

PUBLIC ARTS COMMITTEE
491 E. PIONEER AVENUE
HOMER, ALASKA

AUGUST 13, 2015
THURSDAY, 4:00 P.M.
CITY HALL CONFERENCE ROOM- UPSTAIRS

**NOTICE OF MEETING
WORKSESSION**

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA *(Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg.9)*

3. OUR TOWN GRANT OPPORTUNITIES

Page 17

4. REGULAR AGENDA ITEMS

Page 31

5. COMMENTS OF THE AUDIENCE

6. COMMENTS OF THE STAFF

7. COMMENTS OF THE COMMITTEE

8. ADJOURNMENT

A regular meeting follows this worksession **at 5:00 P.M. The Next Regular Meeting is November 12, 2015** at 5:00 p.m. A Worksession will be held at 4:00 p.m. **prior to the next regular meeting.** All meetings will be in the Conference Room located upstairs at City Hall 491 E Pioneer Avenue, Homer, Alaska

**NOTICE OF MEETING
REGULAR MEETING**

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA *(Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg.9)*

3. APPROVAL OF MINUTES

A. Meeting Minutes for the regular meeting of May 14, 2015 **Page 5**

4. VISITORS *(Presentations and Visitors are limited to 10 minutes. The committee may by consensus agree to allow additional 10 minutes if required)*

A. Austin Parkhill, Mural on Heath Street and Pioneer Avenue

5. PUBLIC HEARING *(There are no items scheduled)*

6. STAFF/COMMITTEE/COUNCIL REPORTS

A. Staff Report 15-04 **Page 9**

7. PENDING BUSINESS

A. Our Town Grant for the Pioneer Avenue Revitalization Project **Page 17**
1. Application Calendar
2. How to Prepare and Submit an Application
3. Review of the Application

8. NEW BUSINESS

A. Capital Improvement Plant 2016 & FY 2017 Legislative Requests **Page 31**
B. 2016 Budget Process and Request for Funding **Page 100**
C. Creation of a Combined Parks, Art, Recreation and Culture Commission **Page 102**
D. Next Meeting Agenda Items

9. INFORMATIONAL MATERIALS

A. 2015 Annual Meeting Calendar **Page 104**
B. Committee Attendance at Council Meeting 2015 **Page 105**

10. COMMENTS OF THE AUDIENCE

11. COMMENTS OF THE STAFF

12. COMMENTS OF THE COMMITTEE

13. ADJOURNMENT

Next regular meeting is scheduled for **THURSDAY, NOVEMBER 12, 2015 AT 5:00 P.M. A WORKSESSION WILL BE CONDUCTED PRIOR STARTING AT 4:00 P.M. UPSTAIRS** in the City Hall Conference Room located at 491 E. Pioneer Avenue, Homer Alaska.

Session 15-03 a Regular Meeting of the Public Arts Committee was called to order on May 14, 2015 at 5:00 pm by Chair Michele Miller at the Homer City Hall Upstairs Conference Room located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMITTEE MEMBERS MILLER, PERSON, HOLLOWELL AND PETERSEN

STAFF: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

The Committee met in a worksession from 4:00 p.m. until 4:45 p.m. The Committee members discussed a suitable project that would fit the ArtPlace and Our Town Grant Programs and partnering with other city commissions and organizations.

APPROVAL OF THE AGENDA

Chair Miller requested a motion to approve the agenda

PERSON/PETERSEN – MOVED TO APPROVE THE AGENDA.

There was no discussion.

The agenda was approved by consensus of the committee.

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

A. Meeting Minutes for regular meeting of April 20, 2015.

Chair Miller requested a motion to approve the minutes as presented.

HOLLOWELL/PETERSEN – MOVED TO APPROVE THE MINUTES.

There was no discussion.

The minutes were approved by consensus of the Committee.

PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA

There was no public present.

VISITORS

A. Denice Pitzman, Chair and Polly Prindle-Hess, Development Committee, Homer Foundation – Presentation on the Concept of a Donation Sculpture

Ms. Pitzman and Ms. Prindle-Hess presented to the Committee an idea similar to the Pike Place Donation Pig. They informed the committee members regarding the increased needs in the Community and wanted to take advantage of the numerous Visitors that flock to Homer and the Spit. The Homer Foundation felt that this idea would raise awareness and a funding source for the Food Pantry that provides more than just food to the community but also cash for emergency needs such as prescriptions, car repair, utility payments, etc.

They proposed an installation of public art with a visible Spit location that is essentially a user friendly interactive piggy bank. They are looking at placing a large bronze salmon that could provide a place to climb aboard and have their pictures taken. The money collected from the salmon would all go directly to the Community Chest program passing onto the community. They wanted to use Alaska artists and the Homer Foundation would assume all the fundraising for the project.

They requested input and information from the Committee to make this project a reality.

Suggestions for advertising a call for artists and the various placement of salmon around town, seeking the permission of placement on private property, not city owned and placement not just on the Spit. Ms. Person shared a donation idea that was conducted in local bars in Houston, Texas providing options on what organization will benefit from your donation.

STAFF & COUNCIL/COMMITTEE REPORTS/ AND BOROUGH REPORTS

A. Staff Report 15-03

Ms. Krause stated that she was unable to research the Pike Place donation pig idea and pulled the storefront programs. She also spoke with the City Manager and City Clerk on placing something like that on city property.

PUBLIC HEARING

There were no items for public hearing.

PENDING BUSINESS

A. Project Discussion – Pioneer Avenue for Art Place/Our Town Grants

1. Partnering with Other City Commissions
2. Similar Programs in Other Communities
3. Draft Letter of Interest

Chair Miller noted that the members were given homework at the last meeting. Staff has provided information regarding the various programs from other cities in Washington, California and Soldotna. Ms. Person stated that she has a lot of ideas but who would write the letter, etc.

Discussion ensued regarding a timeline and having the community involved in the idea.

Ms. Person stated that using all their words they can provide, using their framework, then they do not have to hold a stakeholder meeting until they have the grant. It is about connecting to and through the town center and it is about walkability, storefront, transportation which will enliven the social, physical and economic aspects and place arts and culture at the center of the project. Ms. Person will email this after writing a bit more on it including last year's grant application.

The framework will state that a person will be hired; there will be a process to call for art interventions to do these things - revitalizing the urban core through walkability and storefront improvement, the judging process and follow-up. If that goes forward, they may have to have a stakeholders meeting, the LOI would be a bit bigger.

Chair Miller inserted that they need to be methodical on the application since they do not have a lot of time. She acknowledged that if it doesn't have to be embraced by the community prior to submittal of the letter of interest then that will be good.

Ms. Hollowell stated that with summer coming they could maybe have a Bar-B-Que get together. Ms. Person has spoken to a number of stakeholders due to her involvement with walkability. Ms. Hollowell provided a brief scenario on how it would evolve such as here are the goals now please propose how you would use your art to achieve those goals. Then on the flip side the businesses could be asked how they would use art to improve your business and they would play matchmaker. It was acknowledged that they would need various organizations supporting the idea.

Discussion on the content of the letter of interest, organizing a community cookout with a speaker system which is similar to what Old Town did, it could be held on the 4th of July, the City Offices were closed on the 3rd so this parking lot could be used, Bay Realty parking lot, not sure if they could galvanize a cookout that soon. The fall may be better after all the rush is over, businesses could respond to see art helping them, draft a letter to businesses for the August meeting.

PERSON/HOLLOWELL - MOVED TO DRAFT A LETTER ADDRESSED TO BUSINESSES AND ORGANIZATIONS ON PIONEER AVENUE REGARDING A PIONEER AVENUE REVITALIZATION PROJECT.

Discussion followed that the date will be finalized at the August regular meeting along with the structure of the meeting or event. This letter will include information that the committee is looking at art led projects and would like to invite you to a community conversation on this date to provide input. Other people to invite would be Alaska Department of Transportation and Chamber of Commerce.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Request for Executive Session Pursuant to as §44.62.310(c)(2&3), Subjects that tend to prejudice the reputation and character of any person, provided the person may request a public discussion and matters, which by law, municipal charter, or ordinances are required to be confidential. (Review and Evaluation of Submitted Proposals)

HOLLOWELL/PETERSEN – MOVED TO ADJOURN TO EXECUTIVE SESSION FOR REVIEW AND EVALUATION OF SUBMITTED PROPOSALS.

There was no discussion.

VOTE. YES. MILLER. HOLLOWELL. PETERSEN. PERSON.

Motion carried.

Chair Miller recessed the meeting to executive session at 5:24 p.m. The meeting was reconvened at 5:34 p.m.

B. Recommendation to Award the Contract to Create a Municipal Art Baseline Inventory

Chair Miller requested a motion on the Committee decision.

HOLLOWELL/PETERSEN – MOVED TO HAVE STAFF SUBMIT THE COMMITTEE'S RECOMMENDATION TO COUNCIL TO AWARD A CONTRACT TO CREATE A MUNICIPAL ART BASELINE INVENTORY.

There was no further discussion.

VOTE. YES. PERSON. HOLLOWELL, PETERSEN, MILLER

Motion carried.

INFORMATIONAL MATERIALS

A. 2015 Annual Calendar

A brief review of the Calendar during the worksession adjusted the following:

- Move Presentation of the Draft Inventory to the November meeting
- Include Storefront Program in Budget Discussion at the August meeting

B. 2015 Committee Attendance at Council Meetings

It was corrected that Mr. Petersen attended the April 27th council meeting not Ms. Person.

Chair Miller will attend the May 26, 2015 meeting.

COMMENTS OF THE AUDIENCE

There was no audience present to comment.

COMMENTS OF THE STAFF

Ms. Krause had no comments.

COMMENTS FROM THE COMMITTEE

Ms. Hollowell will not be attending the August meeting due to a prior commitment.

The committee members noted that there was one opening since Ms. Aplin did not wish to be reappointed.

ADJOURNMENT

There being no further business to come before the Committee Chair Miller adjourned the meeting at 5:45 p.m. **A WORKSESSION IS SCHEDULED FOR 4:00 P.M. PRIOR TO THE NEXT REGULAR MEETING ON THURSDAY, AUGUST 13, 2015** AT 5:00 P.M. at City Hall Conference Room Upstairs, 491 E. Pioneer Avenue, Homer, Alaska.

Renee Krause, CMC, Deputy City Clerk I

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: PUBLIC ARTS COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: AUGUST 5, 2015

SUBJECT: STAFF REPORT 15-04

Spit Trail Interpretive Signage

An agreement with the Pratt Museum is in place for creation of the signage for the Spit Trail. I have included the Resolution, Memorandum and a map showing the location of the proposed signage placement along the trail.

Budget Talks Begin

Every year it appears to start sooner and gets more stressful. This year in particular since the city has already laid off personnel in some departments. Luckily one employee was able to transfer from the Planning Department to the Port and Harbor who had an opening. I have been informed that the City Manager is intending to reduce fulltime positions to part time in order to balance the budget for next year.

That brings us to the Committee budget request for 2016. The Committee will need to decide how they wish to proceed and what they would like to request for 2016. I cannot even begin to tell you how a request will be received at this time only that can happen is that any request will be denied or extremely limited if approved. In conclusion I recommend coming up with a few smaller, low dollar amounts.

Status Report on Catalogue Project

Jim Lavrakas has responded that contact has been made with various departments, he is currently busy with Charters and plans on picking the project back up sometime next month. He provided assurance that he will be prepared for the November regular meeting to present the draft document for input and changes by the Committee members.

Capital Improvement Plan (CIP) 2016-2021

It's that time of year again to offer the City Council advice on what projects the Public Arts Committee feels is important to the well-being of the city. Please take your time and review the projects contained in the packet. It has been addressed in the past by the committee that there are minimal projects that the Committee could support however I want to point out that all committee members are residents of the city and as such each and every project does affect the members in some way. It is the right of the committee to support any project that they agree on as a body whether it is art related or not.

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

RESOLUTION 15-028

A RESOLUTION OF THE HOMER CITY COUNCIL APPROVING A
LETTER OF UNDERSTANDING BETWEEN THE CITY AND THE
PRATT MUSEUM FOR THE DESIGN AND FABRICATION OF
INTERPRETIVE SIGNAGE FOR THE HOMER SPIT TRAILS
PROJECTS AND AUTHORIZING THE CITY MANAGER TO EXECUTE
THE APPROPRIATE DOCUMENTS.

WHEREAS, The Deep Water Dock, Coal Point, and the Spit Trail projects included
provisions for the installation of interpretive signing; and

WHEREAS, Public Works facilitated a work session with various local, state, and federal
agencies (and individuals) interested in planning for these signs, and

WHEREAS, The Pratt Museum was determined to be most qualified and in the best
position to complete the final design and fabrication of the nine interpretive signs (with
support from the group); and

WHEREAS, A letter of understanding that would authorize a partnership between the
City and the Pratt Museum regarding the design and fabrication of the signage has been
prepared by Public Works (See Memorandum 15-053 from Public Works); and

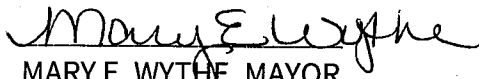
WHEREAS, Budgets for these projects have sufficient funds to prepare and install the
signs as envisioned in the letter of understanding; and

WHEREAS, This approval is not final until written notification is received by the Pratt
Museum from the City of Homer.


NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, approves
the Letter of Understanding between the City and the Pratt Museum for the design and
fabrication of nine interpretive signs and authorizes the City Manager to execute the
appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 27th day of April, 2015.

CITY OF HOMER


MARY E. WYTHE, MAYOR

ATTEST:


JO JOHNSON, MMC, CITY CLERK

Fiscal Note: Acct. No. 415-0928, Deep Water Dock Trail Project – Cruise Ship Head Tax \$25,200.



City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

Memorandum 15-053

TO: Mary K. Koester, City Manager
FROM: Carey Meyer, Public Works Director
DATE: April 22, 2015
SUBJECT: **Approval – Letter of Understanding with Pratt Museum
Interpretive Sign Design and Fabrication
Deep Water Dock/Spit Trail Project**

The Deep Water Dock, Coal Point, and the Spit Trail project included provisions for the installation of interpretive signing. Public Works facilitated a work session with various local, state and federal agencies (and individuals) interested in planning for these signs.

Attached are the overall signage themes and subthemes developed by the group. Also attached is a map showing the preferred location of signage prepared by Public Works.

The consensus was that the Pratt Museum was most qualified and in the best position to complete the final design and fabrication of the nine interpretive signs (with support from the group).

Attached is the letter of understanding prepared by Public Works that would authorize a partnership between the City and the Pratt Museum regarding the design and fabrication of the signage.

The budgets for these projects have sufficient funds to prepare and install the signs as envisioned in the letter of understanding. Public Works would install the signs this summer.

Recommendation: The City Council, by resolution, authorize the City Manager or their designee to execute a Letter of Understanding between the City and the Pratt Museum regarding the design and fabrication of interpretive signage for the Spit Trails projects.

Homer Spit/Deep Water Dock Trails - Interpretive Signage

Overall Theme:

Homer's Harbor isn't simply a tourist destination, it's a dynamic place with extreme tides, hosting a fleet of commercial and charter boats, birds and marine mammals, and links the end of the road to the marine highway and sea.

Subthemes:

Tides: Floating docks ride the tides, so the angle of the ramp that takes you down to the harbor may be very different on your trip back up.

- Potential location: Ramp 5, 1 or Steel Grid

History of the Harbor: This harbor has been shaped by humans and nature.

- The 1964 Earthquake dramatically reshaped the Spit, dropping its elevation by 7 feet.
- Humans (Corps of Engineers) have shaped and re-shaped the harbor through different eras of dredging.
- In 1899, the Cook Inlet Coal Fields Company laid a railroad track along the spit, connecting the docks to the coal fields along Kachemak Bay.
- *People that have been important to Homer's history in relation to the harbor – is there an individual or individual who was key with a story that needs to be told?*

Working Harbor: This working harbor shelters a diverse fleet from commercial fishing to charter boats.

- There are # different boat types used in commercial fishing and they reveal the rich marine resources that come through Homer's harbor.
- Part of Homer's work includes play, and this harbor shelters #personal and #charter boats to connect people to Kachemak Bay and Cook Inlet.

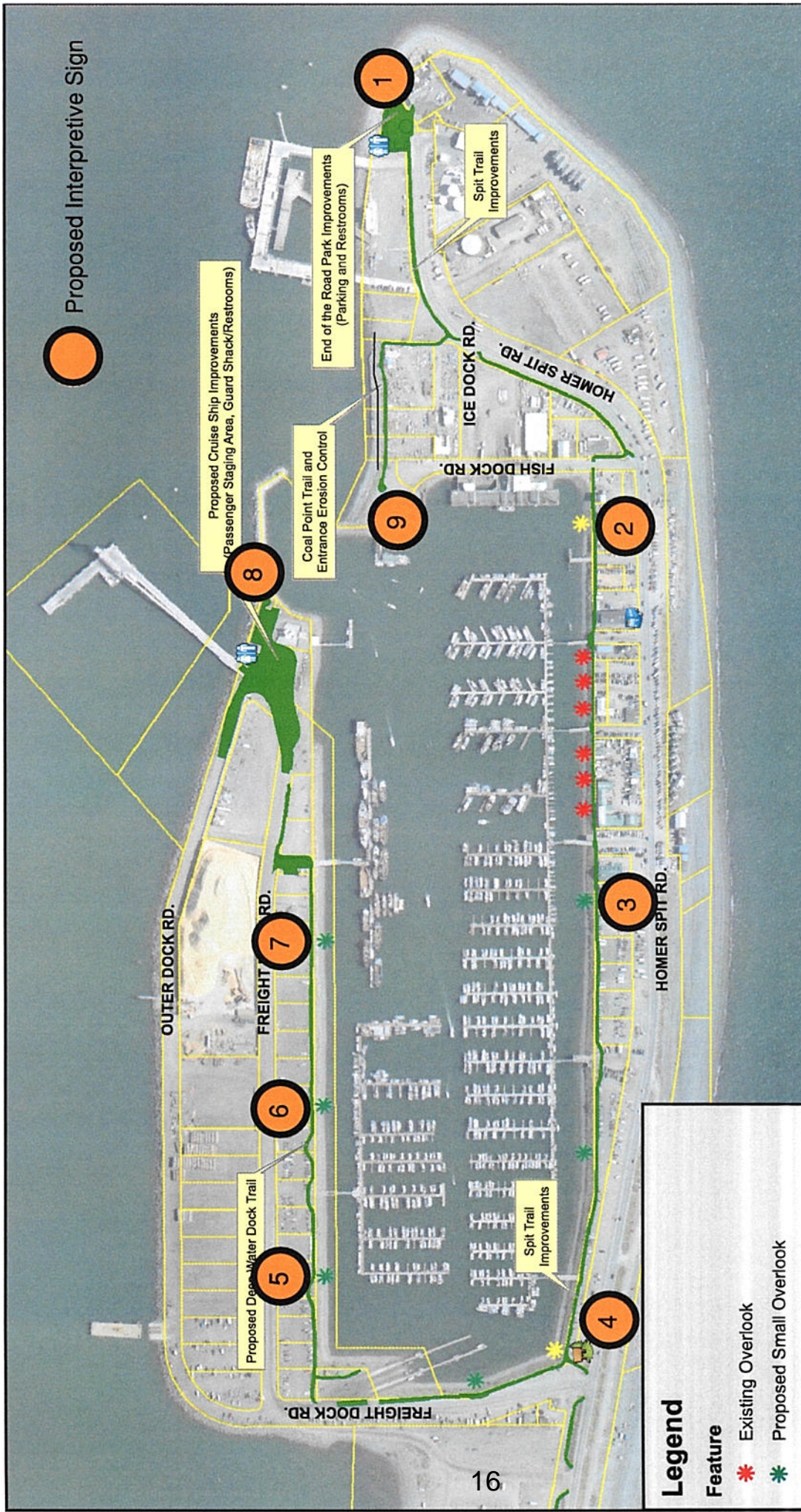
End of the Road: The spit and harbor connect the end of the road to the marine highway, Kachemak Bay, and the sea beyond.

- Homer is the end of the road, and the beginning of the marine highway, spanning ## to Seldovia/Kodiak/Dutch.
- The Homer Spit is the exposed part of an underwater moraine for a tidewater glacier, formed approximately 16,500 years ago.

Wildlife: The sheltered waters of the harbor are a great place to spot wildlife including marine mammals and birds.

Look at existing panels and decide to replace or augment? What species/time of year is most important to tell about?

- Many different species of birds are seen regularly in the harbor. (Seabirds, Shorebirds, Waterfowl)
 - Marine mammals may be seen loafing or feeding in the harbor (Otters, Seals)
- Kachemak Bay is a critical habitat area for a wide variety of marine wildlife



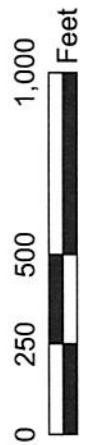
Proposed Interpretive Sign

Legend

Feature

- Existing Overlook
- Proposed Small Overlook
- Proposed Large Overlook
- Proposed "Gateway Area" Landscaping
- Proposed Restroom
- Proposed Bus Loading/Unloading Facility

City of Homer
Spit Improvements 2013





City of Homer

www.cityofhomer-ak.gov

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Memorandum

TO: PUBLIC ARTS COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: AUGUST 5, 2015

SUBJECT: OUR TOWN GRANT FOR THE PIONEER AVENUE REVITALIZATION PROJECT

At the April special meeting the committee agreed by consensus to use the Pioneer Avenue Revitalization Project for the Our Town Grant Application.

Committee member Person volunteered to draft a letter of interest but has since found she is unable to follow through on the letter due to more pressing commitments.

Since we do not have the vacancy on the committee filled as yet, and Committee member Hollowell is otherwise engaged there are a few options open to the committee:

- Committee member Petersen or Miller volunteers to start the process;
- Staff can check with the City Manager to see if the Assistant City Manager would have the time to start the application process; or
- Staff can seek permission to start the application process from the City manager and City Clerk

Recommendation:

MAKE A MOTION TO REQUEST STAFF SEEK PERMISSION TO START THE APPLICATION PROCESS IF THE ASSISTANT CITY MANAGER UNABLE TO FIT INTO HIS SCHEDULE.



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GRANTS

OUR TOWN: Application Calendar



Application Deadline	Earliest Announcement of Grant Award or Rejection	Earliest Beginning Date for Arts Endowment Period of performance
September 21, 2015	April 2016	August 1, 2016

You are required to use Grants.gov. See "How to Prepare and Submit an Application" for further information.

Before you apply through **Grants.gov** for the first time, you must be registered. Registration with Grants.gov:

- Is a multi-step process.
- Takes time; allow two weeks.
- Must be completed before you can submit your application.

Late, ineligible, and incomplete applications will not be reviewed.

In the event of a major emergency (e.g., a hurricane or Grants.gov technological failure), the NEA Chairman may adjust application deadlines for affected applicants. If a deadline is extended for any reason, an announcement will be posted on our website.

If you have questions:

E-mail: OT@arts.gov



202/682-5082 Voice/T.T.Y. (Text-Telephone, a device for individuals who are deaf or hard-of-hearing.)



Individuals who do not use conventional print should contact the Arts Endowment's Accessibility Office at 202/682-5532 for help in

TO APPLY

- **Introduction**
- **Application Calendar**
- Arts Engagement, Cultural Planning, and Design Projects
 - **Grant Program Description**
 - **Required Partnerships**
 - **We Do Not Fund**
 - **Intended Objective: Livability**
 - **Award Information**
 - **Applicant Eligibility**
 - **How to Prepare and Submit an Application**
 - **Step 1: Submit the SF-424 to Grants.gov**
 - **Step 2: Submit Materials to NEA-GO**
- Projects that Build Knowledge About Creative Placemaking
 - **Grant Program Description**
 - **Required Partnerships**
 - **We Do Not Fund**
 - **Intended Objective:**



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Projects that Build Knowledge About Creative Placemaking - Award Information

GRANTS

OUR TOWN: How to Prepare and Submit an Application - Projects that Build Knowledge About Creative Placemaking



TO APPLY

These application guidelines provide all of the information that you need to submit an application. Your application will consist of a combination of information that you will get from the NEA's website, Grants.gov, and the NEA GrantsOnline™ System (NEA-GO). We urge you to read these instructions in their entirety before you begin the application process. You also may want to keep these instructions open in a window in your computer as they contain helpful links to information that you will need as you complete your application.

The application deadline for Our Town works as follows.

- **Step 1:** September 21, 2015, no later than 11:59 p.m., Eastern Time: Deadline of record, submit the SF-424 form (Application for Federal Domestic Assistance -- the form that asks for basic information about your organization and project) to Grants.gov. If you do not submit this form by the due date, you will be unable to submit any further documentation for Step 2.
- **Step 2:** October 1-8, 2015, no later than 11:59 p.m., Eastern Time: Upload a substantial part of your application, including narrative, bios, financial information, statements of support, and work samples to NEA-GO. For a complete application, follow Steps 1-2 below:

A complete application consists of:

Step 1: Submit through Grants.gov (September 21, 2015, deadline):

- **SF-424 (Application for Federal Domestic Assistance)**

Step 2: Submit through NEA-GO (October 1-8, 2015):

- **Introduction**
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■ NEA Grant Application Form

You will submit a substantial part of your application through the Grant Application Form, including:


- * Answers to narrative questions about your organization and project.
- * Financial information about your organization and project.
- * Bios of key individuals.

■ Items to Upload

- * Programmatic activities list
- * Statements of support
- * Work samples

- **Intended Objective: Livability**
- **Award Information**
- **Applicant Eligibility**
- **How to Prepare and Submit an Application**
- **Step 1 - Submit the SF-424 to Grants.gov**
- **Step 2 - Submit Materials To NEA-GO**
- **Application Review**
- **Award Administration**
- **Contacts**
- **Other Information**
- **FAQs (for Arts Engagement, Cultural Planning, and Design Projects)**

RELATED MATERIALS

- **Exploring Our Town Case Studies** 
- **Creative Placemaking Resources**
- **Our Town Guidelines Webinars**
 - **How to Apply (July 29)**
 - **Tips, Tricks, and Inspiration for a Successful Project Proposal (August 5)**
- **FAQs**
- **Sample Application Narratives**
- **Online Tutorial: Using the Grant Application Form (GAF)**
- **Grants.gov**
- **Accessibility Requirements Tutorial**
- **Press**

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GRANTS

OUR TOWN: Application Review

Review Criteria

Arts Engagement, Cultural Planning, and Design Projects

Applications are reviewed on the basis of agency-wide criteria of artistic excellence and artistic merit.

The following are considered during the review of applications:

The **artistic excellence** of the project, which includes the:

- Quality of the artists, arts or design professionals, arts organizations, works of art, or services that the project will involve, as appropriate for the community in which the project takes place.

Artistic excellence is evaluated based on the material and work samples submitted with the application. This includes a description of the process and criteria for the selection of artists, design professionals, arts organizations, works of art, or services to ensure artistic excellence; and work samples of selected or proposed artists, design professionals, arts organizations, works of art, or services that demonstrate artistic excellence. See "[How to Prepare and Submit an Application](#)" for the material and work samples that are required to ensure and demonstrate artistic excellence.

The **artistic merit** of the project, which includes the following:

- Potential of the project to achieve results consistent with the NEA objective for *Livability*:

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 - **Step 1: Submit the SF-424 to Grants.gov**

Strengthening communities through the arts. This includes the potential to:

- Have a vision for enhancing the social and/or economic livability of the community.
- Incorporate the needs of existing residents and institutions in the community.
- Reflect community plans for the future.
- Support artists, design professionals, and arts organizations by integrating the arts and design into the fabric of civic life and/or community plans.
- Reflect creative approaches to addressing community challenges or priorities.
- Strength of the proposed partnership, including the required partners, and engagement of the private and public sectors in support of the project.
- Where appropriate, potential to reach underserved populations such as those whose opportunities to experience the arts are limited by geography, ethnicity, economics, or disability.
- Where appropriate, alignment with other federal programs. This may include how the project will establish consistency with other place-based federal grant programs and policies, including, but not limited to, those from the Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), the Department of Commerce, the Environmental Protection Agency (EPA), such as Consolidated Plans, Analysis of impediments to Fair Housing Choice, Long Range Transportation Plans, and Asset Management Plans, as well as strategies to modify existing policies.
- Appropriateness of the project to the partners' missions and the community in which the project will take place. Ability to carry out the project based on such factors as the:
 - Appropriateness of the budget, its feasibility, level of community support, and strategy for maintaining the work of the project.
 - Likelihood that the proposed phase of the project will be completed within the proposed period of performance.
 - Quality and clarity of the project goals and design.
 - Resources involved.
 - Qualifications of the project's personnel.
- Extent to which the project engages the public in planning for and participating in the project.
- Appropriateness of the proposed performance measurements and their ability to demonstrate that the NEA Livability objective was achieved, including, as appropriate, plans for documentation and evaluation of the overall project results.

If two applications are submitted from a single lead applicant, local government, or within the same

- **Step 2: Submit Materials to NEA-GO**
- Projects that Build Knowledge About Creative Placemaking
 - **Grant Program Description**
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 - **Intended Objective: Livability**
 - **Award Information**
 - **Applicant Eligibility**
 - **How to Prepare and Submit an Application**
 - **Step 1 - Submit the SF-424 to Grants.gov**
 - **Step 2 - Submit Materials To NEA-GO**
 - **Application Review**
 - **Award Administration**
 - **Contacts**
 - **Other Information**
 - **FAQs (for Arts Engagement, Cultural Planning, and Design Projects)**

RELATED MATERIALS

- **Exploring Our Town Case Studies** 
- **Creative Placemaking Resources**
- Our Town Guidelines Webinars
 - **How to Apply (July 29)**
 - **Tips, Tricks, and Inspiration for a Successful Project Proposal (August 5)**

geographic area, the capacity of the lead applicant, local government, or geographic area to carry out and sustain two Our Town projects will be considered in the review of applications.

What Happens to Your Application

All applications are reviewed according to the review criteria by an advisory panel comprised of qualified peer experts, including at least one knowledgeable layperson, representing a range of multidisciplinary art, design, and economic and community development fields. Panel recommendations are forwarded to the National Council on the Arts, which then makes recommendations to the Chairman of the National Endowment for the Arts. The Chairman reviews the Council's recommendations and makes the final decision on all grant awards. Pending the availability of funding, it is anticipated that applicants will be notified of award or rejection in April 2016.

NOTE: All recommended applications undergo a review to evaluate risk posed by the applicant prior to making a federal award. This may include past performance on grants, meeting reporting deadlines, compliance with terms and conditions, audit findings, etc.

=====

Review Criteria

Projects that Build Knowledge About Creative Placemaking

Applications are reviewed on the basis of agency-wide criteria of artistic excellence and artistic merit.

The following are considered during the review of applications:

The **artistic excellence** of the project, which includes the:

- Quality of the arts- and place-based consultants and organizations that the project will involve. This includes any information provided which shows the depth of arts and place-based knowledge present in the bios and work samples.

The **artistic merit** of the project, which includes the following:

- Potential of the project to achieve results consistent with the NEA objective for *Livability: Strengthening communities through the arts*. This includes the potential to:
 - Incorporate a systemic approach to building knowledge about creative placemaking for the organization and broader field.
 - Expand the capacity of artists and arts organizations to work more effectively with economic and community development practitioners.

- **FAQs**
- **Sample Application Narratives**
- **Online Tutorial: Using the Grant Application Form (GAF)**
- **Grants.gov**
- **Accessibility Requirements Tutorial**
- **Press**

- Expand the knowledge base in arts and place-based industry associations on equitable community development which creates opportunities for all.
- Strength of the proposed partnership, including the required partners.
- Involvement of the organization's membership, as appropriate.
- Impact and reach of the project.
- Quality of the systems for the management of new ideas, documentation, the potential for learning, and sharing of technical assistance programming.
- Effectiveness of the technical assistance delivery.
- Appropriateness of the project to the organization's mission and the community in which the project will take place.
- Ability to carry out the project based on such factors as the:
 - Appropriateness of the budget, its feasibility, and strategy for maintaining the work of the project.
 - Likelihood that the proposed phase of the project will be completed within the proposed period of performance.
 - Quality and clarity of the project goals and design.
 - Resources involved.
 - Qualifications of the project's personnel.
- Where appropriate, potential to reach underserved populations such as those whose opportunities to experience the arts are limited by geography, ethnicity, economics, or disability.
- Appropriateness of the proposed performance measurements and their ability to demonstrate that the NEA Livability objective was achieved, including, as appropriate, plans for documentation and evaluation of the overall project results.

If two applications are submitted from a single lead applicant, the capacity of the lead applicant to carry out and sustain two Our Town projects will be considered in the review of applications.


What Happens to Your Application

All applications are reviewed according to the review criteria by an advisory panel comprised of qualified peer experts, including at least one knowledgeable layperson, representing a range of multidisciplinary art, design, and economic and community development fields. Panel recommendations are forwarded to the National Council on the Arts, which then makes recommendations to the Chairman of the National Endowment for the Arts. The Chairman reviews the Council's recommendations and makes the final decision on all grant awards. Pending the availability of funding, it is anticipated that applicants will be

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[Site Map](#) | [Site Policies](#) | [USA.gov](#)

400 7th Street, SW, Washington, DC 20506
202.682.5400 | webmgr@arts.gov 

additional confirmations.

5. After submitting your application, you may log back into NEA-GO and make modifications to your submission up until the system closes on the day of the deadline. Remember to hit the "Save" and "Submit" button again prior the deadline.

6. You may print a copy of your application at any time, whether in draft or final form, for your records. The print icon is located on the My Forms page.

7. Some special characters (such as ampersands, quotation marks, apostrophes, and angle brackets) take up more character counts than others in webforms, including the Grant Application Form. This is because certain characters are translated into HTML code which takes up more than one character space. If you notice a higher than expected character count when you enter information directly into the Grant Application Form or copy and paste from your word processing program, here are a few tips:

- Transfer your text into a text-only utility like Notepad before pasting it into the Grant Application Form. This will delete hidden HTML code to ensure the proper capture of your text. However, any formatting you had will be deleted.
- Use a solution other than special characters. For example, instead of using quotation marks for titles of works, put them in italics and that won't affect character count.
- Use only one space after the end of sentences. Single spaces after punctuation marks (periods, commas, colons, etc.) only reduce the character counter by one character. If you enter two spaces after a period, HTML coding adds extra spaces.

Also, save character space by limiting the use of tabs.

You will use the NEA GrantsOnline™ System (NEA-GO), which is being administered for the NEA by the Western States Arts Federation (WESTAF). You first must have successfully completed the Grants.gov SF-424 process by the deadline of record in **Step 1**.

To gain access to NEA-GO, proceed as follows:

1. Log in to NEA-GO at: <http://nea.cloud.culturegrants.org/index/login>.

2. Your User Name for NEA-GO will be your Grants.gov Tracking Number (example: GRANT12345678) and your Agency Tracking #/NEA Application Number will be your password (example: 15-123456).





NOTE: Your registration for NEA-GO will be created for you. Do not create your own registration. If you do, it will prevent you from accessing NEA-GO when it opens for you to submit your application material

- **Grant Program Description**
- **Required Partnerships**
- **We Do Not Fund**
- **Intended Objective: Livability**
- **Award Information**
- **Applicant Eligibility**
- **How to Prepare and Submit an Application**
- **Step 1 - Submit the SF-424 to Grants.gov**
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- **Creative Placemaking Resources**
- Our Town Guidelines Webinars
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 - **Tips, Tricks, and Inspiration for a Successful Project Proposal (August 5)**
- **FAQs**
- **Sample Application Narratives**
- **Online Tutorial: Using the Grant**

and work samples.

3. Your Agency Tracking #/NEA Application Number can be found by logging on to **Check My Application** through **Grants.gov** . You can begin accessing this information on Grants.gov 1-2 business days after you submit your SF-424, but no earlier than 10 days before the application deadline.
4. After you have logged in to NEA-GO, select the "Link to Formset" icon on the My Forms page to access the Grant Application Form.
5. NEA-GO will be open for you to submit application material and work samples beginning on **October 1, 2015**. You will have until 11:59 p.m., Eastern Time, on October 8, 2015, to upload, preview/check, and submit your application material and work samples electronically.
6. The NEA-GO system is optimized for use with the following web browsers: **Mozilla Firefox** , **Safari**,  and **Google Chrome**. **Internet Explorer**  will also work, but you must have at least version IE 8.

For specific help on how to complete your application, please review the instructions in these guidelines including the **Frequently Asked Questions**, or **contact the discipline staff that is appropriate to your project** (see "**Agency Contacts**").

Grant Application Form

You will submit a substantial part of your application through the Grant Application Form in NEA-GO, including:

- Answers to narrative questions about your organization and project.
- Financial information about your organization and project.
- Bios of key individuals.

Click below to see the instructions and information about the required application material that you will submit through the Grant Application Form in NEA-GO.

Our Town FY16 Step 2 Application Instructions

[Download Instructions]

You should prepare your responses and material well in advance of the deadline and have them fully ready to upload once NEA-GO opens for you. You will not have access to the Grant Application Form until NEA-GO opens for you to submit your application material on October 1, 2015.

Application Form (GAF)

- **Grants.gov**
- **Accessibility Requirements Tutorial**
- **Press**

City of Homer Capital Improvement Plan 2016-2021



Daniel D. Takak being hauled out of the harbor for repairs. Infrastructure for a haulout to facilitate boat work on large vessels is on the 2016-2021 City of Homer CIP.



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

v. 7-9-2015



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue

Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

September 14 , 2014

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2016 through 2021 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2016-2021 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Katie Koester
City Manager



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Funded Projects from 2015-2020 CIP List

The City of Homer is pleased to note that full funding for the following project has been identified or procured:

- Homer Harbor -Ramp 5 Restroom construction is complete
- Water Storage/Distribution Improvements - Phase 1
- Rodgers Loop Trailhead Land Acquisition



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 a project will benefit the community, indicates the priorities assigned to different projects, and presents a target construction schedule.

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

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

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

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

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

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

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

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

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

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

Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

City of Homer State Legislative Request FY2016 Capital Budget



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

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



Legislative Request FY2016

**City of Homer FY2016 State Legislative Priorities list
approved by the Homer City Council
via Resolution 14-093**

- 1. Water Storage/Distribution Improvements - \$1,980,254**
- 2. Public Safety Building - \$1,622,000**
- 3. Harbor Sheet Pile Loading Dock- \$955,000**
- 4. Fire Department Equipment Upgrades -\$1,012,500**
- 5. East to West Transportation Corridor - \$4,939,250**



1. Water Storage/Distribution Improvements

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

The overall multi-phased project includes:

- **Phase 1:** Installation of 4,500 linear feet of water main extension on Kachemak Drive, 2,600 linear feet of distribution main connecting isolated sections of town, and a new pressure reducing valve (PRV). (Funded)
- **Phase 2:** Installation of an underground water storage tank and 2,000 linear feet of water main between the new tank and the water system.
- **Phase 3:** Replacement of 3 PRVs on the East Trunk and installation of micro turbines generating power to the grid, abandonment of an existing functionally obsolete steel water tank and replacement of adjacent PRV station, and slip-lining of old cast iron water main on the Homer Spit.

Plans & Progress: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The design has been completed through a \$884,000 Special Appropriation Project grant the City received from the Environmental Protection Agency. The Department of Environmental Conservation recommended funding phase 1 through the Municipal Matching Grant program which is reflected in The States FY16 capital budget approved by the Governor.

Total Project Cost: \$9,828,934

2014 (Design, Completed): \$900,000

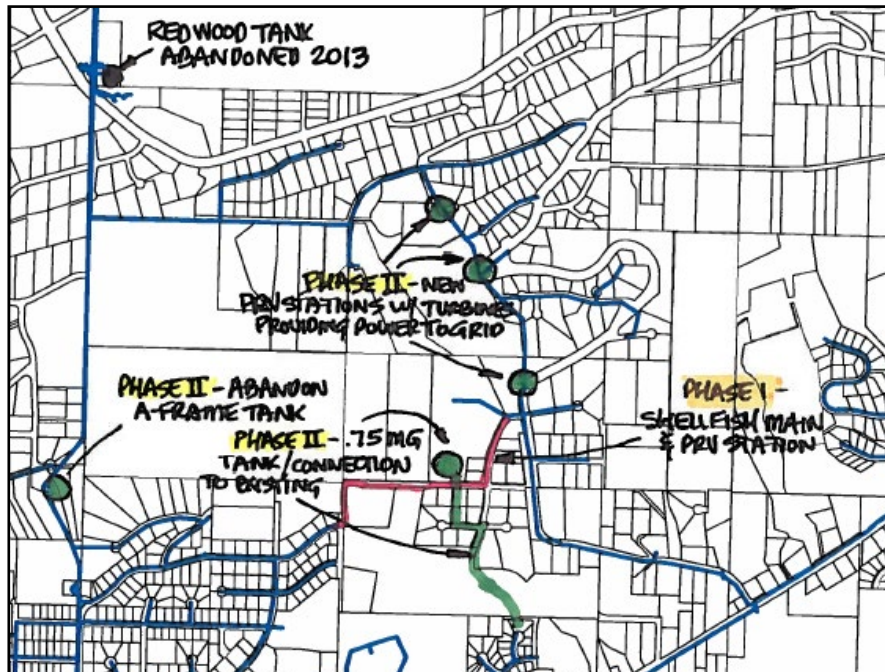
2016 Phase 1 Construction(Funded):\$2,828,934

2017 Phase 2 Construction: \$3,900,000

2018 Phase 3 Construction: \$2,200,000

FY2016 State Request for Phase 1: \$1,980,254

(City of Homer 30% Match: \$848,680)





2. Public Safety Building

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

The current fire hall does not have adequate equipment storage bays. Expensive equipment has to be stored outside and exposed to the elements. In the winter, equipment is winterized and decommissioned due to lack of heated garage space. The fire hall does not meet fire station design criteria with separated biohazard decontamination/ cleaning areas or separated storage areas for cleaning medical supplies. It lacks adequate space to accommodate more than four overnight crew members.

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 cramped. The jail entry area, booking room, and jail offices are poorly designed; prisoners have to pass by dispatch staff coming and going. The building floods during heavy rain. Both facilities are inefficient and heat with electric. A new building will take advantage of efficient building practices and natural gas.

A joint public safety building will create a central location for emergency response and benefit the entire Homer area. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces. A new building will allow the departments to work better together for the safety of the Homer residents and take advantage of shared spaces.

Plans & Progress: The Public Safety Building Review Committee, comprised of members of the public and Council, was formed in 2013 to oversee design and construction. The City Council hired a general contractor/construction manager team to see the project through construction including Stantec, Loren Berry Architect, and Cornerstone General Contractors. Over the last year, the committee and consultants have worked on conceptual design including siting criteria, concept design, cost projections, and a space needs analysis that accommodates Homer's public safety needs for the next 30 years.

Total Project Cost: \$30,083,672

2014-2016 Design: \$1,922,000

2014 (to 10% Design, funding secured): \$300,000

2015 (to 35% Design): \$355,000

2016 (to 100% Design): \$1,267,000

2016 (Site Preparation): \$2,250,500

2016-2017 (Construction): \$21,741,123

2017 (Contingency/Inspection/Admin): \$4,170,049

FY2017 State Request for Design: \$1,622,000

(City of Homer 30% Match: \$655,000)



Homer Fire Hall in winter



Homer Police Department in winter



3. Harbor Sheet Pile Loading Dock

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

Plans and Progress: This project was first identified as a need when the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. Material from dredging of the harbor will be used to back fill the dock, saving the project the cost of fill. The Alaska State Legislature awarded \$350,000 in FY2015 which funds 100% of design and just shy of 20% of construction. Design for the sheet pile loading dock is currently underway.

Total Project Cost: \$1,450,000

2015 (Design Funding Secured): \$145,000

2016 (Construction): \$1,100,000

Funding Secured: \$205,000

FY2016 State Request: \$955,000

(City of Homer 15% Match: \$145,000)





4. Fire Department Fleet Management

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

Quint (Ladder Truck): An Aerial truck will greatly enhance the City of Homer's firefighting capability. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders (the Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. An aerial truck will increase fire fighting capability for large public buildings recently built (West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion), potentially lowering insurance rates for the community. Cost: \$1,000,000

Brush/Wildland Firefighting Truck: The Department's existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up. Cost: \$150,000

Harbor Fire Cart Replacement: The Homer Harbor is outfitted with nine custom motorized fire carts that on multiple occasions have saved vessels and prevented the spreading of fire in the small boat harbor. These full response fire carts act as mini mobile fire engines and are capable of delivering AFFF foam to two attack lines at the same time. Unfortunately, the carts are over 20 years old and even though they are maintained with monthly and annual check-ups, many are failing due to the harsh marine environment. This project would purchase the pieces necessary to assemble eight new fire carts. Because of the special conditions in Alaska - harsh weather, extreme tides and the size of vessels - there is no pre-made fire cart that meet needs of the Homer Harbor. The City will assemble the fire carts using pieces that can be salvaged from the existing fire carts. A prototype has been constructed and tested by Harbor staff and is currently in operation. Cost: \$205,000

Total Project Cost: \$1,355,000

State Request FY2016: \$1,219,500

(City of Homer 10% Match: \$135,500)



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



5. East to West Transportation Corridor

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

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

Plans & Progress: The City has purchased a lot for the Bartlett Street extension. The City dedicates a percentage of sales tax to the Homer Area Roads and Trails (HART) fund for road improvement projects and has pledged over 2.1 million dollars from the fund as a match for this project. The Alaska State Legislature funded \$1.4 million in the FY2015 Capital Budget to initiate the first leg of the east to west transportation corridor, Waddell Way.

Total Project Cost: \$8,459,000

2015 (Land Acquisition): \$1,400,000

2015 (Design): \$543,000

2016 (Construction): \$5,430,000

2017 (Inspection & Contingency): \$1,086,000

State Request FY2016: \$4,939,250

(City of Homer 25% Match: \$2,114,750)

(Waddell Way FY15 State Grant: \$1,405,000 approved)





Mid-Range Projects

Part 2: Mid-Range Projects

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



Local Roads

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



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 committed to funding 50% of the project with Homer Area Roads and Trails (HART) funds.

Total Project Cost: \$4,500,000

Schedule:

2018 (Design): \$500,000

2020 (Construction): \$4,000,000

Priority Level: 3





Land Acquisition for New Roads

Project Description & Benefit: This project will help meet current and future transportation needs by acquiring specific land parcels and rights of way to extend five local roads: It will improve traffic flow in Homer by providing alternate connections between different sectors of town.

Lake/Heath Street to Anderson Avenue

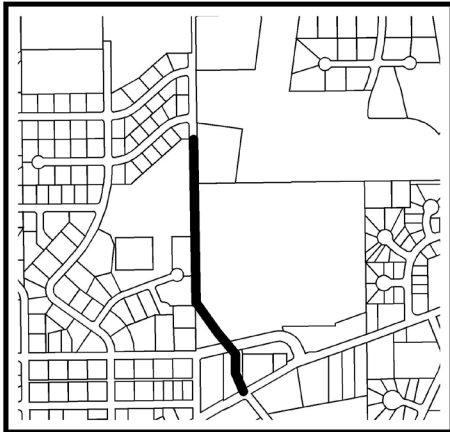
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road

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

Total Project Cost: \$1,000,000

Schedule: 2015-2017

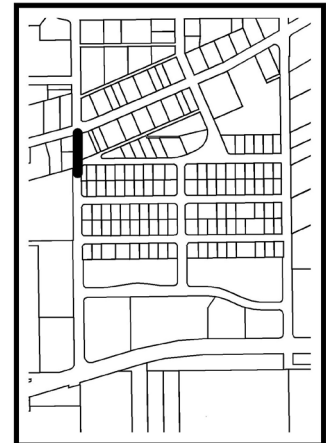
Priority Level: 1



Lake/Heath Street to Anderson Avenue.



Early Spring Street to East End Road.



Poopdeck Street to Pioneer Avenue.



Parks and Recreation

- **Ben Walters Park Improvements, Phase 2**
- **Jack Gist Park Improvements, Phase 2**
- **Karen Hornaday Park Improvements, Phase 2**
- **Mariner Park Restroom**
- **Baycrest Overlook Gateway Project**
- **Bayview Park Restoration Project**
- **Rogers Loop Trailhead Land Acquisition**
- **Homer Spit Trailhead Restroom**



Ben Walters Park Improvements, Phase 2

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

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

Total Project Cost: \$250,000

Schedule: 2015

Priority Level: 2



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



Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for softball fields. The proposed project will complete Phase 2 by improving drainage, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

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

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2015

Priority Level: 2





Karen Hornaday Park Improvements, Phase 2

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

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

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

Total Project Cost: \$1,978,750

Schedule: 2015 - 2017

Priority Level: 2



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



Mariner Park Restroom

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

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

Total Project Cost: \$330,000

Schedule: 2016

Priority Level: 2



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



Baycrest Overlook Gateway Project

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

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

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

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

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

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

The project will consist of three phases:

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

Total Project Cost: \$262,000

2013 (Preliminary Design): \$6,000

2015 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000

Priority Level: 3





Bayview Park Restoration

Project Description & Benefit:

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

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

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

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

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

Total Project Cost: \$189,974

Priority Level: 2



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



Homer Spit Trailhead Restroom

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

Total Project Cost: \$295,000

Priority Level: 3



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



Port and Harbor

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



Deep Water/Cruise Ship Dock Expansion, Phase 1

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

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

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

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

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

Plans & Progress:

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

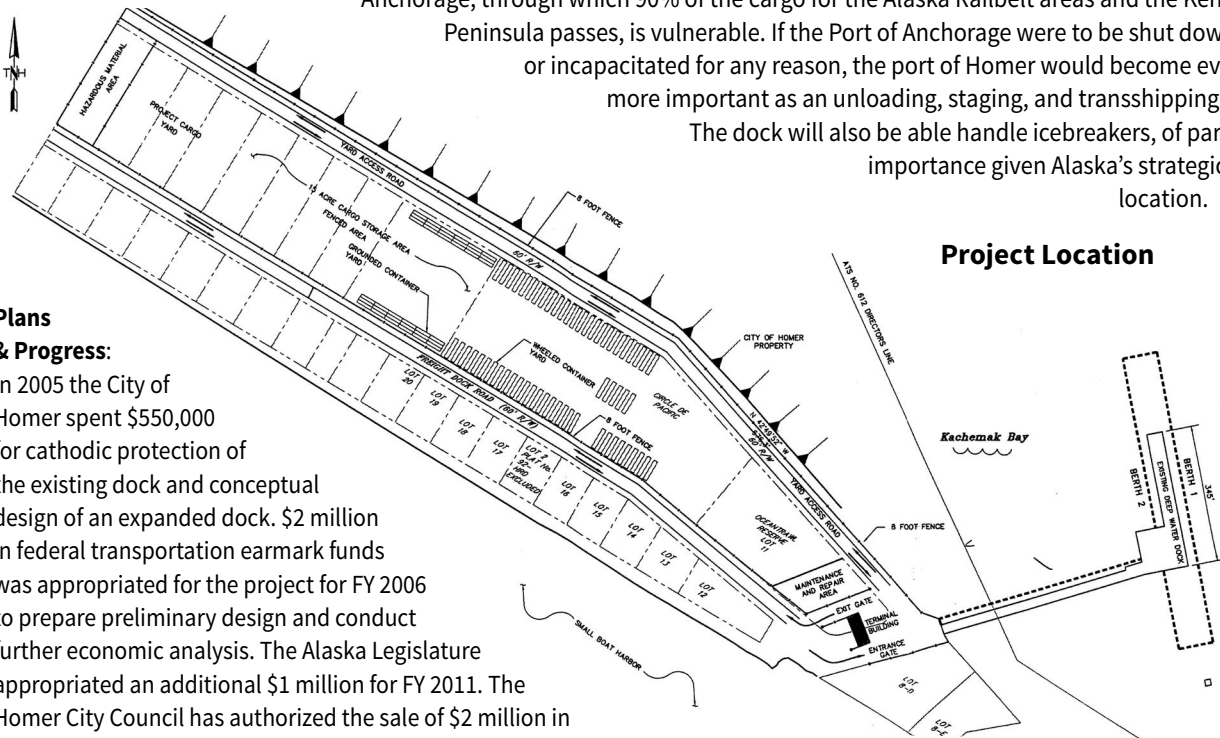
Total Project Cost: \$35,000,000

Feasibility: \$1,250,000 (Completion Spring 2016, currently underway)

Design: \$1,750,000

Construction: \$32,000,000

Priority: 1



Project Location



East Boat Harbor

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

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

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



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

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

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

Total Project Cost: \$115,725,000

Design and Permitting: \$1,750,000

Breakwater Construction and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

Priority Level: 1



Barge Mooring Facility

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

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

Phase 1 - Pilings and Bollards

Design/Engineering/Permitting/Geotechnical (2015): \$125,000

Construction - (2016): \$1,125,000

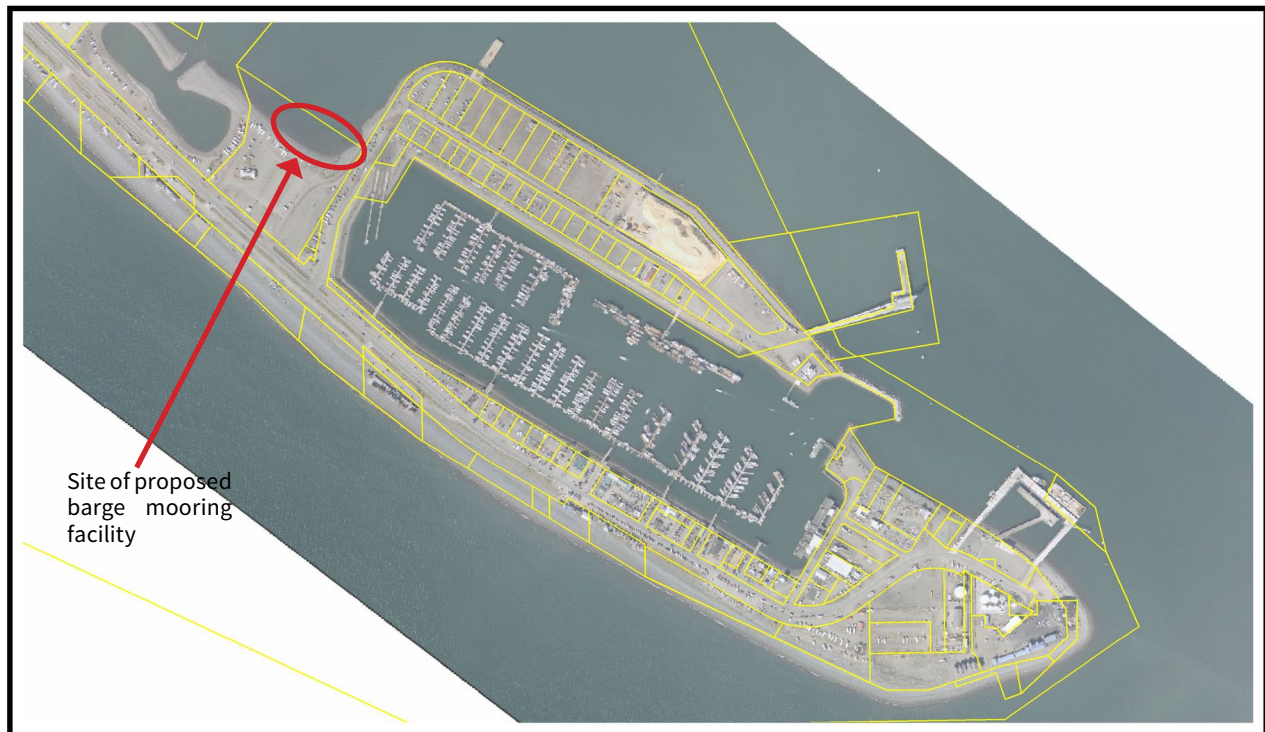
Schedule: Fall 2015

Phase 2 - Uplands Improvements

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

Construction -(2019): \$495,000

Priority Level: 2





Marine Ways Large Vessel Haulout Facility

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

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

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

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

Schedule: 2016

Priority Level: 2





Homer Spit Dredged Material Beneficial Use Project

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

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

Total Project Cost: \$688,000

Schedule:

2015 (Design and Inspection): \$50,000

2015: \$10,000 (Spread available material in upland parking pad areas)

2016-17: \$628,000

(Compact material: 20,000; Instal riprap: \$350,000; Gravel cap: \$95,000; Paving: \$100,000 Contingency \$63,000)

Priority Level: 2



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



Ice Plant Upgrade

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

Total Project Cost: \$500,000

Schedule: 2015

Priority: 2



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



System 4 Vessel Mooring Float System

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

Plans & Progress: Phase 1 floats HH, JJ, and headwalk float AA between those floats were replaced in fall of 2014. Power and water was extended from ramp 6 to JJ as part of the same project. A new landing float was installed for Ramp 7 Spring of 2014. Phase 2 floats CC, DD, EE ,GG will be replaced next.

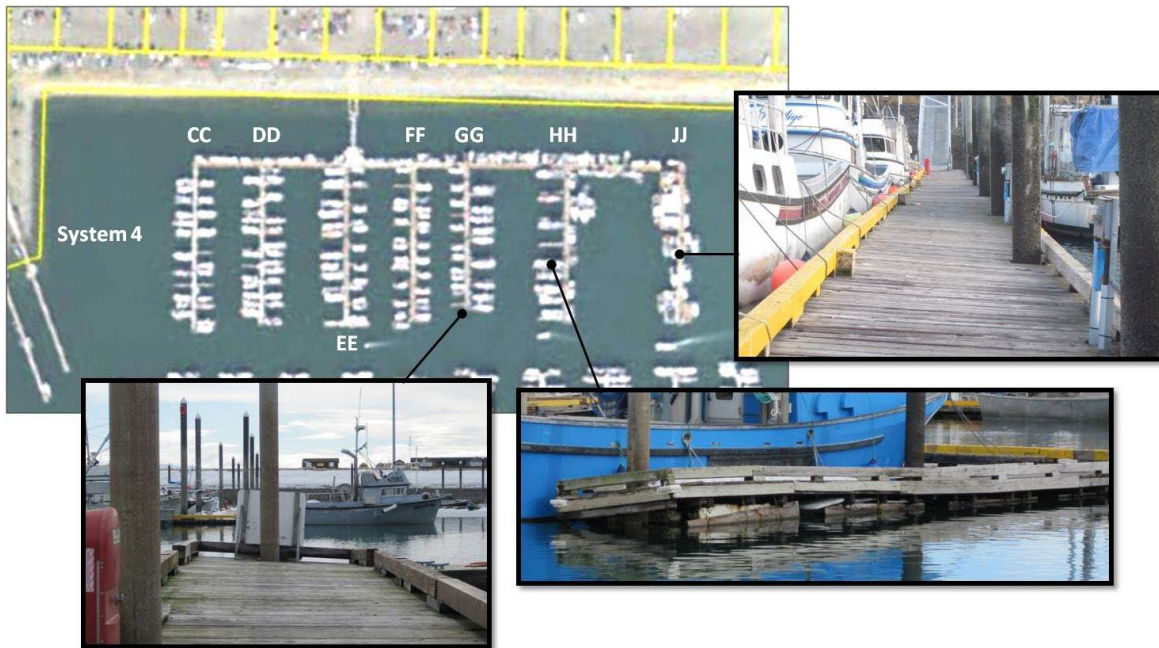
Total Project Cost: \$5,600,000

Schedule:

2015 (Design): \$600,000

2016-2019 (Construction): \$5,000,000

Priority Level: 2





Truck Loading Facility Upgrades at Fish Dock

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

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

Total Project Cost: \$300,000

Schedule: 2017

Priority: 1



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



Seafarers Memorial Parking Expansion

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

Plans & Progress: The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering and permitting of this project completed in 2015. The dredged materials are scheduled to be placed in the lot by fall of 2016.

Total Project Cost: \$635,000

Schedule:

2014 (Design and Permitting): \$8,000

2014 (Dredged Material Placement by Corps): In kind

2015 (Construction): \$627,000

Priority Level: 1



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



Public Safety

- **South Peninsula Fire Arms Training Facility**
- **Replacement Ambulance**



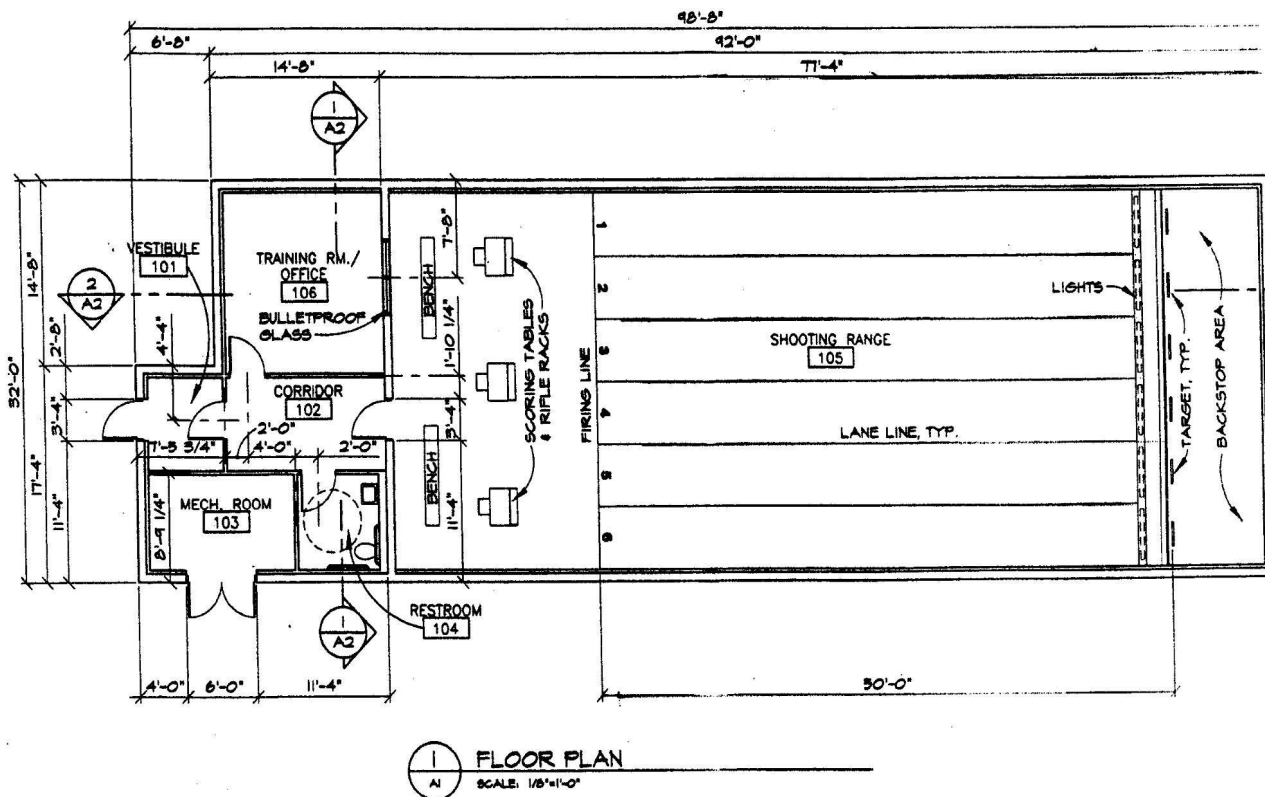
South Peninsula Fire Arms Training Facility

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

Total Project Cost: \$1,500,000

Schedule: 2017

Priority Level: 2





Replacement Ambulance

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

Plans & Progress: A replacement ambulance for the Homer Volunteer Fire Department has been approved by Alaska Code Blue for funding. The review process for Code Blue is rigorous and includes multiple steps including Southern Region staff, Board of Directors Equipment Review Committee, the Southern Region Board of Directors, and the Statewide Code Blue Steering Committee. During these steps, the ambulance was considered based on many established criteria, including its status as essential EMS equipment, reasonableness of request, application to the community setting, documentation of need, cost and how it fits into regional and statewide priorities. Because of funding shortfalls, Code Blue can only partially fund the City of Homer replacement ambulance at \$70,000. If the City cannot come up with funding for the remaining \$83,000 in the near future, it may lose the Code Blue grant opportunity.

Total Project Cost: \$170,000

Funding Secured:

City of Homer 10% Match: \$17,000

State of Alaska Code Blue: \$70,000

Priority Level: 1

Schedule: 2015



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



Public Projects

- **Back up Generator for Homer Public Library**
- **Storm Water Plan**



Backup Generator for Homer Public Library

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

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

Total Project Cost: \$114,400

Engineering: \$14,300

Purchase Generator: \$54,600

Installation: \$41,600

Inspection: \$ 3,900

Priority Level: 2

Schedule: 2016



Homer Public Library at Dusk. Photo Chirs Arend.



Storm Water Master Plan

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

A new master plan will outline how the City can:

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

Total Project Cost: \$340,000

Priority Level: 2



A master plan is needed to address storm water management issues.



State Projects

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

Transportation projects within City limits:

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

Transportation projects outside City limits:

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



Homer Intersection Improvements

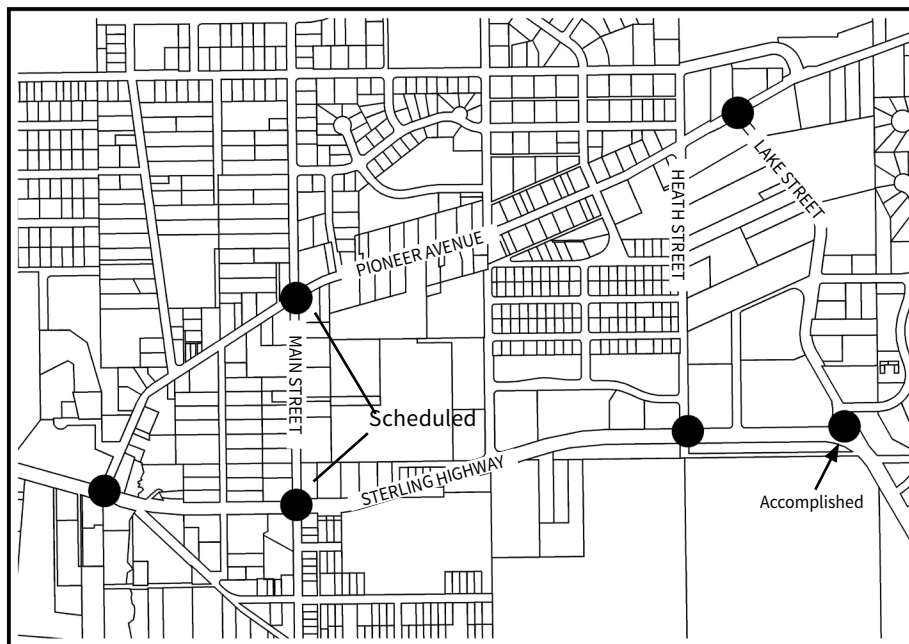
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection 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 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 funded.)
- Pioneer Ave. and Lake Street/East End Road - Roundabout or traffic signal
- Sterling Highway and Pioneer Ave. - Roundabout or traffic signal
- Pioneer Avenue and Main Street - Roundabout or traffic signal

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



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



Main Street Reconstruction

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

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

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

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

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



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

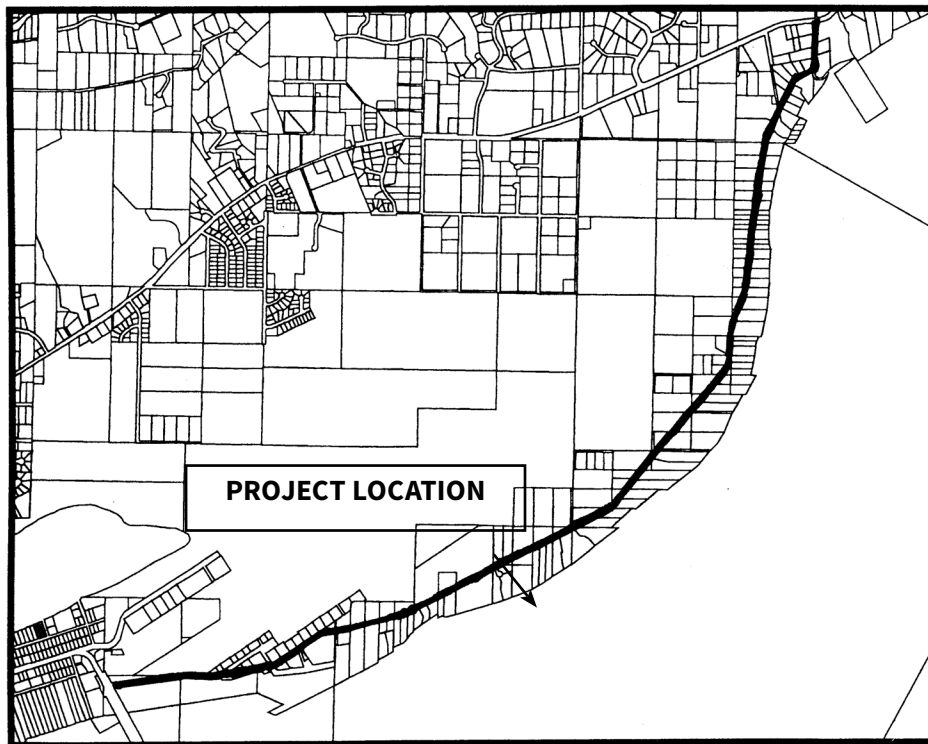


Kachemak Drive Rehabilitation/Pathway

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

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

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





Sterling Highway Realignment MP 150-157

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

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

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



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



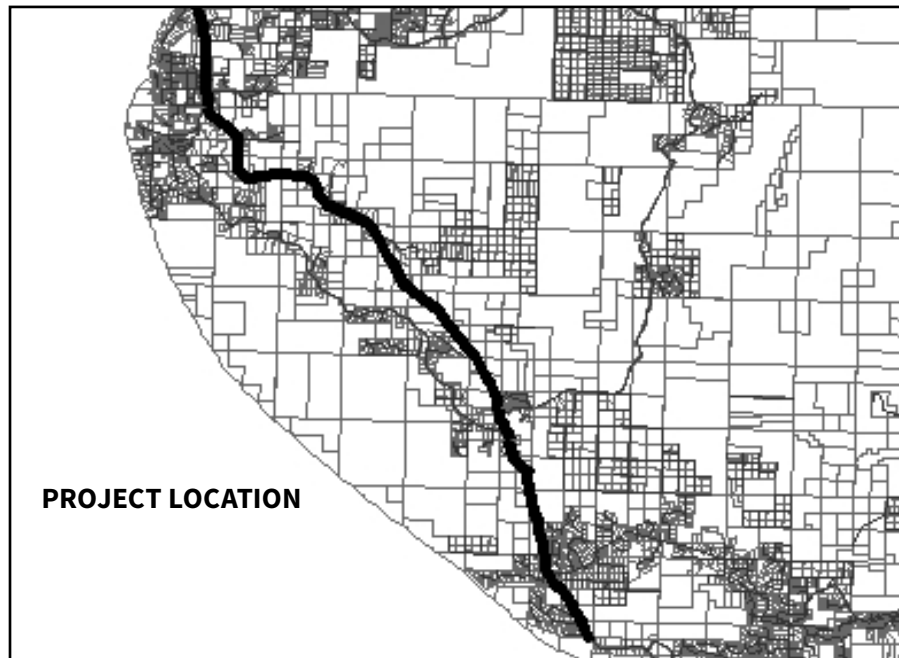
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

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

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





Projects Submitted by Other Organizations

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

- **Pratt Museum: New Facility and Site Redesign**
- **Homer Senior Citizens: Natural Gas Conversion**
- **South Peninsula Hospital: Site Evaluation and Planning for Hillside Reinforcement**
- **Kachemak Shellfish Growers Association: Kachemak Shellfish Hatchery**
- **Homer Council on the Arts: Re-configuration and Facility Upgrade**
- **Haven House: Safety/Security Improvements**
- **Homer Hockey Association: Kevin Bell Ice Arena Acquisition**



Pratt Museum

New Facility and Site Redesign

Project Description & Benefit: The national award-winning Pratt Museum preserves the stories of the Kachemak Bay region and provides a gathering place for people to learn and to be inspired by this region and its place in the world. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves up to 30,000 visitors, with more than 4,000 young and adult learners participating in its programs. One of only eight 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 47 years old, and the building's galleries, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The building is not ADA accessible. Urgently needed are expanded collections storage and the ability to meet current collections care requirements for managing temperature and humidity. The Pratt is now working on a project to better serve this community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.8 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility. The Planning Phase spanned the Fall of 2007 to December 2010. The Design Phase started in January 2011 and will be complete in 2015 at which time the project will be shovel-ready. Construction will begin as early as the Fall of 2016, or when the balance of the construction funds are raised, with the building opening a year later. The total budget is \$9.5 million.

Plans & Progress: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue led the Pratt Museum Board of Directors and staff to the decision to embark on an ambitious capital project and carry out a comprehensive redesign of the Pratt's property. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. Now in the Design Phase, the Pratt has secured cash and pledges that represent 36% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input throughout the Design Phase;
- With leadership from the Patrons of the Pratt Society, 9.8 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free;
- The Pratt participated in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings;
- The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities;
- The Pratt is working on Phase II community input planning and research for Master Exhibit Plan permanent exhibit renovations to be installed in the new building;
- The Museum has secured \$3.3 million (36% of the project total) in cash, grants, and pledges;
- An additional third of the project budget has been identified from major funders who will contribute when later funding benchmarks have been reached
- An upgrade and expansion of the trail system, the first part of the project, was completed in 2012, and
- Schematic designs are complete, and the balance of the Design Phase will be completed in 2015.

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

Schedule:

Planning: 2010
 Design/Preconstruction: 2015
 Construction: 2017





Homer Senior Citizens Natural Gas Conversion

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

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

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

Plans & Progress: The Alaska State Legislature awarded Homer Senior Citizens Inc. \$100,000 in FY2015 towards this project. Conversion is in progress and expected to be completed by September, 2015 for the Assisted Living, Senior Center and Adult Day Services. The total amount spent towards this project as of July, 2015 is \$153,461. The conversion of the independent housing continues to be a priority; however, additional fundraising is required to complete this phase of the project.

Total Project Cost: \$504,898

Funding Secured: \$100,000

Schedule:

Preconstruction: 2014

Construction: 2015



Homer Senior Citizen's main building.



South Peninsula Hospital Site Evaluation & Planning for Hillside Reinforcement

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

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

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

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

Total Project Cost: \$100,000

Schedule: 2014





Kachemak Shellfish Growers Association

Kachemak Shellfish Hatchery

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

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

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

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

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

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

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

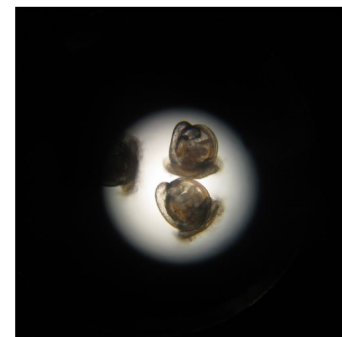
Total Project Cost: \$400,000

Preconstruction: \$75,000

Funding Secured: \$50,000

Construction: \$325,000

Schedule: 2016



Microscopic view of two tiny oysters.



Homer Council on the Arts Re-configuration & Facility Upgrade

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

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

Plans & Progress: HCOA is moving ahead to convert to natural gas, the first priority in phase one of the renovation plan. We are proceeding with this project by refinancing our existing mortgage. Expected completion date is Fall, 2015. We are currently looking at the energy audit (completed August of 2012), and will be using additional funds from the refinance to make changes/upgrades that will align us with the audit. HCOA and the Pratt Museum have just announced that we are in conversation about the possibilities of collaborating to make use of the existing Pratt museum building as a performance art and activity space. Both organizations will be working diligently over the next several months to further develop this vision of an arts and culture complex. We invite the community's ideas and commitment to join us in creating this important and vital center for our community. Thank you very much for City support with these projects. HCOA looks forward to working with the City of Homer as we all move forward with innovative ideas to better meet the needs of our greater community.

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

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

Total Project Cost: \$500,000

Schedule:

Preconstruction: 2014

Construction: 2019





Haven House Safety/Security Improvements

Project Description & Benefit: Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and such shelters warrant a high degree of security systems, equipment, and technology. Haven House is requesting \$25,000 to improve the security of the facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in the building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

Plans & Progress: In July of 2014 Haven House completed phase 1 of improving the security of the building. Phase 1 consisted of building in an arctic entry with a locked interior door that provides an additional entrance and layer of security to the building. Prior to this addition, there was free access into the Haven House administrative floor without authorization. This is not best practice for domestic violence shelters and was addressed to keep staff, clients, and community members safe. \$25,000 was secured for phase 1, from the Rasmuson Foundation. Phase 2 will be completed with additional funds from the Rasmuson Foundation and the State of Alaska by spring of 2016. Phase 2 consists of installing a new buzz-in system for the 2 entry doors.

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

Total Project Cost: \$70,000

Funding Already Secured: \$45,000

Schedule: 2014-2015





Homer Hockey Association Kevin Bell Ice Arena Acquisition

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the Kenai Peninsula hosting the 2006 Arctic Winter Games combined with a loan from English Bay Corporation/Homer Spit Properties. Since opening its doors, the Homer Hockey Association (HHA) has operated the rink within its yearly \$300,000 budget. In September 2015, HHA will have to begin paying the principal on its loan which will double monthly payments and make programs too expensive for people to participate. In order to purchase the building and the land, HHA needs to obtain \$2.74 million dollars.

The Homer Hockey Association (HHA) is a volunteer run, non-profit organization, one of a few in the USA. In 2012, HHA won the Alaska Recreation & Parks Association Outstanding Organization award. Volunteers contributed an estimated 14,000 volunteer hours in the 2013-14 season, representing a huge commitment of time and effort by our community. The Kevin Bell Arena hosts up to 800 users a week during the winter.

The Homer Ice Rink hosts many tournaments and events that bring commerce to the City of Homer, especially important during the winter when tourism is low. In the 2013-14 season, HHA hosted 12 separate events with a combined total of 194 games. These tournaments and jamborees brought over 1377 out of town players to Homer who often brought family and fans and spent money in the form of lodging, dining, food and merchandise purchases.

Plans & Progress: The mission of the Homer Hockey Association/Kevin Bell Arena is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. Homer Hockey Association is accomplishing this mission. Programs have been expanded over the years to include activities for all including: figure skating, hockey for adults and children, broomball, and a new curling program.

Revenue from fundraising, grants, and sponsorships is significant for the organization. Last year, HHA sponsored a seafood dinner, golf tournament, garage sale, and pie auction earning a total of \$13,883. Grants and sponsorships totaled \$68,289 and a raffle, which is mandatory for all of our members, earned \$23,834 for the 2013-14 season. This season, HHA is conducting some of the same fundraisers and pursuing a crowdfunding project to obtain contributions from a wider group, not just Homer residents. Every year since the Kevin Bell Arena opened in 2005, the HHA has operated within its budget.

Because of the dire financial situation and the extensive time commitment of the volunteer board, a financial task force was created to explore avenues to secure the rink's financial future. The grass roots campaign secured resolutions from the City of Homer and the Kenai Peninsula Borough and is presently circulating a petition to solicit support and inform Kenai Peninsula residents as well as ice sports supporters everywhere of our situation. Homer Hockey Association has been in contact with state and federal legislators about the rink's financial situation and are requested help in identifying possible funding sources.

Total Project Cost: \$2,740,000

Schedule: 2014-2015





Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million **Priority Level** 3

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

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

Cost: \$3 million **Priority Level** 3

Parks And Recreation

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

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

Cost: \$250,000 **Priority Level** 3



Capital Improvement Long-Range Projects

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

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

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

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

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

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

Cost: Staff Time Priority Level 3

Jack Gist Park Improvements, Phases 3: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was 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 and develop soccer fields.

Cost: \$400,000 Priority Level 3

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

Cost: \$860,000 Priority Level 2

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

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

Public Restrooms – Homer Spit: With increased activity on the Homer Spit, the need for restroom facilities has also increased. The restroom at Ramp 2 is in poor condition and needs to be replaced.

Cost: \$295,000

Priority Level: 2

PUBLIC PROJECTS

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

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

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

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

Cost: \$5 million

Priority Level: 3

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

A new Public Works complex will include the following:

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

Cost: Design—\$500,000

Construction—\$4,500,000

Priority Level: 2



Capital Improvement Long-Range Projects

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

Cost: \$400,000

Priority Level 3

Public Market Design and Financing Plan: This project will facilitate implementation of a recommendation in the City's Comprehensive Economic Development Strategy discussed in both the "Agriculture" and "Downtown Vitalization" sections. It is also consistent with the goals of the Homer Town Center Development Plan and the Climate Action Plan. Specifically, the project will provide a permanent, weather-protected venue for the Homer Farmers Market in Town Center. The project will kick off development in the Town Center district, providing immediate benefits to downtown Homer and serving as a catalyst for further development.

Cost: \$60,000

Priority Level 3

UTILITIES

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

Cost: \$400,000

Priority Level 3

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

Cost: \$1,000,000

Priority Level 3

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

Cost: \$16,750,000

Priority Level 3



Capital Improvement Long-Range Projects

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

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

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

STATE PROJECTS

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

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



Capital Improvement Appendices

- **CIP Development Schedule**
- **Resolution 14-093**
- **City of Homer Financing Assumptions**



Capital Improvement Appendices

CITY OF HOMER 2016-2021 CAPITAL IMPROVEMENT PLANNING PROCESS FY 2017 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council approval of schedule	May 11, 2015
Solicit new/revised project information from City departments, local agencies and non-profits	May 11
Input for new draft requested by	June 30
Prepare and distribute draft CIP to City advisory groups for review and input. (Administration compilation of draft CIP June 30-July 8)	(Meeting dates): Planning Commission July 15, August 5
	Parks and Recreation Commission August 20
	Port and Harbor Commission July 22
	Library Advisory Board August 12
	Economic Development Commission July 14, August 11
	Public Arts Committee August 13
Administrative review and compilation	August 15 - August 20
City Council worksession to review proposed projects	August 24
Public Hearing on CIP/Legislative request	September 14
Consideration of resolution by City Council	September 28
Adoption of resolution by City Council	October 12
Administration forwards requests for Governor's Budget	October 2016
Distribution of CIP and State Legislative Request	October 2015 & January 2016
Compilation/distribution of Federal Request	February 2016



Capital Improvement Appendices

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 14-093

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2015-2020
CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT
LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2016.

WHEREAS, A duly published hearing was held on September 8, 2014 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 2015-2020" 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 2016 State Legislative Request:

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

BE IT FURTHER RESOLVED that projects for the FY 2016 Federal Legislative Request will
be:

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

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate
State and Federal representatives and personnel of the City's FY 2016 capital project priorities
and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by the Homer City Council for the City of Homer on this 13th day of
October, 2014.




Capital Improvement Appendices

Page 2 of 2
RESOLUTION 14-093
CITY OF HOMER

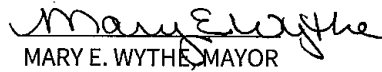
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ATTEST:


JO JOHNSON, MMC, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER


MARY E. WYTHE, MAYOR



Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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



City of Homer

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Memorandum

TO: PUBLIC ARTS COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: AUGUST 5, 2015

SUBJECT: 2016 BUDGET PROCESS AND REQUEST FOR FUNDING

It is that time of year again! It appears that each year the Budget process starts sooner.

As you may or may not be aware of by now this year there is a very intense climate around budget discussion within the city. The City Manager has already requested departments to cut 2015 remaining budgets as much as possible and personnel have been laid off or transferred to another department with a funded position vacancy.

As stated in my Staff Report I am not sure what or if the Committee could receive funding from City Council this year, but just in case I do not think it unreasonable to request a small budget amount for an art related project such as a new mural on the Heath Street Wall and/or identification plaques for new art items acquired in the last 3 years.

Recommendation:

1. Review and discuss submitting a budget request for 2016.
2. Determine which art related projects that the Committee would like to submit to Council; Staff recommendation is lower dollar amount items.
3. Make a motion to have Staff submit budget requests for 2016 to the City Council for consideration of funding for FY 2016 as discussed by the Committee.

**CITY OF HOMER
DEPARTMENT BUDGET REQUEST
YEAR 2016**

Requesting Department PUBLIC ARTS COMMITTEE Date _____

Level of Need: Urgent ☐ Essential ☒ Necessary ☐ Desirable ☐

Request for Additional Personnel:

Position Title _____

Salary Range & Step _____

Full-time ☐

Part-time ☐ Hours Per Year _____

Request Other Than Personnel:

Description ANNUAL Budget Request
to Fund PAC Projects as noted

Fund Name: Public Arts Reserve

(FINANCE DEPT WILL COMPLETE)

5101 Permanent Employees _____

5102 Fringe Benefits _____

5103 P/T Employees _____

5104 Fringe Benefits P/T _____

5105 Overtime _____

Total Personnel Cost _____

Account Name: _____

Account # 156-367

Estimated Cost: _____

Justification:

This is a budget request for NEW funding not reappropriation of existing /remaining funds in account.

Requestor's Name: Public Arts Committee

Department Head Approval: _____

City Manager Recommendation: _____ Date _____

Approved _____

Denied _____

Comments _____



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Memorandum

TO: PUBLIC ARTS COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: AUGUST 5, 2015

SUBJECT: CREATION OF A COMBINED PARKS, ART, RECREATION AND CULTURE COMMISSION

Committee member Person has brought forward an idea to combine the Public Arts Committee with the Parks & Recreation Advisory Commission.

Committee member Person has presented the following reasons for consideration of combining the Committee with the Commission:

PROS

1. Quarterly meetings are very hard to sustain momentum.
2. Reflects the PARC assessment and overlapping interests
3. More staff – The Commission is staffed by the Clerk's Office, Planning, Community Recreation and Parks Maintenance.
4. The Committee as a whole does not choose art, only recommends members to be appointed to a project Selection Committee by City Council under the 1% for Art Program.
5. Simplification and cost savings. Homer has a large number of committees and meetings and the city is in a very serious budget situation.
6. Public Art Committee has no standing budget.
7. Larger community base support for activities related or connected to art.

CONS

1. Parks and Recreation Advisory Commissioners may not support the action.
2. Undetermined number of Committee seats on the Commission if Council does not approve adding seats to the commission.

Staff has discussed the idea with the City Clerk and if the Committee wishes to pursue the idea the committee will need to agree on a motion to present the idea to the Parks & Recreation Advisory Commission for discussion and if agreeable a memorandum of support to Council. Details on the number of commission seats that the Committee would like should be discussed as well as who would like to serve in those seats on a monthly basis.

Recommendation:

MAKE A MOTION FOR STAFF SUBMIT A REQUEST FOR CONSIDERATION TO THE PARKS AND RECREATION ADVISORY COMMISSION TO HAVE THE PUBLIC ARTS COMMITTEE AND THE PARKS AND RECREATION ADVISORY COMMISSION COMBINE AND COME UNDER ONE TITLE TO REFLECT THE OVERLAPPING INTERESTS AS REPRESENTATIVE OF THE PARKS ART RECRATION AND CULTURE ASSESSMENT.

Public Art Committee Annual Calendar 2015

Meeting Date	Agenda Items	Items to Add to Proposed Agenda
February 12th	Draft RFP	
April 20th	RFP Selections Grant Opportunities Spit Trail Interpretive Signage Project Status	
May 14 th	Grant Project- Pioneer Ave Review of Proposals	
August 13th	Budget request for 2016 Grant Application draft	
November 12 th	Review and Approve Strategic Plan 2016 Discussion on Budget Prognosis Election of Chair & Vice Chair Approve Annual Meeting Schedule for 2016 Status of Any Grant Applications	

2014/2015 HOMER CITY COUNCIL MEETINGS
PUBLIC ARTS COMMITTEE MEMBER ATTENDANCE

It is the goal of the Committee to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. This is later in the agenda so if you cannot be there for the start of the meeting that would be okay. It usually takes approximately 30 minutes to get through the consent, visitors, reports, public hearings, etc. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A committee member is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak. Council meetings dates represent the meetings after a Committee meeting has been conducted.

The following Meeting Dates for City Council for the remainder of 2014 and 2015 is as follows:

November 24, 2014	_____Hollowell_____
December 8, 2014	_____Miller_____
February 23rd 2015	_____Petersen_____
March 9, 23 2015	_____NA_____
April 14, 28 2015	_____Person_____
May 26 (Tues) 2015	_____Miller_____
June 8, 22 2015	_____
July 27 2015	_____
August 24 2015	_____
September 14, 28 2015	_____
October 12, 26 2015	_____
November 23, 2015	_____
December 7, 2015	_____

