ITEM EXPLANATIONS: HERC**

5201- paper, pens, etc
5202-Printer, ink, promotion etc
5203-Combined expenses with maintenance building
5208- sports equipment, \$15,000 for exercise equipment, one time allocation
5210- lawn maintenance & plowing
5215-5223- Combined expenses with maintenance building

**LINE ITEM EXPLANATIONS: CR**

5201- paper,pens, etc.  
 5202-Printer ink, promotion, etc  
 5208- sports equipment, \$15,000 for exercise equipment, one time allocation  
 5210- \$6,000 for school rent, referees, Mt.Films, background checks  
 5228- Recreation Guide printing

<u>Revenue</u>	<u>HERC</u>	<u>CR</u>	<u>Combined</u>
3101 Class Fees	\$20,000	\$30,000	\$50,000.00
3102 Rental Fees	\$50,000	0	\$56,000
3103 Sponsorships/Advertisements	\$5,000	\$2,000	\$7,000
3104 Grants	\$0	0	\$0
<b><u>Total Revenue</u></b>	<b>\$75,000</b>	<b>\$32,000</b>	<b>\$113,000</b>
<b>General Fund Transfer:</b>	<b>\$21,000</b>	<b>\$80,295</b>	<b>\$95,295</b>
<b>Total:</b>	<b>\$96,000</b>	<b>\$112,295</b>	<b>\$208,295</b>

HERC Building Long Term Rentals

*User Group	Area Used	Monthly rate	Annual Revenue
Boys & Girls Club	Use of gym, kitchen office space, play room	\$750-\$1,000	\$12,000
Big Brother/Sister	(1) office	\$250-\$300	\$3,600
HOWL	(1) office	\$250-\$300	\$3,600
AK Coastal studies	(1) office	\$250-\$300	\$3,600
Independent Living Center	(6) offices	\$1,500-\$1,800	\$21,600
Popeye Wrestling	gym (2-3X's a week)	\$200	\$2,400
Long Term Total:			\$46,800
Short term (estimated):			\$3,000
<b>Grand Total:</b>			<b>\$49,800</b>

\* These are expressed and written quotes/rates from local non-profit programs for renting space at the HERC building. Renting space is mechanism to generate revenue to assist with offsetting the expense of operating the building.

There is an expected benefit to have multiple recreational-based entities in one central location to maximize awareness and participation in respective programs while improving the health, wellness and quality of life to Homer residents.

This could create opportunities to collaborate and partner to maximize program offerings, obtain grant funding for programs and facility upgrades and to potentially share resources such as equipment, staff, knowledge and expertise.

The renters will have to be able to pay for their own phone and internet service.

There is also the opportunity to rent space in the HERC building for **short term** rentals or private rentals such as birthday parties and instructional classes that will also serve as an additional revenue source.

There is also the potential to use the kitchen as a concession stand to generate revenue by





# 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 12-140

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL  
FROM: CITY OF HOMER EMPLOYEE COMMITTEE  
DATE: SEPTEMBER 5, 2012  
SUBJECT: EMPLOYEE WELLNESS PROGRAM

The Employee Committee met on Thursday, August 30 to consider the recommendation made by Councilmember Wythe to amend the monthly challenges to four per year. The committee had a proactive discussion weighing the advantages and disadvantages to this recommendation.

The point was raised in discussion that a requirement of the program is that monthly event challenges be established for employee participation with the goal of promoting teamwork within the organization. The monthly lifestyle challenge is something the Committee created to encourage people to try some different lifestyle experiences. The Committee's intent in developing the lifestyle challenges is to encourage participants to introduce a healthy habit into their personal routine. Trying a new habit for 30-days is more encouraging and motivating than requiring the change be for 3-months. The other intent as we start off on this endeavor is to make the program fun, make the challenges something that participants look forward to each month, and hopefully learn something from. The Committee will consider Councilmember Wythe's recommendation for future planning of the program.

Ultimately, Virgin Health Miles is a physical activity program that successfully motivates employees to get and stay healthy by being more active. Exercise is a key component in combating a majority of the preventable chronic illnesses that impact healthcare costs.

Walking is a gentle, low-impact exercise that can ease you into a higher level of fitness and health. Walking is a form of exercise accessible to just about everybody. It's safe, simple and doesn't require practice. And the health benefits are many.<sup>1</sup>

Being more active is the long term change of lifestyle that the Employee Committee is working toward, and participants have 365 days to improve this habit and see the benefits. The Committee is not opposed to looking at quarterly lifestyle challenges in our future planning, but for now, the goal is encourage employees to participate and to make it an enjoyable transition.

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<sup>1</sup> [Mayoclinic.com/health/walking](http://Mayoclinic.com/health/walking)



# 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 WJ  
DATE: SEPTEMBER 4, 2012  
SUBJECT: BID REPORT

**INVITATION TO BID KAREN HORNADAY RED SHED REMOVAL** Sealed bids for the Karen Hornaday Red Shed Removal project will be received at the office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until 2:00 pm, Thursday, September 6, 2012, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. Bidders are required to be on the City's plan holder's list for their bid to be considered. To get on the list and to access bid documents contact: City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603, (907) 235-3130.

**INVITATION TO BID ON SNOW REMOVAL AND SANDING SERVICES 2012/13, 2013/14, 2014/15** Sealed bids will be received by the Office of the City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603 until **2:00 pm, September 20th** at which time they will be publicly opened and read. Bids received after the time specified will be considered non-responsive shall not be considered. The project consists of furnishing all labor, materials, equipment, tools, supervision, and other facilities necessary to perform the work. The work includes, but is not limited to the following: The plowing and sanding of five (5) parking lots, and associated sidewalks located throughout the City. Areas of work and services to be provided are as further described in Section II of the bid documents.



# CITY ATTORNEY REPORT



# COMMITTEE REPORT(S)





**PENDING BUSINESS**



CITY OF HOMER  
HOMER, ALASKA

Wythe

RESOLUTION 12-050

A RESOLUTION OF THE CITY OF HOMER AUTHORIZING THE INITIATION OF A SPECIAL ASSESSMENT DISTRICT IN THE LILLIAN WALLI ESTATE SUBDIVISION IDENTIFIED AS HM0880017 T06S R14W S24 LILLIAN WALLI ESTATE SUBDIVISION LOTS 39 - 42 AND 51 -77, FOR THE PURPOSES OF PREPARING THE LOTS OWNED BY THE CITY OF HOMER FOR SALE AND FURTHER RESIDENTIAL DEVELOPMENT..

WHEREAS, The City of Homer received possession of lots 57, 58, 59, 60, 65, 66, 67, and 70 in the Lillian Walli Estate Subdivision, plat location HM0880017 T06S R14W S24, through the tax foreclosure processes; and,

WHEREAS, Constructing roads and water and sewer utilities in this subdivision is in the public interest and advances council priorities because it would increase the tax base, promote in-filling, and provide more customers for the water and sewer utility; and

WHEREAS, The subdivision agreement addresses completion of water, sewer and road facilities prior to development; and

WHEREAS, It is desirable to have these properties sold and returned to the tax rolls; and

WHEREAS, Pursuant to HCC 17.04.040 (a)(1) A special assessment district may be initiated by a resolution approved by a vote of not less than three-fourths of the council.

NOW THEREFORE BE IT RESOLVED that the Homer City Council does hereby authorize the initiation of a Special Assessment District to include HM0880017 T06S R14W S24, Lillian Walli Estate Subdivision Lots 39 - 42 and 51 -77, for the purposes of preparing the lots owned by the City of Homer for sale and further residential development.

BE IT FURTHER RESOLVED that pursuant to HCC 18.04.030 the proceeds from such foreclosure property sales shall be allocated to the funding of depreciation after satisfying delinquent taxes, assessments and/or City costs.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 29<sup>th</sup> day of May, 2012.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Various Administrative Costs





39 BE IT FURTHER RESOLVED that pursuant to HCC 18.04.030 the proceeds from the  
40 sale of such foreclosure property sales shall be allocated to the funding of depreciation after  
41 satisfying delinquent taxes, assessments, and/or City costs.

42  
43 PASSED AND ADOPTED by the Homer City Council this 10<sup>th</sup> day of September, 2012.

44  
45 CITY OF HOMER

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48  
49 JAMES C. HORNADAY, MAYOR

50 ATTEST:  
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52  
53 JO JOHNSON, CMC, CITY CLERK

54  
55  
56 Fiscal Note: N/A  
57

## MEMORANDUM 12-106

**TO:** Mayor Hornaday and Homer City Council

**FROM:** Walt Wrede

**DATE:** June 20, 2012

**SUBJECT:** Resolution 12-050 / Proposed LID at Lillian Walli Estates

Resolution 12-050 was on the Council's regular meeting agenda on May 29, 2012. Resolution 12-050, if adopted, would initiate the LID process in a portion of the Lillian Walli Estates Subdivision for water, sewer, road, and other utility improvements so that lots there could be developed. The resolution was postponed until June 23, 2012 so that additional legal and audit work could be performed before moving forward.

The legal and audit work is on-going and has not been completed. It turns out that the month postponement was not enough time. The time and resource demands associated with other urgent and pressing priorities have been a big factor. I would recommend another postponement until July 23. At that time we should be able to provide the Council with a full status report and recommendation.

**RECOMMENDATION:** Postpone consideration of Resolution 12-050 to July 23, 2012.





AGREEMENT

THE CITY OF HOMER, hereinafter the "City", a municipal corporation, and Ero Steve Walli and John Robert Gibson, hereinafter the "Owner(s)", enter into the following agreement this 16th day of May, 1988.

The parties to this agreement shall accept notices at the following addresses:

OWNER(S)	CITY
Ero Steve Walli, Executor	Phil C. Shealy City Manager City of Homer 491 E. Pioneer Ave. Homer, Ak. 99603
John Robert Gibson, Co-Execu <sup>t</sup> or	

The public rights of way and the real property which is the subject of this agreement, hereinafter the "subdivision", is located in the City of Homer and more particularly described as:

Lillian Walli Estate, located in the E1/2, NE1/4, Sec. 24, T.6S., R.14W., S.M. HRD (Area = 76.277 acres) PLAT 88-16

In consideration of the provisions contained in Chapter 22.10, Section 22.10.050 a., the Owner(s), their successors and assigns agree that no request for a building permit or additional utility connections will be made until improvements (roads, water, sewer, drainage and other utilities), are completed and accepted by the City. Owner(s) further agree to include a specific caveat in each and every contract with, or conveyance of land to subsequent property owners to the effect that no building permits or utility connections shall be made to the property described therein until all improvements are completed and accepted by the City.

Owner (s) shall indemnify and hold the City harmless against any claims made by subsequent property owners for failure to construct water, sewer, road or other utility services to their respective lots, in conformance with City standards.

CITY OF HOMER

OWNERS

Phil Shealy  
Phil C. Shealy  
City Manager

Ero S. Walli  
John R. Gibson

5/16/88  
Date

May 16, 1988  
Date

**RECEIVED**

JUL 25 1988

Form 7b-4-88

City of Homer  
Planning & Zoning

6

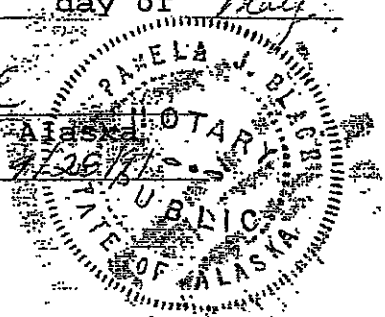
STATE OF ALASKA )  
 ) ss  
THIRD JUDICIAL DISTRICT )

Before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn as such, this day personally appeared Phil C. Shealy to me known and known to me to be the person(s) described in and who executed the above instrument and he acknowledged to me that he signed the same freely and voluntarily for the means and purposes therein mentioned.

WITNESS my hand and notarial seal this 16<sup>th</sup> day of May, 1988.

( S E A L )

Pamela J. Black  
Notary Public in and for Alaska  
My Commission Expires: 7/26/91



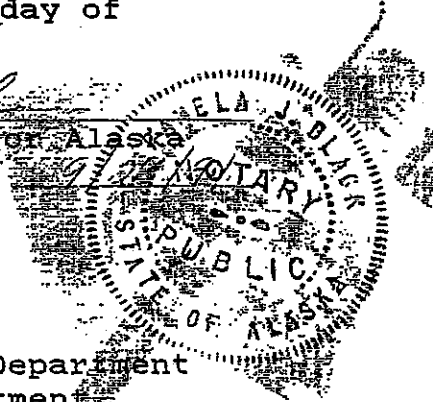
STATE OF ALASKA )  
 ) ss  
THIRD JUDICIAL DISTRICT )

Before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn as such, this day personally appeared Eric S. Walli & John R. Gibson to me known and known to me to be the person (s) described in and who executed the above instrument and they acknowledged to me that they signed the same freely and voluntarily for the means and purposes therein mentioned.

WITNESS my hand and notarial seal this 16<sup>th</sup> day of May, 1988.

( S E A L )

Pamela J. Black  
Notary Public in and for Alaska  
My Commission Expires: 7/26/91



DISTRIBUTION OF THIS AGREEMENT:

- Original - City Clerk
- Copies - Public Works Department
- Finance Department
- Planning Department
- Engineering Project File
- Inspector

88-1555  
13-

RECORDED - FILED  
HOMER RECORDING  
DISTRICT

MAY 19 3 39 PM '88

REQUESTED BY City of Homer  
ADDRESS Homer, Ak 99603

Return to: City Clerk  
491 E. Pioneer Ave. Form 7b-4-88  
Homer, Ak 99603

C

AGREEMENT FOR ASSUMPTION OF PRO RATA  
SHARE OF ASSESSMENTS AND RESPONSIBILITIES  
UNDER DEVELOPMENT AGREEMENT, CITY OF HOMER

1 THIS AGREEMENT, made the 16<sup>th</sup> day of NOVEMBER, 1988,  
2 by and between the CITY OF HOMER, a first class Alaskan  
3 municipality, hereinafter called City, and all persons having an  
4 interest in certain real property hereinafter described, and  
5 referred to as "The Walli Tract", hereinafter referred to  
6 collectively as "the Walli Interests".

7 WITNESSETH:

8 WHEREAS, the Walli Interests have subdivided the Walli  
9 Tract, hereinafter described into 75 lots for the purpose of sale  
10 to individual purchasers, and

11 WHEREAS, the Walli Interests acknowledge that assessments  
12 for the construction of water and sewer utilities by the City  
13 which benefit a portion of the Walli Tract, are a first lien  
14 against said property in the total sum of \$249,657.00, and

15 WHEREAS, the Walli Interests have requested that the City  
16 allow payment of the aforesaid assessments by applicable  
17 individual owners of lots within the Walli Subdivision, Plat No.  
18 88-16 filed in the Homer Recording District on February 17, 1988  
19 on a pro rata basis, and

20 WHEREAS, Ero Steve Walli and John R. Gibson, as executors,  
21 signed a development agreement with the City of Homer, which is  
22 recorded in Book 0183 pages 424 and 425 Homer Recording District,  
23 the terms of this Development Agreement being incorporated herein  
24 by this reference, designating themselves responsible for street,  
25 drainage, water, storm drain, sanitary sewer, street signs,  
26

LAW OFFICES OF HAHN, JEWELL & STANFILL  
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ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
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1 street lighting, underground power and monumentation improvements  
2 to the Walli Estate, and

3 WHEREAS, Ero Steve Walli and John R. Gibson also represented  
4 in said development agreement with the City of Homer that no  
5 building permit and/or request for utility connection will be  
6 submitted to the City for any lot within the subdivision until  
7 such time that the improvements are completed and accepted by the  
8 City of Homer.

9 NOW, THEREFORE, in consideration of the premises and the  
10 mutual benefits derived herefrom, the parties agree as follows:

11 1. Pro-rata Assessment. The City agrees to allow pro rata  
12 assessment of individual lots in the Walli Subdivision subject to  
13 all terms and conditions of this agreement.

14 2. Property Descriptions. The Walli Tract is described as  
15 follows:

16 Tracts A, B, C, D and Lots 1 to 77 of Plat No. 88-16,  
17 filed in the Homer Recording District, Third Judicial  
18 District, State of Alaska, prepared by Henning Johnson,  
19 Registered Professional Land Surveyor, approved by the  
20 Kenai Peninsula Borough on the 16th day of May, 1988.

21 3. Acknowledgment of Assessments. The parties acknowledge  
22 that the total amount of the assessments for water and sewer  
23 utilities now due on the Walli Subdivision properties included in  
24 the Sterling Highway Improvement District above described, is  
25 \$249,657.00. The parties further acknowledge and agree that the  
26 pro rata share of such assessments which are attributable to and  
are a lien on individual lots is listed in the Schedule of  
Assessments hereby incorporated by this reference and a copy  
thereof attached hereto marked as Exhibit A.

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1           4.   Guaranty.   The Walli Interests agree to remain liable  
2 for payment of pro rata share of assessments as described above  
3 in the event of default in any payment of such assessments to the  
4 City by the individual owners of property in the Walli  
5 Subdivision as listed in Exhibit A.

6           5.   Priority of Assessment Liens.   The Walli Interests  
7 acknowledge that the pro rata share of assessments referred to  
8 above are a lien against the above described property, having  
9 priority against all other liens thereon except municipal tax  
10 liens, pursuant to Alaska Statutes 29.46.080(c).

11           6.   Assumption of Responsibilities Under Development  
12 Agreement.   The Walli Interests hereby assume responsibilities  
13 for performance of all conditions of the Development Agreement  
14 signed by Ero Steve Walli and John R. Gibson, Executors, with the  
15 City of Homer, excluding the owners of Tract A, C and D of the  
16 above described property.   The following named Heirs are  
17 specifically referred to under this paragraph as having accepted  
18 responsibility under the development agreement attached hereto as  
19 Exhibit B:   John R. Gibson, Ero Steve Walli, Carolyn Platt, Pat  
20 W. Miller, David Gibson, Cheryl Gay Ford and Robin White.

21           7.   Default.   In the event of default on the part of the  
22 Walli Interests, delinquent assessments shall be subject to  
23 foreclosure under the Alaska Statutes and the Homer Municipal  
24 Code.   Failure to perform all conditions and comply with all  
25 requirements of the Development Agreement described in the  
26 preceding Paragraph shall constitute a material breach of this  
Agreement.

1 8. Assigns and Successors. This agreement shall be  
2 binding upon and inure to the benefit and burden of the heirs,  
3 assigns and successors in interest of the parties hereto.

4 9. Recordation. Upon execution, this agreement shall be  
5 recorded in the Homer Recording District.

6 IN WITNESS WHEREOF, the parties have hereunto set their  
7 hands the day and year first above written.

8 CITY

CITY OF HOMER

9  
10 By Philip C. Shealy  
11 Philip C. Shealy  
City Manager

12 WALLI INTERESTS

13 Lillian May Miller  
14 LILLIAN MAY MILLER

Robert J. Walli  
ROBERT JOHN WALLI

15 Ero Steve Walli  
16 ERO STEVE WALLI

John R. Gibson  
JOHN R. GIBSON

17 Carolyn Platt  
18 CAROLYN PLATT

David Gibson  
DAVID GIBSON

19 Robin In White  
20 ROBIN WHITE

Cheryl Gay Ford  
CHERYL GAY FORD

21 Pat W. Miller  
22 PAT W. MILLER

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431 WEST SEVENTH AVENUE, SUITE 212  
ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
HOMER, ALASKA • TELEPHONE 235-8709



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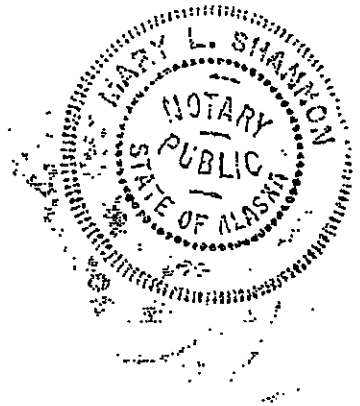
NOTARY CERTIFICATE

STATE OF ALASKA                    )  
  )  ss.  
THIRD JUDICIAL DISTRICT)

THIS IS TO CERTIFY THAT on the 16th day of November, 1988, before me, the undersigned Notary Public in and for Alaska, duly commissioned and sworn as such, personally appeared Phil C. Shealy known to me to be the City Manager of the City of Homer, Alaska and he acknowledged to me the execution of the foregoing instrument for and on the behalf of the City of Homer and further acknowledged to me that said instrument was signed by him on behalf of the City of Homer.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal the day and year in this certificate first above written.

*Mary L. Shannon*  
\_\_\_\_\_  
Notary Public in and for Alaska  
My Commission Expires: 10/14/91

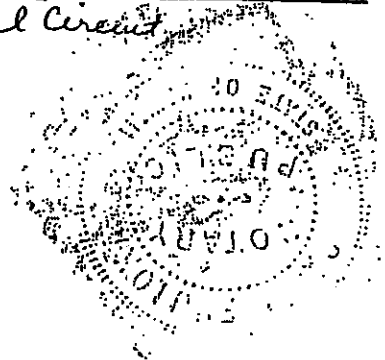


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STATE OF <sup>Hawaii</sup> ALASKA )  
County of <sup>Kauai</sup> Kauai ) ss.  
~~THIRD JUDICIAL DISTRICT~~)

THIS IS TO CERTIFY that on the 10<sup>th</sup> day of November <sup>Hawaii</sup>, 1988, before me, the undersigned Notary Public in and for Alaska, duly commissioned and sworn as such, personally appeared Cheryl Gay Ford, known to me to be the individual named herein and she acknowledged to me the execution of the above and foregoing instrument to be hir free and voluntary act and deed for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal the day and year in this certificate first above written.

Carol Fujish  
Notary Public in and for Alaska <sup>Hawaii</sup>  
My Commission Expires: 2-2-90  
7<sup>th</sup> Judicial Circuit



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1 STATE OF ALASKA )  
2 ) ss.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the 5<sup>th</sup> day of October  
5 1988, before me, the undersigned Notary Public in and for Alaska,  
6 duly commissioned and sworn as such, personally appeared  
7 *Robert J. Walli*, known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be his free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.



*Linda East*  
Notary Public in and for Alaska  
My Commission Expires: \_\_\_\_\_  
*acting Postmaster*

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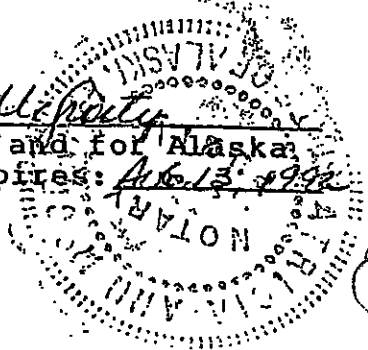
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STATE OF ALASKA )  
 ) ss.  
THIRD JUDICIAL DISTRICT)

THIS IS TO CERTIFY that on the 23rd day of September 1988, before me, the undersigned Notary Public in and for Alaska, duly commissioned and sworn as such, personally appeared John R. Gibson, known to me to be the individual named herein and he acknowledged to me the execution of the above and foregoing instrument to be his free and voluntary act and deed for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal the day and year in this certificate first above written.

*Patricia Ann McPhee*  
Notary Public in and for Alaska  
My Commission Expires: Aug 13, 1992



LAW OFFICES OF HAHN, JEWELL & STANFILL  
431 WEST SEVENTH AVENUE, SUITE 212  
ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
HOMER, ALASKA • TELEPHONE 235-8709

1 STATE OF ALASKA *Wade*  
2 County of *King* ) SS.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the *7<sup>th</sup>* day of *November*,  
5 1988, before me, the undersigned Notary Public in and for Alaska,  
6 duly commissioned and sworn as such, personally appeared  
7 *PAT W Miller*, known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be his free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.

14 *Claudia Ecola*  
15 Notary Public in and for ~~Alaska~~ *Washington*  
16 My Commission Expires: *8-19-92* *ST*



17 431 WEST SEVENTH AVENUE, SUITE 212  
18 ANCHORAGE, ALASKA 99501 - TELEPHONE 279-1544  
19 HOMER, ALASKA - TELEPHONE 235-8709

1 STATE OF ~~ALASKA~~ OREGON )  
2 ) ss.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the 13th day of October  
5 1988, before me, the undersigned Notary Public in and for ~~Alaska~~, Oreg  
6 duly commissioned and sworn as such, personally appeared  
7 Carolyn Platt , known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be hir free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.  
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*Caprina J. Emerson*  
Notary Public in and for Alaska  
My Commission Expires: 7-23-89



STATE OF OREGON,

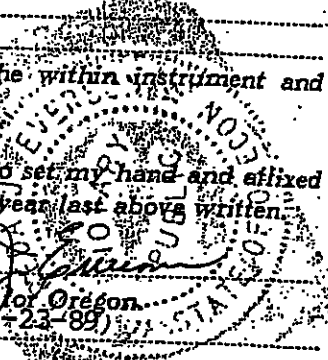
County of Clackamas } ss.

On this 13th day of October, 19 88,  
before me, the undersigned, a notary public in and for said county and state, personally appeared the within  
named Carolyn Platt

known to me to be the identical individual described in and who executed the within instrument and  
acknowledged to me that she executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed  
my official seal the day and year last above written.

*Caprina J. Emerson*  
Notary Public of Oregon  
My commission expires 7-23-89

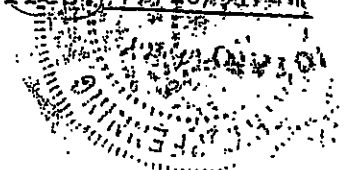


1 STATE OF ALASKA )  
2 ) ss.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the 18th day of October  
5 1988, before me, the undersigned Notary Public in and for ~~ALASKA~~ ORE  
6 duly commissioned and sworn as such, personally appeared  
7 ROBYN M. WHITE, known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be his free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.

14 Cathy F. [Signature]  
15 Notary Public in and for ~~ALASKA~~ OREGON  
16 My Commission Expires: 1/26/91



STATE OF OREGON

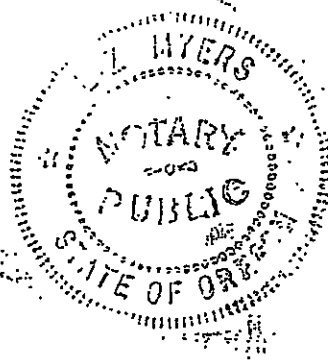
County of Clackamas

before me, the undersigned a notary public in and for said county and state, personally  
appeared the within name Robyn m. white known to me to be the identical individual  
described in and who executed the within instrument and acknowledged to me that she  
executed the same freely and voluntarily.

On this 14<sup>th</sup> day of October 1988

IN TESTIMONY WHEREOF, I have hereunto set my hand  
and affixed my official seal the day and year last  
above written.

[Signature]  
Notary public for Oregon  
My Commission expires 05-03-91

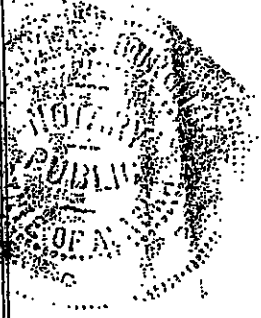


1 STATE OF ALASKA )  
2 ) ss.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the 30th day of September  
5 1988, before me, the undersigned Notary Public in and for Alaska,  
6 duly commissioned and sworn as such, personally appeared  
7 LILLIAN MAY MILLER, known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be his free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.

*Peggy A. Burgin*  
Notary Public in and for Alaska  
My Commission Expires 1-24-91

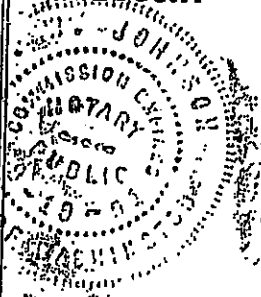


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LAW OFFICES OF HAHN, JEWELL & STANFILL  
431 WEST SEVENTH AVENUE, SUITE 212  
ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
HOMER, ALASKA • TELEPHONE 235-8709

1 STATE OF ALASKA )  
2 ) ss.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the 11th day of Oct.  
5 1988, before me, the undersigned Notary Public in and for Alaska,  
6 duly commissioned and sworn as such, personally appeared  
7 David Gibson, known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be his free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.



14 John S. O'Neil  
15 Notary Public in and for ~~Alaska~~ Washington  
16 My Commission Expires: 9-19-91

17 431 WEST SEVENTH AVENUE, SUITE 212  
18 ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
19 HOMER, ALASKA • TELEPHONE 235-8709

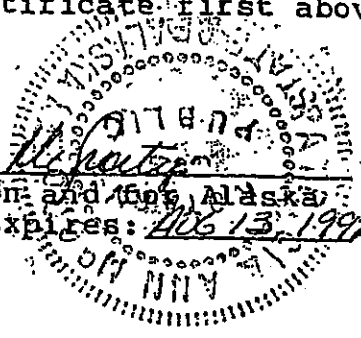
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1 STATE OF ALASKA )  
2 ) ss.  
3 THIRD JUDICIAL DISTRICT)

4 THIS IS TO CERTIFY that on the 23rd day of September  
5 1988, before me, the undersigned Notary Public in and for Alaska,  
6 duly commissioned and sworn as such, personally appeared  
7 Ero Steve Walli , known to me to be the individual named  
8 herein and he acknowledged to me the execution of the above and  
9 foregoing instrument to be his free and voluntary act and deed  
10 for the uses and purposes therein set forth.

11 IN WITNESS WHEREOF, I have hereunto set my hand and affixed  
12 my notarial seal the day and year in this certificate first above  
13 written.

14 *Patricia Ann McQuinn*  
15 Notary Public in and for Alaska  
16 My Commission Expires: 406 13 1992



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LAW OFFICES OF HAHN, JEWELL & STANFILL  
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HOMER, ALASKA • TELEPHONE 235-8709



WALLI SUBDIVISION  
 SCHEDULE OF PRO RATA SHARE OF  
STERLING HIGHWAY IMPROVEMENT DISTRICT ASSESSMENTS.

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<u>Property Owner</u>	<u>Lot Description</u>	<u>Pro Rata Assessment Amount</u>	
		<u>Water</u>	<u>Sewer</u>
Robert John Walli	Tract A	\$7,684.00	\$7,684.00
Ero Steve Walli	Tract B	\$7,684.00	\$7,684.00
John R. Gibson			
Carolyn Platt			
David Gibson			
Robin White			
Cheryl Gay Ford			
Pat W. Miller			
John R. Gibson	Lots 2	\$1,499.46	\$1,499.46
	57	\$1,499.46	\$1,499.46
	58	\$1,499.46	\$1,499.46
	59	\$1,499.46	\$1,499.46
	60	\$1,499.46	\$1,499.46
	61	\$1,499.46	\$1,499.46
	63	\$1,499.46	\$1,499.46
	64	\$1,499.46	\$1,499.46
	65	\$1,499.46	\$1,499.46
	66	\$1,499.46	\$1,499.46
	67	\$1,499.46	\$1,499.46
	70	\$1,499.46	\$1,499.46
Ero Steve Walli	Lots 6	\$1,499.46	\$1,499.46
	18	\$1,499.46	\$1,499.46
	19	\$1,499.46	\$1,499.46
	20	\$1,499.46	\$1,499.46
	21	\$1,499.46	\$1,499.46
	22	\$1,499.46	\$1,499.46
	23	\$1,499.46	\$1,499.46
	24	\$1,499.46	\$1,499.46
	25	\$1,499.46	\$1,499.46
	49	\$1,499.46	\$1,499.46
Carolyn Platt	Lots 5	\$1,499.46	\$1,499.46
	26	\$1,499.46	\$1,499.46
	27	\$1,499.46	\$1,499.46
	28	\$1,499.46	\$1,499.46
	29	\$1,499.46	\$1,499.46
	30	\$1,499.46	\$1,499.46
	31	\$1,499.46	\$1,499.46
	32	\$1,499.46	\$1,499.46
	33	\$1,499.46	\$1,499.46

LAW OFFICES OF HAHN, JEWELL & STANFILL  
 431 WEST SEVENTH AVENUE, SUITE 212  
 ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
 HOMER, ALASKA • TELEPHONE 235-8709

1			34	\$1,499.46	\$1,499.46
			35	\$1,499.46	\$1,499.46
2	David Gibson	Lots	4	\$1,499.46	\$1,499.46
			39	\$1,499.46	\$1,499.46
3			40	\$1,499.46	\$1,499.46
			41	\$1,499.46	\$1,499.46
4			42	\$1,499.46	\$1,499.46
			43	\$1,499.46	\$1,499.46
5			44	\$1,499.46	\$1,499.46
			45	\$1,499.46	\$1,499.46
6			46	\$1,499.46	\$1,499.46
7	Robin White	Lots	1	\$1,499.46	\$1,499.46
			47	\$1,499.46	\$1,499.46
8			48	\$1,499.46	\$1,499.46
			71	\$1,499.46	\$1,499.46
9			72	\$1,499.46	\$1,499.46
			73	\$1,499.46	\$1,499.46
10			74	\$1,499.46	\$1,499.46
			75	\$1,499.46	\$1,499.46
11			76	\$1,499.46	\$1,499.46
			77	\$1,499.46	\$1,499.46
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13	Cheryl Gay Ford	Lots	3	\$1,499.46	\$1,499.46
			50	\$1,499.46	\$1,499.46
14			51	\$1,499.46	\$1,499.46
			52	\$1,499.46	\$1,499.46
15			53	\$1,499.46	\$1,499.46
			54	\$1,499.46	\$1,499.46
16			55	\$1,499.46	\$1,499.46
			56	\$1,499.46	\$1,499.46
17			62	\$1,499.46	\$1,499.46
			68	\$1,499.46	\$1,499.46
18	Pat W. Miller	Lots	7	\$1,499.46	\$1,499.46
			8	\$1,499.46	\$1,499.46
19			9	\$1,499.46	\$1,499.46
			10	\$1,499.46	\$1,499.46
20			11	\$1,499.46	\$1,499.46
			12	\$1,499.46	\$1,499.46
21			13	\$1,499.46	\$1,499.46
			14	\$1,499.46	\$1,499.46
22			15	\$1,499.46	\$1,499.46
			16	\$1,499.46	\$1,499.46
23			69	\$1,499.46	\$1,499.46
24					
25					
26					

LAW OFFICES OF HAHN, JEWELL & STANFILL  
 431 WEST SEVENTH AVENUE, SUITE 212  
 ANCHORAGE, ALASKA 99501 • TELEPHONE 279-1544  
 HOMER, ALASKA • TELEPHONE 235-8709

CITY OF HOMER  
DEVELOPMENT PERMIT APPLICATION

A. PERMIT PROCESS FEE: \$250.00

In accordance with Section 11.20.070 d), a development fee is required for private projects to cover cost of inspection and administration of the project. The fee will be applied to those costs based on the minimum required development fee of not less than \$250.00, which shall be paid at the time the application is submitted.

B. PERMITTEE'S NAME: Ero Steve Walli  
(Owner/Developer) Ero Steve Walli

COMPANY NAME: Lillian Walli Estate

ADDRESS: P.O. Box 1266, Homer, Alaska 99603

TELEPHONE: 235-8313

C. PROJECT NAME: Lillian Walli Estate  
(Subdivision/Streets)

Linstrang Way, Hillside Place, Cheryl Lane, Fairview Avenue, Ero Court, Shelley Avenue, Robert Avenue and Lillian Drive

D. IMPROVEMENTS TO BE DEVELOPED:

- Street(s)       Sidewalk(s)       Drainage
- Water       Sanitary Sewer       Storm Drain
- Street Signs       Street Lighting       Under-ground Power, Phone, CATV
- Monumentation
- Other \_\_\_\_\_

E. PLAT TITLE: Lillian Walli Estate

\_\_\_\_\_ Preliminary Plat or  Final Plat

Ref. if applicable: Date Recorded \_\_\_\_\_ KPB File No. 86-355  
COMMENTS: Recordation subject to development agreements with the City of Homer as per HMC, Section 22.10.050 (a) (c)

F.  APPLICATION, PLAT, DESIGN CONCEPT AND PRELIMINARY LAYOUT FORWARDED TO PUBLIC WORKS DEPT. FOR REVIEW.

Pamela J. Black  
Planning Dept. Representative      Date 5/16/88

Distribution: Steve Walli ; Planning Dept.; PWD Project File  
Developer

8 8-3 8 8 9  
# 66

Form 1-4/88

RECORDED-FILED:  
HOMER RECORDING  
DISTRICT.

NOV 28 9 39 AM '88

REQUESTED BY City of Homer  
ADDRESS Homer

6

6

C

L Walli Estates Special Assessment District

REBER RD.

WOLF WAY

CRESTL

LINSTRANG WAY

HILLSIDE PL.

WEST HILL RD.

CHERYL LN.

ERIC LN.

(Fairview Extension)

PRO CT

SHELLEY AVE.

ROBERT AVE.

LILLIAN DR

CARRIAGE CT

SITKA ROSE CIR.

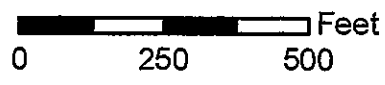
SOUNDVIEW AVE.

West Homer El

Sterling Highway

Legend

- Subject Lots
- Parcels





# NEW BUSINESS





**RESOLUTION(S)**



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**CITY OF HOMER  
HOMER, ALASKA**

City Clerk/Parks and  
Recreation Advisory Commission

**RESOLUTION 12-079**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ACCEPTING AND APPROVING THE RECOMMENDATIONS OF THE KACHEMAK DRIVE PATH COMMITTEE, PARKS AND RECREATION ADVISORY COMMISSION, AND THE TRANSPORTATION ADVISORY COMMITTEE APPROVING THE PURSUIT OF A NON-MOTORIZED TRAIL ALONG KACHEMAK DRIVE FROM THE BASE OF THE HOMER SPIT TO EAST END ROAD AS A CITY CONSTRUCTION PROJECT, AND USING HART TRAIL FUNDS AS A POTENTIAL FUNDING SOURCE.

WHEREAS, The Homer City Council has adopted the Homer Non-Motorized Transportation and Trail Plan, Homer Area Transportation Plan, Climate Action Plan, HART Policy Manual and included the Kachemak Drive Rehabilitation/Pathway on the Capital Improvement Plan; and

WHEREAS, The Parks and Recreation Advisory Commission established a committee to specifically address possible solutions to the hazards presented to non-motorized and motorized users of Kachemak Drive; and

WHEREAS, The Homer City Council adopted Resolution 11-090(A), directing the Kachemak Drive Path Committee (KDPC) to work with the Transportation Advisory Committee (TAC) to more fully develop the project; and

WHEREAS, The KDPC forwarded a memorandum via the Parks and Recreation Advisory Commission, which the TAC subsequently recommended for approval to the City Council, for the Kachemak Drive Path to become a City of Homer project rather than a State of Alaska project and to use HART Trail funds to leverage additional funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, supports the design and construction of a separated pathway along Kachemak Drive as a City construction project.

BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, further supports utilizing HART Trails funds for this project.

PASSED AND ADOPTED by the Homer City Council this 10<sup>th</sup> day of September, 2012.

CITY OF HOMER

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JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: \$200,000, HART Account No. 165-375 for Trails.



# City of Homer

## Planning & Zoning

491 East Pioneer Avenue

Homer, Alaska 99603-7645

Telephone (907) 235-3106

Fax (907) 235-3118

E-mail

*Planning@ci.homer.ak.us*

Web Site *www.ci.homer.ak.us*

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### MEMORANDUM 12-142

To: Mayor Hornaday, Homer City Council  
From: Kachemak Drive Pathway Committee, Parks and Recreation Advisory Commission,  
Transportation Advisory Committee  
Through: Julie Engebretsen, Planning Technician  
Date: August 30, 2012

**Summary: Request for the Kachemak Drive Trail to become a City of Homer construction project, and use HART funds to help pay for it.**

#### **Introduction**

There is a long held desire in the community for a trail along Kachemak Drive. The project is currently in the City Capital Improvement Plan (CIP), and one of the top 15 projects. In the CIP, the project is categorized as one the City expects the State to construct.

The Parks and Recreation Advisory Commission formed the Kachemak Drive Path Committee, which has been meeting regularly since December 2010. The Committee, via the Commission, forward two resolutions to Council in 2011. The City Council approved Resolution 11-90(A) in May 2012, asking for more information and a recommendation of the Transportation Advisory Committee.

The Parks and Recreation Advisory Commission, (P&R) and the Kachemak Drive Pathway Committee have subsequently worked hard to better define the project, and explore the idea of the City building the trail.

#### **The Project**

The project consists of approximately 3.5 miles of separated path, adjacent to Kachemak Drive. Most of the trail would be an eight foot wide compacted gravel trail, similar in design to the Homer Spit Trail.

The project would be split into phases for design and construction. The first phase would be from the end of the current Spit Trail at Kachemak Drive, east along Kachemak Drive to the long term airport parking lot. The City and the State are the only two property owners in this section and it's the most heavily traveled section of road. All three advisory bodies feel this first phase is the most important for public safety.

The remainder of the trail would follow utility easements where possible. Property owners would need to grant trail easements to the City for most of the route. Requesting easements from property owners could take years and not all property owners may want to grant easements. This could affect the location and design of the trail.

**Question #1. Should the City design and build this trail? Or should it be left to the state?**

- The state will not build this trail in the near future. It has been a project on the CIP for some time, and no action has been taken by the state. The state has limited right of way, and has shown no interest in acquiring more right of way in order to build a trail.
- This is an important project and merits the City's efforts to build it, rather than waiting on the state.
- A city project means city staff time, and city taxpayer expense, rather than state employees and state funds.
- The City Council's approval is required if this is to become a city rather than a state project.

**Requested Action 1:** City Council approval of the City pursuing construction of the trail

**Question #2: If the City builds this trail, how will it be paid for?**

HART Trail funds can be used to provide matching grant funds, pay for design, or pay for the whole project. This is a large project that will likely be planned and constructed in phases; its not necessary at this point to identify all funding sources. Staff always looks for grants and other funding sources to leverage Homer taxpayer dollars.

**Requested Action 2:** Approve the concept of using HART funds. Budget requests will follow the ordinance process.

**Other information requested via Resolution 11-090(A)**

**Costs and funding**

*Costs* - Project costs are likely to exceed \$2,080,000. Some sections will likely be substantially more expensive than others. As with any project, design alternatives will be considered in those areas. The initial proposal is to use HART funding for project design, and then use HART funding to leverage grants and other outside funding sources.

Per Carey Meyer:

18,750 LF of 10' wide gravel Kachemak Drive Trail should cost \$85/LF

Design Cost =	\$	150,000
Construction Cots =	\$	1,600,000
Contingency (15%) =	\$	240,000
Inspection Costs =	\$	60,000
Administration Costs =	\$	<u>30,000</u>
Total Project Cost =	\$	2,080,000

*Funding* - There are several possible sources of funding for this project including grants, state legislative appropriations, and sales tax revenue via the HART program. As with any project, once design work is completed, the project is more likely to be successful with grant and legislative funding. With Council approval, HART funds can be used to initiate and leverage additional monies for this project.

This project will likely need to be completed in phases and may take several years. It has taken over ten years to build water and sewer along Kachemak Drive to date. The city would likely take the same approach with the trail: design the whole project, and implement it in stages as funding and easements are in place. The section between Homer Spit Road and the airport parking is considered "Phase One" and is the highest priority.

### **Maintenance**

At this time, the City of Homer provides minimal winter maintenance on trails (with the exception of the Spit Trail). In the summer, City maintenance is generally limited to trash removal and brush clearing. Staff and volunteer efforts will be needed to accomplish summer maintenance.

### **Permitting**

Acquiring federal, state and local permits for a trail is time consuming, and can be costly. But its not insurmountable. Please consider the permit process as part of the project cost. One of the first steps in this project will be a scoping letter to the various agencies, to find where the problem areas and issues are. The trail can be designed with these issues in mind.

### Examples of permits

- Army Corps of Engineers
- State of Alaska Right of Way

**What this project will take if the City Council approves this project becoming a city project:**

### **Design Phase – funded via HART funds and other grants as available**

1. Permitting. The first step is a scoping letter to the various agencies. They will provide comments about their concerns. With their comments early in the design process, the city can incorporate their concerns. This will smooth the official permit process later in the project.

Cost: Staff time.

2. Design. Basic design work to determine the exact route and easements needed.

Cost: Engineering design contract for cost estimating and easement requirements.

3. Easement acquisition. Request easements from property owners.

Cost: significant staff time, recording fees, possibly some easement purchases

### **Construction Phase – funding via Hart funds and grants**

1. Acquire permits

2. Contract with an engineering firm for engineer cost estimates and bid drawings

3. Acquire construction funds

4. Issue bid documents

4. Build!

### **Attachments:**

Resolution 11-90(A)

Excerpt of the Transportation Advisory Committee minutes of August 21, 2012





**CITY OF HOMER  
HOMER, ALASKA**

Lewis/Zak/Parks and Recreation  
Advisory Commission

**RESOLUTION 11-090(A)**

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA, SUPPORTING THE CONCEPT 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 of non-motorized pathways along Kachemak Drive in, over, and upon  
24 property within the City of Homer, and that said improvements are necessary for the use and benefit  
25 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 - Increasing the Use of Signage  
33

34 BE IT FURTHER RESOLVED that the Kachemak Drive Path Committee work with the

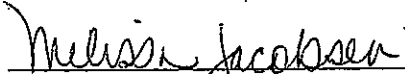
35 Transportation Advisory Committee and develop the package more fully recognizing and  
36 identifying what are the permits, what has to go into it, and rough cost.

37  
38 PASSED AND ADOPTED by the Homer City Council this 14<sup>th</sup> day of May, 2012.

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40 CITY OF HOMER

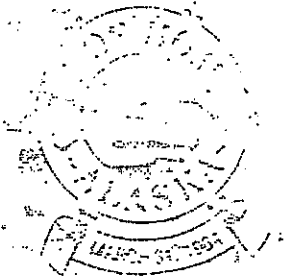
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44 JAMES C. HORNADAY, MAYOR

45 ATTEST:

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48 MELISSA JACOBSEN, CMC  
49 ACTING CITY CLERK.

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52 Fiscal information: Funding not defined.

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*EXCERPT Transportation Advisory Committee minutes of August 21, 2012*

**A. Kachemak Drive Path**

Planning Technician Engebretsen reviewed her staff report and explained there are two different actions being requested of the Committee. One is to recommend up to \$20,000 of HART funds for surveying the western most portion of the trail and the other is for Committees support that this becomes a entire trail becomes a City project and leveraging HART funds to help pay for it.

Ms. Highland commented that throughout this process the project has been called a path in some instances and a trail in others. It is preferred that it be called by the same name for consistency and clarity.

HIGHLAND/VENUTI MOVED THE TAC RECOMMENDS CALLING IT THE KACHEMAK DRIVE TRAIL INSTEAD OF PATH.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

HIGHLAND/VENUTI MOVED THAT THE TAC RECOMMEND TO HOMER CITY COUNCIL TO MAKE THE KACHEMAK DRIVE TRAIL PROJECT A CITY PROJECT INSTEAD OF A STATE PROJECT.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

**B. FY 2012 HART Fund Request for Kachemak Drive Path**

HIGHLAND/VENUTI MOVED TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN ORDINANCE APPROPRIATING UP TO \$20,000 OF HART FUNDS FOR THE PURPOSE OF SURVEYING THE WESTERNMOST PORTION OF THE KACHEMAK DRIVE TRAIL.

There was discussion to clarify that in the information we there is \$304,000 in the HART fund and that 10% of the HART fund is supposed to be used for trails. This amount would fall under that 10%.

Ms. Highland expressed that the memorandum from the committee to council really discusses safety, and that safety was a huge part of the discussion from the public who commented in support of the project.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.



To: Homer City Council  
 From: Beth Cumming  
 Subject: Proposed Kachemak Drive Trail (Path): a recap of what Committee is asking for  
 Date: As of Sep. 5, 2012

### **Specifics of what Trail Committee is asking for**

1. At Council meeting of Sep. 10, 2012, the passing of a resolution in support of the trail
2. At Council meeting of Sep. 24, an ordinance supporting the taking from HART funds of an amount up to \$20,000 for the purpose of surveying/setting route/planning engineering of the first approximately 1/3 mile, which would start from the Spit Bicycle Trail and end at the west end of Thirty Day parking across from the Airport and which would determine cost of this section.

Note: The following comes from me, Beth Cumming. It's a combination of what Committee has agreed on with some of my own thoughts.

### **BACKGROUND NOTES**

I think all City Council members have had the opportunity to become acquainted with the background of what led The Committee to make the above requests. If Council members want to again look at notes as a review, here they are. I feel that the notes pretty well sum up what the Committee has agreed on. I am taking responsibility for the content in case I've inadvertently included something that was not voted on.

#### **Why should a bicycle Trail connecting East End Road and the Spit, separated from Kachemak, be a top priority?**

Connectivity! East End Road to the Spit, to places along Kachemak Drive, and Ocean Dr.

Safe route for many users: an increasing number of commuters, recreational bicyclists including families and pedestrians.

Convenience of and courtesy to motorists, in a mainly 35 mph zone, who are forced to go at speed of bicyclists, which may be 15—20 mph for lengthy stretches  
 Summing up: Would encourage the smooth flow of motorized traffic.

The increasing number of bicyclists is due to many reasons: cost of gas, environmental concerns, (carbon in air and gas is a non-renewable resource). More people are becoming aware of physical exercise as part of being healthy.

Year round biking encouraged by new technology, such as fat winter tires (studs too!)

**Safety! Safety! Safety! For bicyclists and pedestrians**

Dare I add? Would promote a more pleasurable experience for both bicyclists and pedestrians and lessen frustration of motorized traffic.

**Julie Engrebretsen: Thoughts from her**

Julie Engrebretsen of City Planning and Zoning attended one Kachemak Drive meeting. (June 26, 2012, I think). Since then I've had three phone conversations with her. These are messages I got from her. (I hope I'm not misinterpreting).

**The whole proposed Kachemak Drive Bicycle Trail project is huge.**

It is long term. It may take years.

It will have to be done in sections.

A logical section at which to start is where Spit Bicycle Trail ends. (I don't think she specified where that section might end.)

We are a long ways from actual construction starting.

You need to be open to other alternatives (referring to proposed 1/3 mile from Spit Bicycle Trail which would end at Spit end of Thirty day Airport parking).

Staff has a limited amount of time to spend on this project.

It is pretty unusual for a City appointed committee to continue in an advocacy and "moving project forward" role.

Julie says to remember that Council hasn't approved going forward. (City Council won't approve until they have some idea of cost. [We're asking City for money to find the cost of just the first one third mile starting from Spit Bicycle Trail, the section where we feel it's most logical to start. bc.]

**The following has gone through Parks & Rec, I think**

Proposed Trail should be done as a City of Homer project rather than a State project City would own the trail.

Keep trail as much as possible on the same side of the road, which for the first mile would be the Bay side of Kachemak Drive.

Almost all of proposed trail would be out of DOT r.o.w

Rather it would go along easements, including HEA/sewer/water requiring property owners' legal granting of those easements.

Much of money would come from HART funds.

**I don't recall that the following thoughts have gone through Parks and Rec.**

But Committee is unanimous in recommending the following, (I think!).

**Overall thinking:**

The proposed trail from Spit to East End Road, about 3 1/2 miles, is a huge project.

It is a long term project.

It will probably have to be done in sections.

Keep trail on one side of road as much as possible.

Cost of individual sections can be determined before entire cost is determined.  
Construction of individual sections can be done before entire cost is determined.  
(The above two may not be unanimous thinking, nor allowed by City).

The most discussed option for locating the first 1/3 mile of trail would start from end of Spit Bicycle Trail and continue for a ways along same route as Mud Bay Trail.

NOTE! Bright survey tape indicates where trail would probably be, even though walkers may be choosing a well trodden route at an elevation a few feet lower.

At place in Mud Bay Trail where a huge fallen tree is overhead, trail starts uphill. It is well marked by bright survey tape.

Needs to be noted: Committee wants this section of trail all to be on City land; (it would have to be in State r.o.w. to transition from City land if it makes connection to Spit Bicycle Trail, which is in State r.o.w.

### **Why start at the west end?**

It's the most dangerous end with the hill being especially dangerous.

Only one property owner: the City (except for connection to Spit Bicycle Trail which would be in State r.o.w.).

East end may take years to get owners' permission to cross their land.

If property owners at east end see trail at west end completed and witness (hopefully) how many bicyclists and pedestrians choose it rather than road, maybe they'd be more receptive to trail crossing their property.

West end has most industrial use (relates to safety and smooth flow of traffic).

West City-owned land connects to Airport long term parking and good flat land to cross.

Many people walk to town after coming in on small planes.

Starting at the west end the trail would not cross any driveways for that first 1/3 mile.

**Misc. thought: It is legal for bicyclists to be on road.**

**Comment: though a few bicyclists would stay on road, hopefully the majority would choose to use a separated bicycle trail**

**Thought: one type of solution does not fit all bicycle/pedestrian situations .  
Is something better than nothing?**

What would be determined by expenditure of up to \$20,000?

1. grades of proposed route of trail to determine if compliant with City of Homer Trail Manual: Design Criteria (especially an issue for about 1/6 of a mile after going under the fallen tree and starting more uphill where it's extremely steep).
2. State/City Boundary (especially important for first part and when approaching Airport long term parking). I personally feel that the surveyor might as well continue marking State/City boundary on Bay side of Airport long term parking as far as the Airport road to the beach since the surveyor has the equipment there. (It would get us thinking about next step)
3. along steepest part, grades going toward Bay. .
4. .drainage?

I have walked this section with (two) City Council members, and have talked on phone or sitting in a car and looking, with five Council members; also, I have walked with one TAC member, another has walked it, and another promised to weekend of 8/11- 8/12.

I have had many comments: mainly, "very dangerous and something's gotta be done" to "I'm very supportive" to "after walking this I have a better understanding of what the committee is thinking".

The comment most to the point in terms of where to go next, is the following which is para-phrased. It refers to the Spit to Airport long term parking section and the speaker expressed doubts as to the feasibility of this route.

**"As a member of TAC I will have to know the relationship of cost for constructing versus how many bicyclists will use it." (presumably, speaker meant using it rather than staying on Kachemak Drive. bc.)**



CITY OF HOMER  
HOMER, ALASKA

City Clerk/  
Public Works Director

RESOLUTION 12-080

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA, AWARDED THE CONTRACT FOR THE KAREN  
HORNADAY PARK RED SHED REMOVAL TO THE FIRM OF  
\_\_\_\_\_ OF \_\_\_\_\_, \_\_\_\_\_, IN THE  
AMOUNT OF \$\_\_\_\_\_ AND AUTHORIZING THE CITY  
MANAGER TO EXECUTE THE APPROPRIATE  
DOCUMENTS.

WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was  
advertised in the Homer Tribune on August 15 and 22, 2012, posted on the Clerk's home page,  
and sent to an in-state plans room; and

WHEREAS, Bids were due on September 6, 2012 and \_\_\_\_\_ bids were received; and

WHEREAS, Bids were opened and the firm of \_\_\_\_\_ was determined to be the low  
responsive bidder and found to be qualified to complete the work; and

WHEREAS, This award is not final until written notification is received by the firm from  
the City of Homer.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Homer, Alaska,  
approves the award of the Karen Hornaday Park Red Shed Removal Project to the firm of  
\_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_, in the amount of \$\_\_\_\_\_ and authorizes the City  
Manager to execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 10<sup>th</sup> day of September, 2012.

CITY OF HOMER

\_\_\_\_\_  
JAMES C. HORNADAY, MAYOR

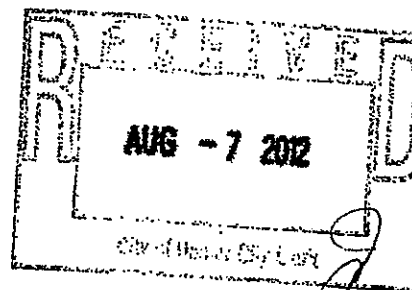
ATTEST:

\_\_\_\_\_  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: \$ \_\_\_\_\_, Account No. \_\_\_\_\_



**INVITATION TO BID**  
**Karen Hornaday Park Red Shed Removal**  
**City of Homer, Alaska**



Sealed bids for the **Karen Hornaday Red Shed Removal** project will be received at the office of the City Clerk, City Hall, City of Homer, 491 East Pioneer Avenue, Homer, Alaska, until **2:00 pm, Thursday, September 6, 2012**, at which time they will be publicly opened and read. The time of receipt will be determined by the City Clerk's time stamp. Bids received after the time fixed for the receipt of the bids shall not be considered. Bidders are required to be on the City's plan holder's list for their bid to be considered. To get on the list and to access bid documents contact: City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603, (907) 235-3130.

The project is by a State Legislative Grant (Homer's local bidders preference does not apply). No bid, performance, or payment bond required. No prevailing wages rates or certified payroll required if contract amount is less than \$25,000. The work includes, but is not limited to, the following:

Removal of the approximately 30' wide x 70' long "red shed" at the Karen Hornaday Park, including all demolition work, removal of all demolition debris or salvageable materials from the site.

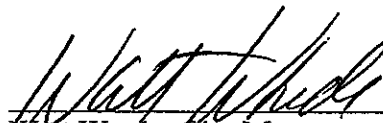
Please direct all technical questions regarding this project to: Carey Meyer, City of Homer, Public Works Department, 3575 Heath Street, Homer, Alaska, 99603, (907) 235-3170

A pre-bid conference will be held on Friday, August 24 at 11:00 AM at Karen Hornaday Park, Homer, Alaska. The meeting will be held to answer bidder's questions and determine the need for any additional bidding information.

Bid documents may be downloaded or hard copies can be obtained at the office of the City Clerk at no charge. The City of Homer reserves the right to accept or reject any or all bids, to waive irregularities or informalities in the bids, and to award the contract to the lowest responsive bidder.

DATED this 7th day of August, 2012.

**CITY OF HOMER**

  
\_\_\_\_\_  
Walt Wrede, City Manager

Homer Tribune – Aug 15, Aug 22, 2012

Fiscal Note: 151-776



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



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