

**NOTICE OF MEETING
MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
 - A. May 14, 2013 Regular Meeting Minutes Page 1
- 6. VISITORS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORT**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Affordable Housing Page 5
 - a. Town Center Plan Page 7
 - B. City Council Sign up. Next meeting, June 24th
- 10. NEW BUSINESS**
- 11. INFORMATIONAL ITEMS**
 - A. Capital Improvement Plan Page 39
 - B. RV Parking Flyer Page 41
 - C. City Manager's Report to City Council 6/10/13 Page 43
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE CITY STAFF**
- 14. COMMENTS OF THE COUNCILMEMBER**
- 15. COMMENTS OF THE CHAIR**
- 16. COMMENTS OF THE COMMISSION**
- 17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR TUESDAY, JULY 9, 2013 at 6:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.**

Session 13-05 a Regular Meeting of the Economic Development Advisory Commission was called to order by Chair Sarno at 6:00 p.m. on May 14, 2013 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER BARTH, ROSS, SARNO, WAGNER

ABSENT: KRISINTU

STAFF: COMMUNITY & ECONOMIC DEVELOPMENT COORDINATOR KOESTER
DEPUTY CITY CLERK JACOBSEN

At the request of Chair Sarno the Commissioners introduced themselves and told why they are interested in economic development.

AGENDA APPROVAL

WAGNER/ROSS MOVED TO APPROVE THE AGENDA

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

None

RECONSIDERATION

None.

APPROVAL OF MINUTES

A. April 9, 2013 Regular Meeting Minutes

ROSS/WAGNER MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS

A. Philip Alderfer, Affordable Housing

Philip Alderfer, owner of Alderfer Group Relators, gave an overview of his information in the commission's packet and explained the formula of taking the median income and median home price, to calculate the percentage of homes that sold within the community in a given period of time. There are other variables that come into play, based on a potential buyers needs and lifestyle, which he did not take into consideration. There are things governments can do to impact affordability like managing local economy, providing decent infrastructure, and maintaining school districts. As a community, Homer is different in the sense that we don't have what normally constitute the mix of starter homes. In a lot of other markets a first time homebuyer expects to buy the 400 sf town home, affordable for a starting salary, but that isn't something Homer offers.

In response to questions, Mr. Alderfer commented that new construction is almost impossible make affordable. There is a premium for being in Alaska based on cost of shipping materials, equipment, and infrastructure. Then there is an additional premium for being at the end of the road. We have a very talented but somewhat limited labor pool, and also challenges with good water and good soils in most areas. These factors generally result in higher construction costs. He thinks affordability is going to come from existing stock. Another point is that builders face a relatively low degree of regulatory oversight, which encourages building to the degree it can be done, which is a good thing. The rules as they relate to utility infrastructure raise issue. He cited an example of a property with multiple buildings on a single lot that are served by one main water and sewer connection. Because of the way utility billing is done and utility easements only in the road, there is one water tap the city can access to shut off in the event of non-payment. That makes it difficult to take the buildings and create three small affordable homes because it creates a set of rules for utility payments. He understands it is convenient for the city, but it is an active impediment to the creative use of real estate that could lead to some things that are more affordable. It also plays into conversion of a 12-plex apartment building to a co-op or condominium. There are ways to do metering and it isn't an issue of technology. If the city has one water meter to shut off in the event of non-payment, a way to address it could be to require a bond be put up by the creator of the condo association, which could be better than putting the building owner in the position of collecting utility bills.

In relation to urban infill, he understands and appreciates the notion, but pointed out that part of the reason the urban infill areas weren't built originally is that they were terrible. They were steep, wet, harder to build on, and weren't as desirable. He doesn't suggest giving up on urban infill, but if it something you think is really going to make a difference, you have to incentivize it. You can't just hope it will happen. Mr. Alderfer commented briefly about rental property challenges relating to investing here versus investing in Anchorage where rental rates are more profitable for investors. There are also the homeowners who leave Homer for half the year and let someone stay in their home at a minimal cost.

In further questions about condominiums as the city considers mixed use development, Mr. Alderfer doesn't feel that the 400 sf condominium development would necessarily work in Homer. There probably is demand for some of that, but a reality is that we don't have a community that expects to move up the property ladder, the same way because we aren't a particularly "big business" community as most of the stable jobs are government and quasi-government where one would max out at a pay range. Their first home tends to be a three bedroom, two car garage, ranch style home they plan to stay in and bypass the 400 sf condo. Mr. Alderfer also touched on challenges that arise for mortgage lending institutions when considering loaning in mixed use zoned area. A large issue is there is almost no way to put something that is 40% residential, 40% commercial, and 20% industrial into a shared pool of securitized mortgages. Another thing is that if you are going to encourage urban infill, there has to be

ECONOMIC DEVELOPMENT ADVISORY COMMISSION
REGULAR MEETING
MAY 14, 2013

upkeep of what there is, sidewalks, parks, roads, etc., and make it possible to say, look at this fabulous downtown.

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Staff Report: RV Parking Update, Lone Eagle Survey Report

Community and Economic Development Coordinator Koester reviewed her report. There was brief discussion about the RV day use parking in relation to encouraging trolley stops there, or at least nearby, and being able to post contact information of transportation services for people who may not want to walk.

In relation to the lone eagle survey they have been working on, Mrs. Koester said she has not received any responses so maybe they need to consider a different technique. There was discussion that this is still valid, and maybe it would be good to expand the venue to editorials, inclusion on the city website, and so forth. The commission agreed to revisit this in the fall.

PUBLIC HEARING

PENDING BUSINESS

A. Affordable Housing: Staff Report/Update
i. Coast Guard Housing

The Commission talked briefly about the information presented by Mr. Alderfer and the the information relating to Coast Guard housing that was included in their packet. There was discussion that in Anchorage private companies own buildings and lease them back to the military. There is a fair amount of land owned by native corporations or other organizations who might be interested facilitating something with more of a town house feel similar to what other bases are doing around the country. CIRI owns land in the town center and the commission felt it would be beneficial to have some dialog with CIRI to find out if this is a direction they have interest in, or what they are interested in doing with their property in the town center. The commission acknowledged their understanding CIRI wasn't pleased when the Fred Meyer development fell through, but starting a dialog with them might be helpful in making some future progress. Mrs. Koester said she would look into having someone from CIRI attend a meeting in the near future.

NEW BUSINESS

A. City Council Meeting Sign up. May 13 and 27

Community and Economic Development Coordinator Koester clarified that the next council meeting date is May 28th. Most commissioners were unable to commit to attend and Chair Sarno agreed to attend.

INFORMATIONAL ITEMS

None

COMMENTS OF THE AUDIENCE

None

COMMENTS OF CITY STAFF

Community and Economic Development Coordinator Koester advised the Commission that the City will be working with the Chamber in hosting the Governor's Picnic in Homer on July 25 from noon to 2 pm. It will be a big event. She also noted that there will be a lot of projects happening this summer that will cause some temporary delays and disruptions around town. Projects include the gas line, repaving on the Sterling Highway, Spit Trail construction, improvements in the Harbor, and the load and launch ramp. These improvements will be good for economic development, but we will need to have patience while they are happening.

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Sarno encouraged the other members to let people know what the Commission is doing. They are having some really interesting conversations, tonight being a great example, but no one from the public is here to hear them.

COMMENTS OF THE COMMISSION

Commissioner Wagner said this was a good meeting. He feels kind of bad in that he is so overcommitted right now, but this is a great group and he enjoys their meetings.

Commissioner Barth thanked everyone for welcoming him. He enjoyed his first meeting and is looking forward to working on affordable housing.

Commissioner Ross agreed that it was a good meeting and is excited about working on affordable housing. A point that Mr. Alderfer brought up that struck him was for the city to focus on the amenities that attract people to Homer and encourage that the commission keep thinking about that part too.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 7:26 p.m. The next regular meeting is scheduled for Tuesday, June 11, 2013 at 6:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Advisory Economic Development Commission

FROM: Katie Koester, Community and Economic Development Coordinator

DATE: June 6, 2013

SUBJECT: Affordable Housing (2)

This memo is an updated to the Affordable Housing Memo from the April 9th meeting. The April 9th memo recommends 4 steps, I have provided updates on 2 of the 4 steps in this memo. The last 2 are pending.

1) **Identify what “affordable housing” means (as opposed to low income housing, for example).**

- a. **Affordable Housing.** The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. Families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. Another definition that the commission may find useful for affordable housing is: rents that are affordable to households whose annual income is 80% or less of the median income range for the *county* in which the property is located. For the Kenai Peninsula Borough monthly housing expenses need to be \$1,516 or bellow to be considered affordable by this standard for a family of four.
- b. **Low Income Housing.** Low income housing generally refers to housing that is subsidized by a public entity and limited to occupancy by persons whose family income does not exceed certain preset maximum levels. Homer has a few low income housing units (Harbor Ridge, Conifer Woods, and units owned by Kenai Peninsula Housing Initiative). Alaska Housing Finance Corporation (AHFC) operates a housing choice voucher program locally. I spoke with Inge Clark at the local AHFC office that provides rental assistance for eligible families and individuals. AHFC provides rental assistance for 105 families in Homer with 75 families currently on the wait list. The term family is used to refer to single individuals or multiple family members in one household. AHFC will provide assistance if a family meets the income eligibility requirement, (families whose income is at or below 50 percent of the area median income) and do not have a history of drug abuse or violent crime. The majority of the people AHFC helps locally are individuals (not families with children) that are disabled or elderly. AHFC in Homer sees a lot of demand for one bedroom units. Ms. Clark said that poor rental history keeps individuals from being able to find affordable rentals, not a lack of available units. Poor rental

history, drug and alcohol abuse and life skills issues are the hurdles for many of the people she sees on a regular basis.

- 2) **Research current market conditions and why there is a lack of affordable housing.** I prepared the chart below to analyze how much a family would need to make to afford a home. There are many assumptions that go into this number and it is only meant to provide the Commission with a general idea.

No. in Family	KPB Median Annual Income	Recommended Mo. Housing Expense (30% of Income)	Recommended Mo. Budget for Utilities (10% of Income)	Remainder Available for Mortgage	How Much House can you Afford?*
1	\$53,100	\$1,328	\$443	\$885	\$185,373
2	\$60,700	\$1,518	\$506	\$1,012	\$211,905
3	\$68,300	\$1,708	\$569	\$1,138	\$238,437
4	\$75,800	\$1,895	\$632	\$1,263	\$264,619

2013 Federal Poverty Level, AK

1	\$14,350	\$359	\$120	\$239	\$50,096
2	\$19,380	\$485	\$162	\$323	\$67,656
3	\$24,410	\$610	\$203	\$407	\$85,216
4	\$29,440	\$736	\$245	\$491	\$102,776

*Assumes a 4% interest rate. Does not include taxes, insurance, or down payment

- 3) **Research potential solutions to encourage the development of affordable housing.** Pending
- 4) **Meet in a joint worksession with the Planning Commission to discuss land use, affordable housing and up-zoning (proposed June date).** EDC could invite the Planning Commission to our meeting in August (8-13).



*Creating the Heart of Homer:
The Homer Town Center
Development Plan*

City of Homer
April 2006



AKNOWLEDGEMENTS

Town Center Development Committee:

Bill Smith, Chair
Barb Seaman, Vice Chair
Eileen Bechtol
Rose Beck
Kenton Bloom
Don Eimnal
Dorothea Ferraro
Dave Giffert
Anne Marie Holen
Kurt Marquardt
Kirk McGee
Kate Mitchell
Dennis Novak
Alternates Beth Van Sandt, Dean Kvasnickoff
and Jack Cushing

City Staff:

Walt Wrede, City Manager
Carey Meyer, Director of Public Works
Beth McKibben, City Planner
Julie Engebretsen, Planning Technician

Consultant:

Laura Ballock Landscape & Urban Design
Consulting

Front cover art by Bradley Booth

Will Files
 Melody Mahoney
 Melissa Wingham
 Foread Lotzer
 Jacques Brtkin
 Jennifer Edwards
 Kathy Franz
 Margie Raskin
 Sallie Dodd
 Wayne Barrowdaff
 Terry Yager
 Jack Hank
 Steve Strutz
 Laura Patty
 David Stutzer
 Kim Funderbunk
 Jeff Richardson
 Rob Toyml
 Maria McPherson
 Kalle Gutrie
 Diane Hughes
 Yager
 Steve Roth
 Stuart Schmutzler
 Steve Hackett
 Dave Gilbert
 "Bumpo"
 Sabrina
 Wayne
 Irene
 Kurt
 Milli
 Steve
 Leo Vait
 Dave Anderson
 Fred Prall
 Stephen Howell
 Louise Hall
 Jessica Eason
 Austin Evans
 Joy Steward
 Bob Malone
 Andrew McLeod
 Kim Terpening
 George Cannelos
 Paul Seaton
 Nancy Lord
 Mike Hayfield
 Luke Welles
 Nancy Rottle
 Jeanne Parker
 Bobby Paulino
 Bill Newman
 Paul Dunjan
 Betty Ann Steow
 Laurie Daniel
 Don Ermal
 Anne Marie
 Walt Wrede
 Vickie Hoodik
 Tim High
 R.J. Langman
 Charles Smith
 Paul Hodgson
 John Mowly
 Marcus Bradley
 Beth Gunning
 Nancy Hillstrand
 Kurt Marolardt
 Val Koberlein
 Alz Klicher
 Kris Thorsrud
 Leroy Ganna way
 Janet Shepard
 Bill Smith
 George Meeker
 Jewel Kitcher
 Sarah Robertson
 Angie Newby
 Tom Hall
 Nancy Symons
 Rose Beck
 Kate Mitchell
 Jerry Carroll
 Linda Redman
 Meredith Hawkins
 Mark Preffer
 Bath Van Sandt
 Ken Casner
 Mary Lantier
 Ruth Brown
 John Hendrix
 Shawn Parker
 Jennifer Chapple
 Vickie Gordon
 Laura Forbes
 Liz Reel
 Maria Kuhn
 Spencer Havrick
 Kirk McGee
 Barbara Seaman
 Ron Draitman
 Norm Stony
 Deland Anderson
 Lucy Matan
 Ken Landfield
 Jill Wilson
 Sharon Vitale
 Hilary Cosgrove
 Christine Gates
 Michelle Brown
 Ray Kratton
 Rita Jo Stroufz
 Lois Irvin
 Maggie Henneghan
 Jeff Erickson
 Ganna way
 Shepard
 Smith
 Lynn Whitmore
 Julie Luzzader
 Nedra Carroll
 Karl Howell
 Lisa Zatz
 Pam Chavious
 Mike McKone
 Margaret Seelye
 Alan Parks
 Gale Parsons
 Doug Evans
 Holly Spoth
 Decotha Ferraro
 Jack Lantier
 Rick Foster
 Dave Barker
 Laura Baillock
 John Fowler
 Michael Ferraro
 Michelle La Finiere
 Carolyn Norton
 Diane High
 Eric Bremicker
 Dennis Novak
 Helen
 Russell Cooper
 Rachel Livingston
 Emily Fairies
 Alma Iredate
 Tim Mullikan
 Carey Meyer
 Riva Mowly
 Sue Amurdson
 Don Berglund
 Mike Kennedy
 Mimi Toiva
 Carol Harding
 Maggie Henneghan
 Jeff Erickson
 Ganna way
 Shepard
 Smith
 Clirt Shepard
 Charlie Gibson
 Pam Brodie
 Judith Rofstsein
 Paula Satterquist
 Brian Harrison
 Norma Wallman
 Brad Van Appel
 Lolita Bracie
 Shirley Forquer
 Annie Whitney
 Raven Wilson-Boles
 Gillian Beran-Maiyot
 Gay Pendleton
 Mary Dorton
 Sharon Stearns
 Mike Yourkowski
 Jennifer Leach
 Tim Curran
 Heidi Sall
 Mist Beady
 Chris Gaines
 Karin Marks
 Bill Newman
 Mike McCarthy
 Lynn Whitmore
 Sue Buller
 Michael McQuire
 Jan Lyndes
 Kp O'Kelly
 Mary Helm
 David Evans
 Roy Hoyt Jr.
 James Dolma
 Jessanna Rofstsein
 Starm Satterquist
 Mary Trimbble
 Michelle Robbins
 Donna Rae
 Celeste Novak
 Cynthia Morelli
 Asia Freeman
 Francess Bursch
 Clair Laukitis
 Robert Reakey
 Kimberly Baker
 Mary Bell
 David Lewis
 Sara Peterson
 Stacy Nelson
 Tom Laing
 Sharon Whytal
 Neil Herring
 John Whittier
 Janet Klein
 Cathy McCarthy
 Olga Von Ziegeler
 Toby Tyler
 Michael McQuire
 Jan Lyndes
 Kp O'Kelly
 Rob Lund
 Barbara Meyer
 Mel Strydom
 Bay Guyton
 Brenda Dolma
 Rofstsein
 Ted Schmidt
 Stan Waliman
 Wynn Levitt
 Rae Faulkner
 Jennifer Reinhart
 Kaitleen Sier
 Sara Woljen
 Frances Bursch
 Timothy Yarborough
 Linda Colla
 Lisa Rofst
 Art Sowis
 Britt Barrett
 Maria Kuhn
 Josh Bram
 Orris Beady
 Peggy Kleinfelder
 Carol Aderhold
 Elsa Rus
 Toby Wheeler
 Brother Asajah Bates
 Cathy McCarthy
 Tim Rother
 Jennifer Reintart
 Kaitleen Sier
 Sara Woljen
 Frances Bursch
 Timothy Yarborough
 Linda Colla
 Lisa Rofst
 Art Sowis
 Britt Barrett
 Maria Kuhn
 Josh Bram
 Orris Beady
 Peggy Kleinfelder
 Carol Aderhold
 Elsa Rus
 Toby Wheeler
 Brother Asajah Bates
 Cathy McCarthy
 Olga Von Ziegeler
 Toby Tyler
 Michael McQuire
 Jan Lyndes
 Kp O'Kelly
 Tim Rother
 Jennifer Reintart
 Kaitleen Sier
 Sara Woljen
 Frances Bursch
 Timothy Yarborough
 Linda Colla
 Lisa Rofst
 Art Sowis
 Britt Barrett
 Maria Kuhn
 Josh Bram
 Orris Beady
 Peggy Kleinfelder
 Carol Aderhold
 Elsa Rus
 Toby Wheeler
 Brother Asajah Bates
 Cathy McCarthy
 Olga Von Ziegeler
 Toby Tyler
 Michael McQuire
 Jan Lyndes
 Kp O'Kelly

Envisioning the Heart of Homer

All of the people listed here have participated in some way in the Homer Town Square/Center Project since 1998, either as a focus group member, on one of the committees, attending one or more public meetings, by providing financial support, or by responding via the public survey that they wanted to volunteer or otherwise be involved. The names are listed in no particular order.

Homer Town Center Development Plan

TABLE OF CONTENTS

Introduction.....	page 1
History and Community Involvement.....	page 3
Guiding Principles.....	page 5
Existing Conditions.....	page 9
Systems and Layers.....	page 10
Development Guide.....	page 12
Design Details.....	page 13
Design Alternative A.....	page 16
Design Alternative B.....	page 18
Sample Phasing Plan.....	page 20
Action Plan.....	page 21

Appendices	
Funding Sources	
City of Homer Resolution 05-95(A)	
City of Homer Ordinance 06-08(A)	

Introduction

This Town Center Development Plan is the City of Homer's policy framework for the largely undeveloped area lying in the heart of the Central Business District, as shown on page 8. It represents the City's official vision for the type of environment ultimately desired in the Town Center, including its physical form and general appearance. It provides long-range land use, transportation, parking, and open space recommendations for the area.

The plan is not an ordinance or zoning. The plan itself does not change the zoning of property, and it is not a development proposal for a specific project. Rather, the plan will be used to guide future development policy and public infrastructure improvements, assist in the evaluation of future development proposals, and provide development guidance to landowners, citizens, and developers of Town Center.

To create a Town Center in Homer, it is crucial that the project be approached cooperatively by property owners, non-profit organizations, and local government. To succeed, it must be market driven and make economic sense.

The Town Center Development Plan refines the goals of the Homer Comprehensive Plan (1999 Update). The Comprehensive Plan establishes the vision and overall framework for the future of Homer. The Town Center Development Plan is consistent with the goals and requirements of the Comprehensive Plan, as identified at right.

A Vision for the Heart of Homer

Town Center will be 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.

Town Center will be based on a framework that establishes linkages within, to, and through the heart of the downtown area. This framework will create a vibrant community center where residents can live, work, and play, and visitors will be welcomed.

The following goals and objectives from the Homer Comprehensive Plan (1999 Update) are particularly relevant to planning for development in Homer's Town Center:

- Improve the attractiveness and usability of the business core to encourage use of the area
- Encourage a balance of open space and attractive, retail-oriented development of vacant land in the business core area
- Actively pursue a theme for Florence Avenue. Support the establishment of a Town Square and connecting green spaces through town.
- Develop an integrated system of trails, sidewalks and walkways to connect City parks, schools, recreational areas, and the downtown core area.
- Encourage and enhance the cultural and educational amenities of Homer.
- Guide growth and development in areas planned or zoned Central Business District (CBD) to provide a centrally located business/commercial area and focal point for the community.
- The City, in cooperation with private business owners, shall research and evaluate steps involved in creating and enabling a Florence Avenue theme and town square to become a reality.
- Work with the community to develop a centralized Town Square that includes a cultural center, interfacing with existing organizations and institutions to explore partnerships and shared parking.
- Investigate innovative funding mechanisms to provide funding for development of the Town Square with cultural and other facilities and public art programs.

From "Verbatim responses to invitation to make additional comments to the City of Homer Citizen Survey," December 2002:

"I believe the Town Square project is very valid. Downtown should be lined by nature trails with public art. Crosswalks and the blue trails should be added as well to encourage folks to get out of their cars and stop and eat around town."

"I would like to see the city develop more trails and sidewalks so it is easier to walk around town. I would like to see trails connecting museum, library, New Fish and Wildlife building, city hall, and college."

"Build the town square and stop talking about it."

"Through inattention the city is allowing some of the most beautiful parts of town to become 'Anytown USA.' It doesn't have to be."

"I wonder if any city could do as much as Homer to be ugly. The city seems unwilling to assert its control over growth and development."

"Town square project is very important. I love our town and want to envision growth for many generations. Space is so important, not thoughtless ugly sprawl."

"I would definitely like the city to support the town square project. The city also should enact stricter zoning and architectural standards."

"Develop a city center park and be very careful to keep businesses in town. No strip malls. Curtail urban sprawl."

"Pioneer Street looks like a crappy jumble of a town according to tourists I've talked to. It's too bad."

"I would like for Homer as a city to match the marvelous natural surroundings improved planning and zoning. I'd like a pleasant town for walking with no parking setbacks in the central district."

"To like to see more trails built with more parks and I'd vote to pay for them."

"It is critical to provide green space. Zoning, town square and year round jobs are the most important issues."

"City should be highly involved and supportive of green belt initiatives and town square."

"City is unattractive. Need new emphasis on beautification and green projects."

"Support a city and area connected by trails. Support focus on environmental integrity and acquiring and protecting land for green open space. Focus on controlling urban sprawl. Try to encourage business to develop in core city area."

"Our city does not lend itself to walking around town."

"Develop businesses in town from the core out. No urban sprawl or strip malls."

"Homer, unfortunately, is a sorry community architecturally amidst vast natural splendor."

"It would be nice to have more trails and sidewalks for easier shopping and getting around in town."

"Please develop town square identity, a la Vancouver, BC - some mediant to ensure that developers must set aside some % in town as green."

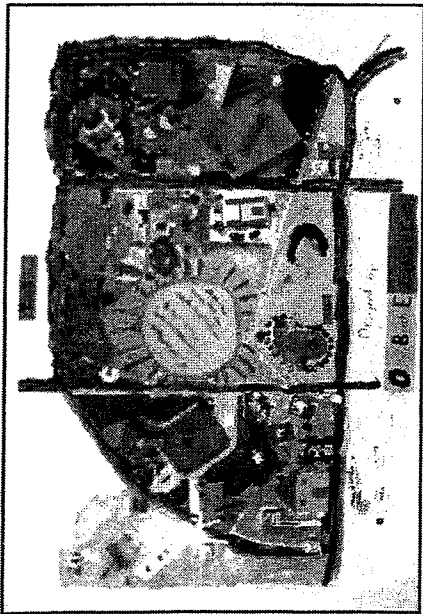
"We have one of the most stunning natural surroundings in the world. If we don't rein in our impulses to build the cheap and the laudry, we will debase this setting and ourselves. It's not too late to prevent another Anacorage from happening here."

"We (the city, staff, council, citizens) should be making decisions today to shape Homer in 25 years from now, not for the next year."

"Our town looks like a dump! No pride of ownership. No sense of downtown. A real downtown, and maintained roads."

"Homer needs bike, ski, and pedestrian trails. We need planning and zoning, a real downtown, and maintained roads."

History and Community Involvement



Students from Otter Beach Educational Center produced a colorful vision of Town Square to help promote the project. Noted in the design are a city hall, performing arts center, school, public market, and several greenbelts

people to share what they like and don't like about downtown Homer and to learn about town square development in many other communities. Dr. Spencer Havlick, professor of design at the University of Colorado at Boulder, facilitated these meetings. As is the case with many such projects, the Committee realized that a truly open, inclusive process must be flexible and respond to the community's pace. Focus groups established in the larger community meetings produced reports on economic impacts and benefits, facilities and architecture, natural resources, public art, trails, traffic and parking, and youth perspectives. A community survey soliciting public opinions and ideas was completed by nearly 500 citizens, with nearly one-fourth offering to volunteer for Town Square activities. The Town Square Project was formally supported by the City and written into its comprehensive plan update.

Over the course of this effort, the Homer Town Square Project, through the non-profit Kachemak Heritage Land Trust, received \$32,000 from the Alaska Conservation Foundation's Sustainable Communities Program, \$16,370 from the State of Alaska's Trails and Recreational Access for Alaska (TRAAK) Program, \$3,000 from the Kodiak American Greenways Program, \$9,860 from the City of Homer, \$14,750 from individual major donors and community members, and \$15,000 from the Alaska Department of Community and Economic Development. An additional \$1,680 was raised from special contributions. The Homer Chamber of Commerce and the Homer Foundation provided funds via the City and KHLT to bring consultants to town. These combined sources provided a total of more than

In 1998, Kachemak Heritage Land Trust (KHLT) created the Homer Town Square Committee and began an open, public dialog with community members, downtown property owners, local merchants, and City staff to collaboratively create a vision for downtown intended to enhance economic development and the quality of life for area residents and visitors, as well as to shape a central business district that will instill a greater sense of community and pride in the downtown area.

The first phase, funded by the Alaska Conservation Foundation, was to facilitate a series of town meetings and begin conceptual design of the town center and its pedestrian linkages. The Town Square Committee commissioned an "Opportunities and Constraints" report completed by Dames and Moore that provided narrative and maps including land use, slopes and drainage, vegetation, and transportation and circulation patterns.

The Homer Town Square Committee held four well-attended town meetings in the first year, inviting

\$100,000 for this project, to date.

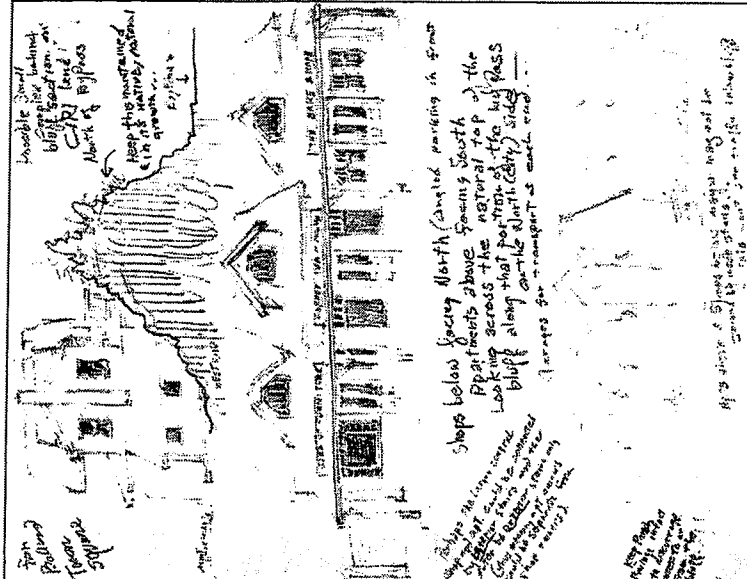
Since 1999, two trails have been completed. Trailhead signs on one of the trails were Homer's first Public Art project. Benches were designed and constructed by Homer High School students.

Specific work funded within the Homer Town

Square Project included consultation by Anchorage landscape architect Chris Beck; a fiscal and economic analysis of the Homer Town Square proposed development alternatives prepared by the University of Alaska's Institute for Social and Economic Research; consultation by landscape architect Mark Pfeiffer of Kootz, Pfeiffer, Bettis, specifically to discuss infrastructure financing ideas;

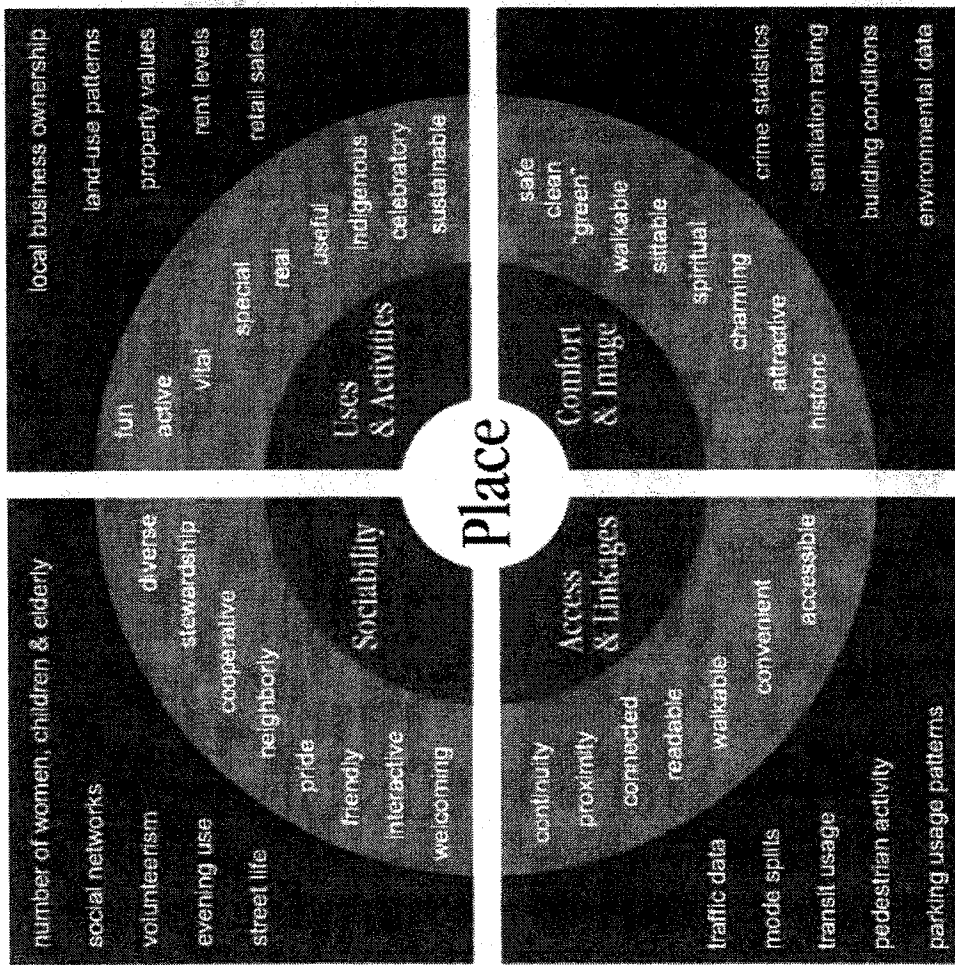
and consultation and community meetings led by Dan Burden, director of Walkable Communities, Inc. In early 2003, KHLT was contacted by Professor Nancy Rottle of the University of Washington, who was looking for a final design studio project for her graduate students. Thanks to support from the Homer Chamber of Commerce and the City, the entire class was able to visit Homer. A well-researched series of design boards was created by Professor Rottle's students and shared with the community.

In 2001, Kachemak Heritage Land Trust purchased property in the Town Center area, with explicit intent to utilize the property in keeping with the Town Center vision. This property, together with two City-owned parcels, provides more than 11 contiguous acres that will, through thoughtful development, help to form the social and commercial heart of Homer.



The idea of "Town Square" has inspired many of Homer's more creative residents. This sketch was produced by artist Toby Tyler to illustrate one possibility for a small retail/apartment complex that takes advantage of an existing natural buffer.

What Makes a Great Place?



● key attributes
● intangibles
■ measurements

Used with permission of
PPS
PROJECT for
PUBLIC SPACES

© 2008

"A great place is one where people want to go to observe the passing scene, socialize, or celebrate interaction with a wide range of people... It is where you arrange to meet friends, or bring visitors. Have you ever noticed how many people are enjoying a conversation at a farmers market or on a friendly Main Street?"

—from "Five Ways to a Great Place" by Kathy Madden, YES Magazine, Summer 2005

"Great places make great cities."

—from The Project for Public Spaces, <http://www.pps.org>

Guiding principles

Town Center planning began with a recognition that a viable and vibrant Town Center must allow for and encourage mixed uses; most importantly civic, commercial, residential, and outdoor/open space. The following principles further expand the core concept.

Economic Opportunity

- Town Center development will provide economic opportunities for property owners and other community members.
- Neighboring properties and businesses will benefit from Town Center development and will be encouraged to participate in the Town Center vision.
- Economics will drive a viable and diverse group of businesses.
- Public/private partnerships will be actively pursued.

Discussion: To be a successful destination and focal point, Town Center must provide an environment where a variety of businesses can thrive in combination with residential, governmental, and recreational activities.

The commercial anchor in Town Center will consist of a major private sector development which will draw people of different ages and incomes year-round. This could consist of a single store, a collection of stores, or a hotel with meeting facilities and retail components.

Common Space

- The Town Center will have connected green spaces to include features such as trees, flower beds, native plantings, playgrounds, buffers, landscape screenings, trails, and public art.
- Common spaces for public use will be reserved and developed.
- A central open-air plaza will serve as the focal point of Town Center.

- Common space in Town Center will incorporate artwork.

Discussion: Parks and open spaces help to create a sense of place in a community. They provide serenity, calm vistas, and exposure to nature, as well as places for social activity. Visible common spaces create a safe environment while enticing passersby to investigate and linger.

Town Center will include a formal outdoor plaza to serve as a focal point and fill the role as Homer's "front porch." The plaza will provide a forum for various community activities such as outdoor concerts, food vendors, arts and crafts shows, produce markets, and the start or finish of parades.

Town Center will also incorporate a central park to provide open green space in the heart of town, allowing for both passive and active recreation.

Connected pocket parks will join pedestrian ways with streets and parking areas to soften the landscape that is inevitable with development.

Transportation and Parking

- Multiple means of transportation, from automobiles to bicycles to wheelchairs, will be accommodated in Town Center.
- Town Center will have vehicular and pedestrian access from all directions. Road placement and design will create safe, modulated traffic flow.
- Town Center will be pedestrian friendly, providing walkways, trails, and other amenities to enhance connectivity.
- Town Center will accommodate future public transit.
- Parking will be designed to allow for compact development and to encourage "park and walk" activities.

Discussion: The Town Center will be designed and developed with the pedestrian in mind. Streets will be designed so vehicles travel at slower speeds,

"Successful communities have a vision of where they want to go and of what things they value in their neighborhoods and downtowns. Their plans for development reflect these values and answer questions facing communities nationwide. How can a community capture the benefits of growth without overcrowding its schools? How can a community maintain its small-town charm and character while accommodating new residents and prospering economically? How can a community, city, or suburb benefit from growth but not suffer the post-growth disinvestment that so often follows?"

— from *Why Smart Growth?* A Primer published by the International City/County Management Association, 1998

The Benefits of Place

Builds & Supports the Local Economy

- Small-scale entrepreneurship
- More quality goods available
- Higher real estate values
- Local ownership, local value
- More desirable jobs
- Increased currency velocity
- Greater tax revenue
- Less need for municipal services

Nurtures & Defines Community Identity

- Greater community organization
- Sense of pride and volunteerism
- Repetition of identity and values
- Mutual respect and initially agreed upon
- Less need for municipal control
- Self-maintaining

Place

Creates Improved Accessibility

- More walkable
- Safe for pedestrians
- Compatible with public transit
- Reduces need for cars and parking
- More efficient use of time and money
- Greater connections between uses

Promotes Sense of Comfort

- Visually pleasing
- Generally stimulating
- Sense of belonging
- Greater security
- Better environmental quality
- Feeling of freedom

Fosters Frequent & Meaningful Contact

- Improves sociability
- More cultural exposure, interaction
- Exchanges and preserves information, wisdom, values
- Supports better system
- Reduces race and class barriers
- Feeling of interconnection

Draws a Diverse Population

- More women, elderly, and children
- Greater ethnic and cultural pluralism
- Encourages a range of activities and uses
- More services, retail, and customer choices
- Greater and character in built environment
- Encourages community creativity

“Arguably the nicest design feature about small towns is their compactness which allows for pedestrian travel.”

—from The Small Town Planning Handbook published by the American Planning Association, 1995

© 2003

Used with permission of
HPPS
 PROJECT for
 PUBLIC SPACES

Guiding Principles, continued

enhancing pedestrian safety and comfort. Safe street crossings will be provided. Sidewalks will line the streets and link parking areas and pocket parks. Separated pathways will join the development clusters within Town Center and will connect with pedestrian ways in other parts of town.

Access to and through Town Center will come from all four directions, allowing Town Center to unite commercial and residential areas of Homer. Pioneer Avenue to the north will be directly linked through Town Center to the business area developing around the Sterling Highway to the south. Access to the west will link to Main Street, and to the east will join with Poopdeck Street near Hazel Avenue, leading to the new library, the post office, and a variety of commercial enterprises. Access will be designed to encourage travelers to utilize the Town Center travel ways to reach other parts of town.

Parking will be positioned to allow for compact development, ensuring that buildings and other activities can easily be reached by parking and walking through Town Center. Parking will be a mixture of on-site parking, on-street parking, shared parking, and parking "parks." Parking parks are small public parking areas joined together by pedestrian facilities, often adjacent to small green spaces containing trees, grass, and outdoor furnishings. On-site parking will be located to the rear or sides of buildings.

The Draft Homer Boulevards document will be utilized as a guide in the planning of streets and roads within Town Center, thus ensuring a cohesive design to the travel ways and facilitating many of the transportation goals of the Town Center Development Plan such as slower vehicular traffic with an emphasis on pedestrian navigation.

Civic Anchor

- A new City Hall will serve as the civic anchor for Town Center development.
- Town Center could also incorporate other civic institutions, such as a courthouse, civic center, or conference center.

"Some new city centers are dense and urban in character, while others emphasize a park-like setting. What they all share, however, is an underlying motivation to create a community focal point that emphasizes human scale."

—from "Creating City Centers" by C. Duerksen and C. Gregory Dale, published by the American Planning Association in *The Commfessioner*, Summer 1999

Discussion: Large civic facilities serve an important function in a town center, providing some of the "critical mass" needed to bring the area alive while adding identity and promoting stability.

The preferred civic anchor for Town Center is a new City Hall, identified as a community priority in the City of Homer Capital Improvement Plan (CIP).

Residential Uses

- Town Center will include residential development.
- Multifamily residential and mixed residential/commercial development in Town Center will be encouraged.

Discussion: Residential development in Town Center will provide vitality and ensure that the area remains lively throughout the day. In addition to the existing single-family homes in the area, new development could include student housing for the local college, mixed-use retail buildings with affordable upstairs apartments, and upscale condominiums.

Design

- Architectural and design elements will contribute to a cohesive and attractive look and feel for Town Center. Properties adjacent to the Town Center development area will be encouraged to participate.
- Town Center will have a formal plaza as a defined focal point.
- Parking areas will be located to enhance the streetscape.

Town Center design will incorporate clustered and compact mixed commercial/residential development adjacent to outdoor public spaces.

- Commercial buildings will generally be placed close to the street and sidewalk to create a friendly pedestrian atmosphere.
- Natural site factors and features will be

incorporated in Town Center design to highlight Homer's unique topography and view-scape.

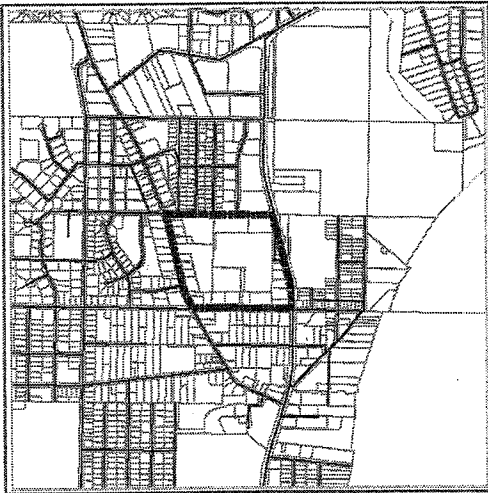
- Water runoff systems will be integrated into the design of Town Center.
- Buildings will be situated to take advantage of solar access.
- Architecturally integrated artwork will be encouraged.
- The Homer Community Design Manual will be used to guide development.

Discussion: Town Center is envisioned to be a cohesive development, with a harmony among construction types and styles. Properties adjacent to the primary development area will likely benefit by participating in this effort.

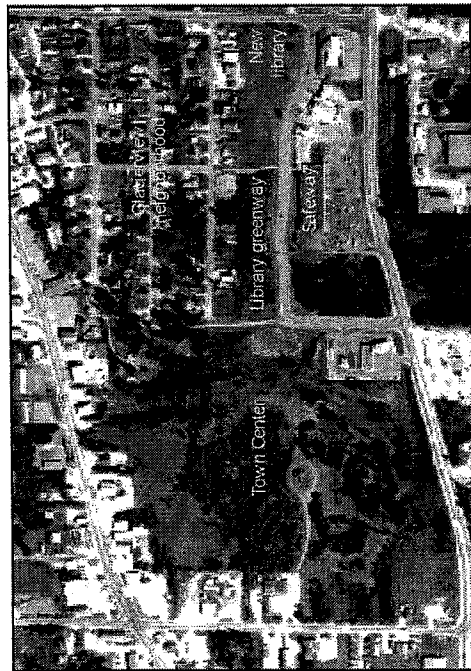
Compact development, with buildings clustered and placed close to the street, encourages walking and helps create a vibrant atmosphere. Mixed development that includes retail, service, and residential uses likewise encourages walking from activity to activity and creates a lively area that is used throughout the day. One common type of mixed use development in town centers is to locate second floor apartments above stores and offices.

As the focal point of Town Center, the town plaza will have buildings around it and will include extensive landscaping, park benches, etc. The plaza is where an outdoor concert might be held and where outdoor vendors will sell their products. Commercial activity could include a Farmers Market or "Saturday Market" on certain days.

Homer is known as an arts community. Incorporating artwork in Town Center will enhance this reputation by showcasing Homer's artistic character.



Map A: Town Center and adjacent properties are shown outlined in red.



Map B: Aerial view of Town Center and adjacent area east to Heath Street.



Map C: Owners and acreage - Town Center and adjacent properties

Existing conditions

For purposes of this plan, Town Center is defined as the largely undeveloped property outlined on Map C, totaling approximately 28 acres. This area is small enough to be easily walkable and large enough to create a true "Heart of Homer," reflecting all the guiding principles adopted for Town Center development.

Land ownership

The Town Center area includes a mix of properties owned by public, private, and non-profit entities, as shown on Map C. In preliminary discussions, the City of Homer, Kachemak Heritage Land Trust, and Cook Inlet Region, Inc. (CIRI) have all indicated a willingness to consider trading land or adjusting lot lines to facilitate the development of Town Center.

Physical conditions

The Town Center site lies, as does the majority of Homer, on the footslopes between the upland Caribou Hills and Kachemak Bay. From Pioneer Avenue to the Sterling Highway, Town Center drops 80 feet in elevation, providing southern exposure and outstanding views of Kachemak Bay from several vantage points.

Soils are predominantly slowly-draining. Designated wetlands make up nearly half of the Town Center site, acting as sponges to the large quantities of water runoff and below-ground seepage from the upland bluffs and hills.

Development is currently sited around the outer edge of the block where road frontage and utilities are constructed. Virtually no infrastructure exists on the vacant lands within Town Center.

Adjacent areas

Town Center lies in the heart of Homer's Central Business District, as shown on Map A. Adjacent areas will influence and be influenced by Town Center development.

A residential neighborhood consisting primarily of small houses and businesses on small lots exists

directly to the east of Poopdeck Trail.

Pioneer Avenue, located directly to the north, is a mile-long commercial corridor with a number of popular shops, galleries, restaurants, and hotels. Sidewalks run the length of the street on both sides.

The Sterling Highway to the south has the highest traffic counts in the city, as it is the primary route to the Homer Spit. South of the highway near Town Center are several major attractions including the Islands and Ocean Visitor Center, the Old Town art and commercial district, and Bishop's Beach.

Main Street, to the west of Town Center, is a major north-south traffic corridor. Pedestrian traffic is light as there are currently no sidewalks. South of the Sterling Highway, Main Street provides access to Old Town.

The new Homer Public Library is anticipated to open in August 2006 at the east end of Hazel Avenue. The 5.5 acre site will include a greenway connection and trail running east to Town Center. Hazel Avenue was designed to accommodate on-street parking. A sidewalk runs the length of Hazel Avenue on the north side.

Homer population and economy

Within City limits, Homer's estimated population in 2004 was 5,332, an increase of 9% over the previous year. Forecasts are for continued growth both within and outside City limits. Population of the larger Homer service area is estimated at approximately 12,000.

While commercial fishing continues to make a significant contribution to the local economy, Homer's strongest job creation in recent years has been in industries that cater to tourism and/or provide services to the area population. Recent and anticipated construction projects in both the public and private sector attest to Homer's growth in these areas.

Described as "an unusual juxtaposition of culture and wilderness," the town of Homer has also been characterized as "the outskirts of a town you never get to."

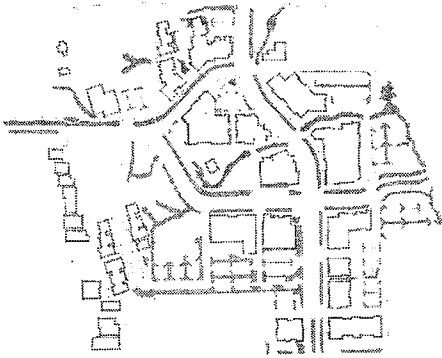
—from early description of Town Square Project, Kachemak Heritage Land Trust

Systems and Layers

system is an organized, integrated whole made up of diverse but interrelated and interdependent parts.

This plan presents two viable design alternatives for Town Center. The design strategy used to create the two alternatives is based on a flexible framework of layered "systems." The advantage of using this strategy is that instead of providing a fixed scenario or "freeze frame" of what Town Center should be, the systems approach recognizes that complete development may be up to 20 years away. Until then any number of development possibilities exist within the guidelines established by the Town Center Plan.

The six systems are designed as changeable and adaptable over time, though some systems are inherently more dynamic while others are more static. These systems operate independently and yet are complementary to one another. Such an approach accommodates economic, social, and political factors. New technologies and ecological considerations can be incorporated into the design of Town Center as needed, without having to totally rework building layouts, greenspace locations, trails, and roads. The flexibility of this design approach ensures that various needs are met as new needs arise throughout the public process.

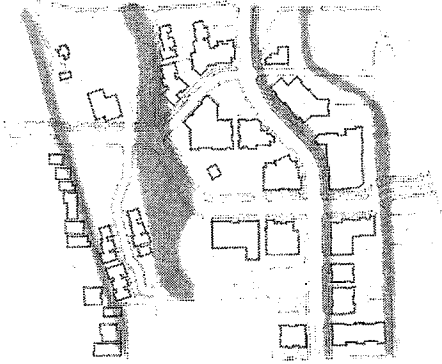


Flows

This system includes all movement of water through the site. Water (including surface runoff, subsurface flows, rain or snowmelt) is carried through the site in a way that preserves or at least closely mimics natural function. Many drainages and wetlands exist on the site already. Preserving and utilizing natural drainage lowers utility costs, creates habitat, and is good for the environment.

Vegetated bioswales border impervious surfaces, such as parking lots and roadways. Bioswales move water on the surface, clearing the water as it passes through vegetation. They are linked with walking paths.

Wetlands (constructed or natural) act as sponges in the floodplain, slowing down and soaking up flows. Not only do they provide a detention mechanism, they also add habitat and are integral to the green park spaces.



Terraces

The landform system organizes all surfaces and creates buildable areas. The terraces respect the natural landscape features of bluffs and plateaus that exist in the region as well as on the site. The terraces utilize the existing landform that resulted from previous development, and thereby limit the amount of cut and fill needed to create buildable surfaces.

The large-scale terraces provide the framework for road, open space, and building development. The lowest impact development (parks and trails) is relegated to the steepest slopes.

Each individual building site has micro or small-scale terraces. These will guide building development.



Green + Open Spaces

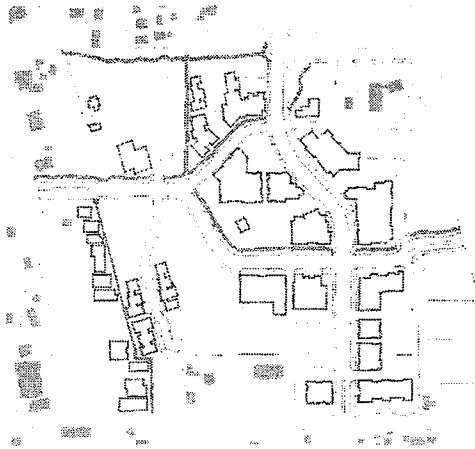
This system includes open spaces, plazas and park areas. They are described below in terms of the vegetative cover which primarily determines their use.

Forested areas with spruce trees create quiet places for relaxation and serve to buffer noise.

Open areas are covered with a variety of natural surfaces. They may or may not hold water, depending on the water table and time of year. Ideally some open spaces are designed to allow for foot traffic year round via boardwalks or bermed trails.

Pocket parks and landscaped plazas have integrated vegetation and allow for year-round foot traffic. These are the most maintained and heavily traveled of the open spaces.

Systems and Layers, continued



Connections

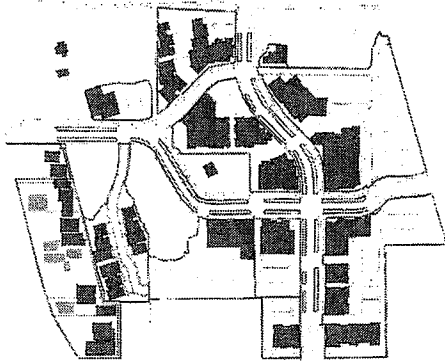
This system is made up of all roads, bike and pedestrian paths, and future transit. These surfaces are distinguished by their materials and their function to move either car, bike, or foot traffic.

Primary and secondary roads are paved with asphalt or porous concrete. They generally move cars first and bikes second. Occasionally people on foot take over for parades and other events.

Sidewalks are generally adjacent to or within 20-feet of roads. They are made of concrete and primarily move people and other non-motorized slow-moving traffic.

Crosswalks and car-less streets carry people in a space typically created for vehicles. Vehicles pass through on occasion but special paving slows traffic and marks this surface as primarily pedestrian.

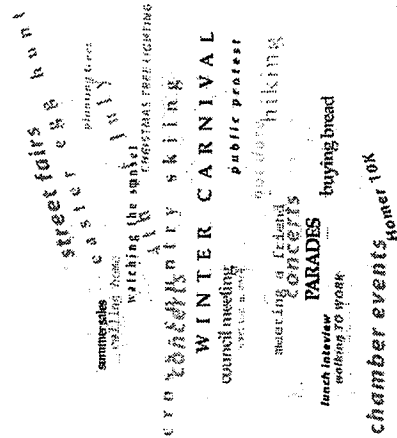
Urban trails are typically 10-foot wide, curving crushed stone or paved paths adjacent to thick vegetation and possibly moving water. They move foot and bike traffic traveling at a variety of paces.



Development Pads

This system consists of all areas developed with buildings and parking lots, including related vegetation for buffers, aesthetics and stormwater drainage. Development guidelines will be consistent with the goals of this plan. The guide for development provided on page 12 suggests possible goals, indicators of achievement, and incentives.

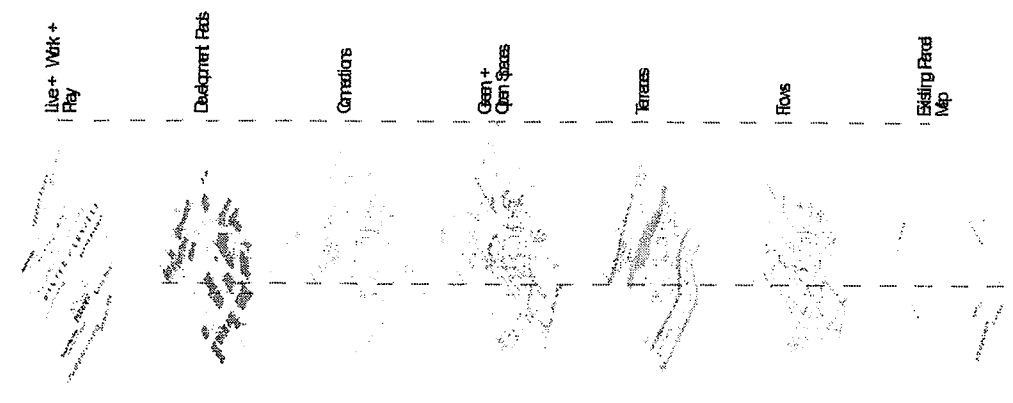
Bioswale (n) densely vegetated drainage way with gentle side slopes that collects and slowly conveys runoff flow downstream; allows suspended solids to settle, captures pollutants, and helps to prevent flooding.



Live + Work + Play

This system is the planned and spontaneous activities that occur at all times of the day and year in all of the different spaces. This system is made possible by all of the other systems.

Impervious surfaces (n) constructed surfaces—rooftops, sidewalks, roads, and parking lots—covered by impermeable materials such as asphalt, concrete, brick, and stone which seal surfaces, repel water, and prevent precipitation and meltwater from infiltrating soils. Soils compacted by urban development are also highly impervious.



Live + Work + Play

Development Pads

Connections

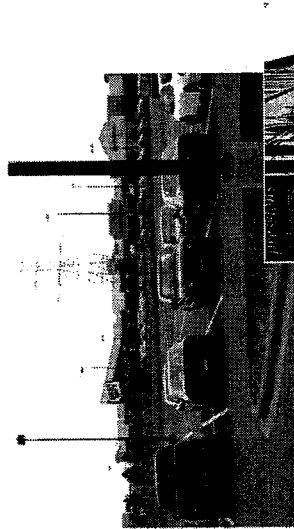
Clean + Open Spaces

Parks

Flows

Existing Parcel Map

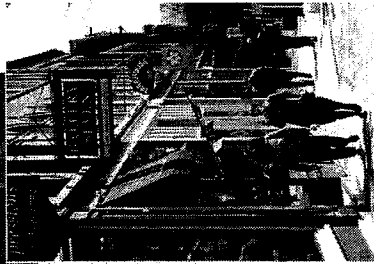
Town Center Development Guide



Above: Auto-scale development.

Right: Human scale development

Photos courtesy of Stacy Mitchell, Institute for Local Self-Reliance



What is "human scale"?

In relation to architecture, buildings scaled to human physical capabilities have steps, doorways, railings, work surfaces, seating, shelves, fixtures, walking distances, and other features that fit well to the average person.

Human scale is sometimes violated to serve automotive scale. Commercial buildings that are designed to be legible from roadways assume a radically different shape. The human eye can distinguish about 3 objects or features per second. A pedestrian steadily walking 100 feet can perceive about 68 features; a driver passing the same footage at 30 mph can perceive about six or seven features. Auto-scale buildings tend to be smooth and shallow; readable at a glance; simplified; and have signage with bigger letters and fewer words.

Development Goals	Indicators of Achievement	Possible Incentives
Sustainable landscaping	<ul style="list-style-type: none"> Integrate green and open space plan Provide green and open space Link to Trail Plan Use native plants Maintain landscape without pesticides and insecticides Utilize existing topography in landscaping Provide vegetated buffers between large expanses of parking Provide vegetated buffers between buildings and sidewalks/roads 	<ul style="list-style-type: none"> Increased floor-area ratio permitted Tax credits Increased building height
Human scale development	<ul style="list-style-type: none"> Siting responds to landscape features, preserving existing vegetation, drainage, grade, and views as much as possible Scale is oriented to adjacent primary and/or secondary streets Scale and massing are oriented to the human scale Attempts to reduce building scale and mass via smaller, clustered buildings, stacking uses, building into grade 	<ul style="list-style-type: none"> Increased floor-area ratio permitted Tax credits Increased building height
Lively streets	<ul style="list-style-type: none"> Buildings engage street with minimal or no setback Storefront windows along primary and secondary streets On-street parking provided in public right-of-way Human scale street and building lighting Streetscape furnishings and planting beds Only one row of angle-in parking permitted in front of buildings, most parking in rear 	<ul style="list-style-type: none"> Increased floor-area ratio permitted Tax credits Increased building height
Decreased impervious surfaces	<ul style="list-style-type: none"> Joint or shared parking Decreased amounts of contiguous parking Reduce impervious surface Multi-story parking Incorporate on-street and public parking 	<ul style="list-style-type: none"> Decreased parking requirements City-matched contribution in-lieu parking funds
Natural stormwater drainage	<ul style="list-style-type: none"> Existing drainages and wetlands are maintained as much as possible; those lost to development are mitigated for on-site to provide same function (water quality and quantity) All surface runoff is cleaned before exiting to drainage way Stormwater management interventions are integrated into site design and open spaces Interventions are integrated with adjacent property's site design and open spaces, if possible. 	<ul style="list-style-type: none"> Increased floor-area ratio permitted Tax credits Increased building height Decreased parking requirements
Good architecture	<ul style="list-style-type: none"> Utilize green building/ LEED standards Materials on building exterior consist of locally relevant material such as wood, stone, metal, or glass Exterior building elements reflect the local character—porches, shed roofs, perched platforms or decks Graduous human scale entry ways and public ways 	<ul style="list-style-type: none"> Increased floor-area ratio permitted Tax credits Increased building height Decreased parking requirements
Integrated development	<ul style="list-style-type: none"> Mixed use development Provide secondary roads that link to primary roads Visually and experientially express concepts of water and earth in buildings and landscape Business owners participate in a local retail management alliance 	<ul style="list-style-type: none"> Tax credits Decreased parking requirements
Retail alliance	<ul style="list-style-type: none"> Business owners participate in a local retail management alliance 	<ul style="list-style-type: none"> Tax credits Decreased parking requirements

Homer Town Center Design Details

Use of native plants



Homer's Town Center will achieve a cohesive look and feel with simple repeated planting patterns as illustrated in Designs A and B. These include:

1. planting street trees approximately every 30 feet along all rights-of-way
2. lining streets, walkways, and parking lots with vegetated bioswales
3. lining buildings with a buffer of shrubs and ground cover.

Native plants will guarantee a simple and readable planting pattern in Town Center. With native plants, maintenance costs will be lower, habitat for insects and birds will be created, and Town Center will be a visual, aesthetic, and environmental draw.

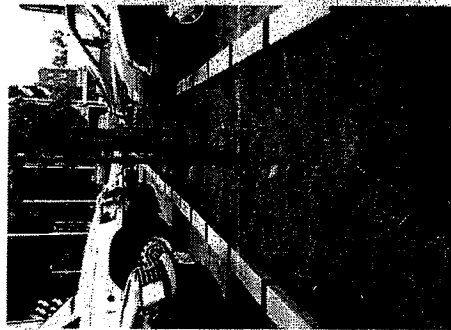
Flows follow function



Graded stone walkway adjacent to a partial depression



Paved bicycle near trail canopy stormwater.



Paved side street separates parking stalls and cyclists from stormwater.



Grated walkway in a park setting keeps water while saving as a water feature



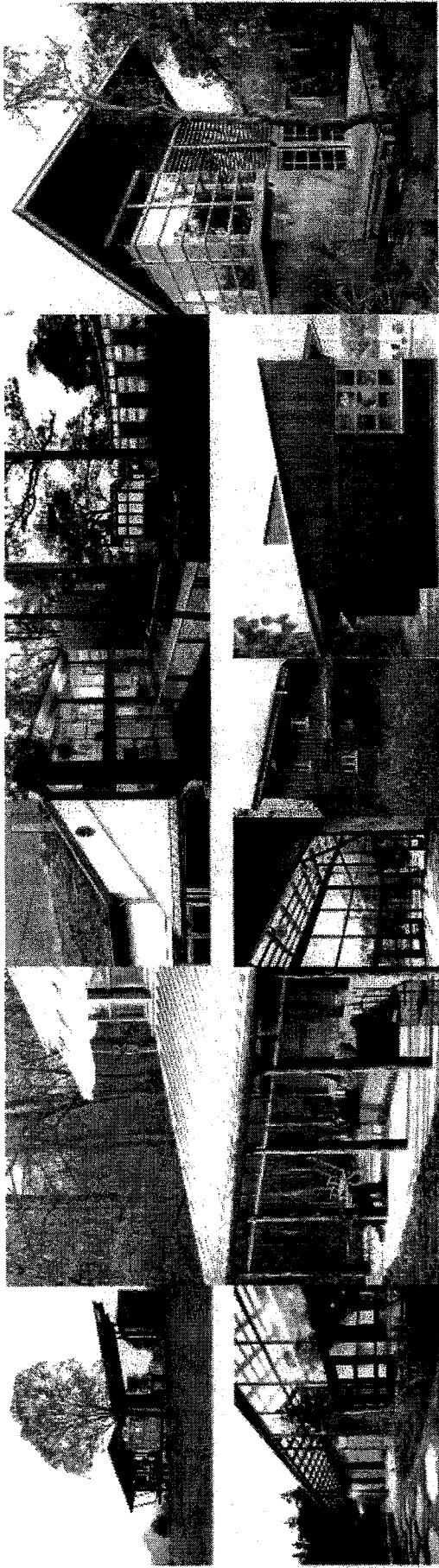
Subtlet expressions of water in an urban plaza

Integrating stormwater detention into the Town Center is a bold move that saves on utility costs, creates habitat, and gives a unique identity to the center of Homer. The Town Center design challenges the idea that water must be banished to pipes and instead allows it to be preserved and integrated on the surface.

Images from Waterscapes by Dreissittl, Grau, and Ludwig.

Design Details, continued

Building styles - Think local



Building architecture in Homer's Town Center should be simple, attractive, functional, and designed to human scale. Within the flexible framework for Town Center, the development pad system allows for broad interpretation but encourages building design to consider size, scale, siting, and materials. The plan for Town Center does not specify a building style or theme, but in addition to the Community Design Manual guidelines, encourages architecture to do the following:

1. Use green building design techniques, locally harvested materials, and energy-wise sustainable methods. The U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) standards offer good rules of thumb.
2. Have the major expression of the building facade consist of wood, stone, metal, and/or glass. These materials effectively correspond to the local surroundings and history—the forests, the glacial outwash, the water, and the fishing industry.

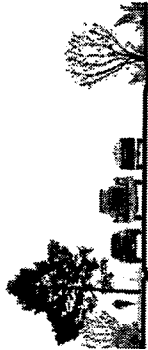
3. Feature exterior elements such as wrap-around porches, shed or sloped roofs, decks, and perched platforms and structures set on pylons. All of these are building forms that speak to the local character in a new and creative way.
4. Make every effort to orient structures to frame the outstanding views, utilize the existing slopes, and be scaled graciously to the average pedestrian. To that effect, skinny, multi-story buildings with entrances on multiple levels are favored over single-story broad structures.

Design Details, continued

Streetscapes

Within the Connections system, four street types guide the development of the public right-of-way. Many variations are possible within each type.

No matter the street type, each street should be considered a design surface for detailing with benches, planters, street trees, special paving, café areas, creative stormwater conveyers, and public art.



Thick Streets: two-lane primary streets with on-street parking, the urban trail surrounded on both sides by vegetated swales and buffers, and a sidewalk with street trees

Park and Boulevard Streets: two-lane primary streets with central vegetated median, sidewalks lined with bioswales, street trees, and an inside shrub buffer.

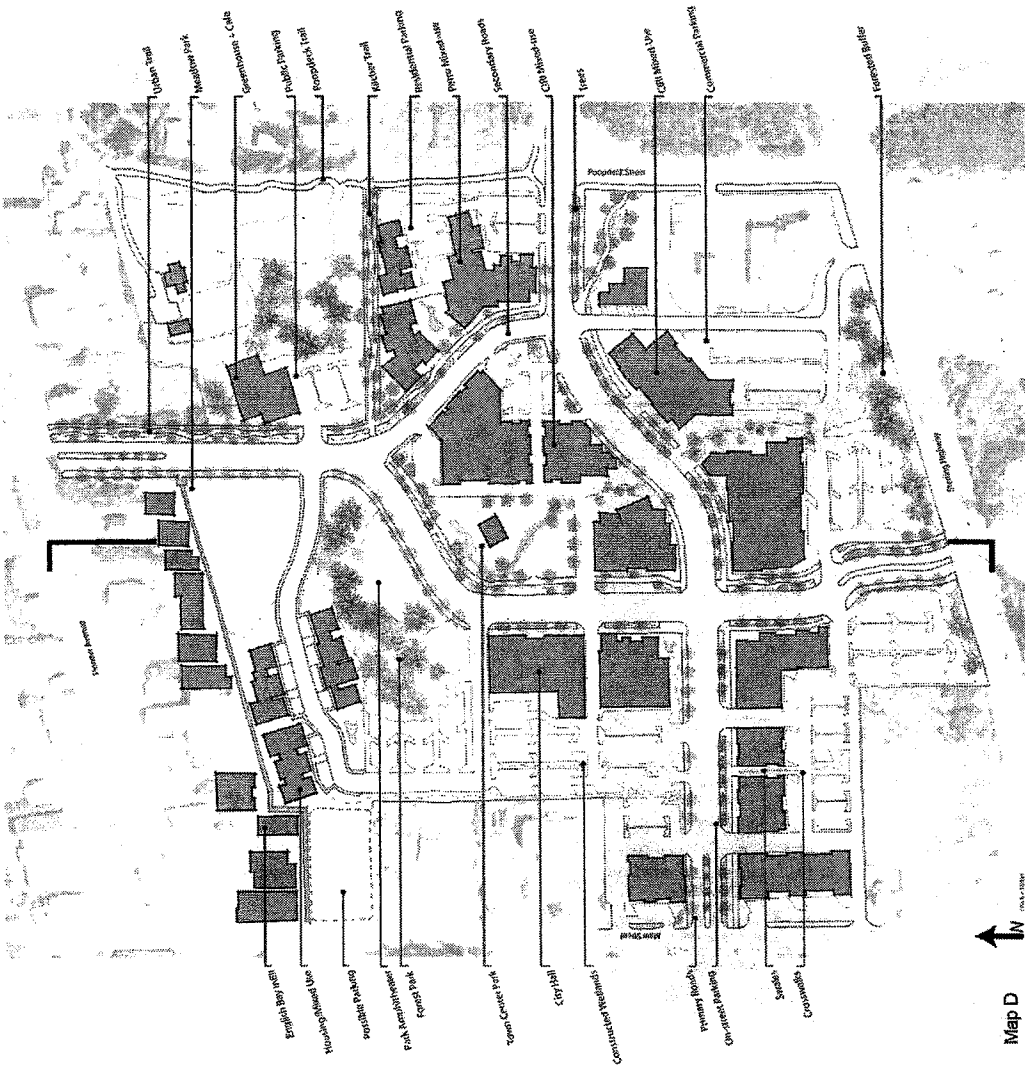
Skinny Streets: narrow two-lane secondary streets with narrow sidewalks

People Streets: narrow two-lane width tertiary streets paved with materials such as brick or cobblestone that may extend across intersections. Limited traffic flow is allowed but the entire surface is intended for pedestrians

Homer Town Center Visioning—Design A

Design A shows how the Town Center may develop if the following major moves are made:

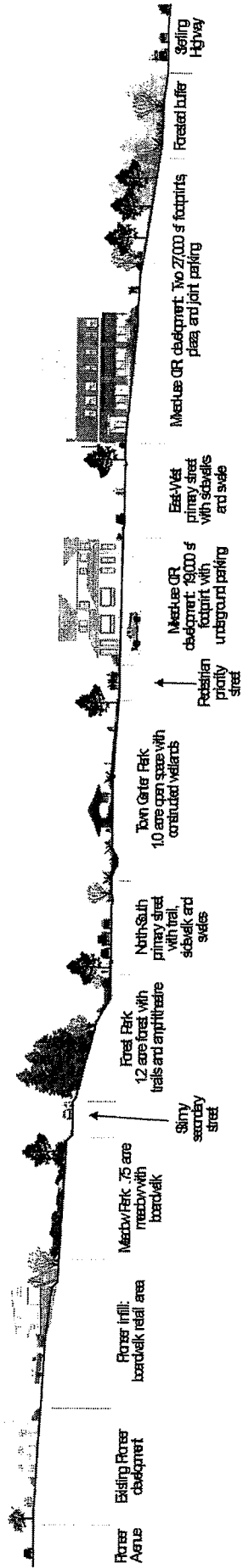
- The City builds a new City Hall (22K) within five years of start.
- A view corridor is established that preserves the best views from the public open space.
- Building footprints are small (25K or less), but multiple stories; buildings are clustered.
- The majority of buildings provide a mix of small businesses, housing, office, and retail.
- Roads are aligned to work with the major existing landforms.
- On-street parking is allowed seasonally wherever possible.
- The parking ordinance is amended for joint parking and urban residential parking, and takes into account on-street parking.
- Land swaps occur between the City, Peiro Marine, CIR, and possibly English Bay Corp. Land is swapped for road access, open space, and other reasons.
- Owners of adjacent properties, such as English Bay Corp. and Peiro Marine, participate in Town Center development within 10 years of start.
- Supplementing existing 1.5 acre park on K-LJ parcel, roughly two acres of forest and peat meadow are preserved from development in perpetuity, by becoming public parks, an additional one acre park is built.
- An urban trail runs along public rights-of-way, through park and future commercial areas connecting Homer Avenue, the Popdeck and Kitcher Trails, and Islands and Ocean Center.
- A City-run greenhouse is built on the Kachemak Heritage Land Trust parcel, adjacent to the community garden.
- Public/private partnerships and developer incentives allow for integration of natural drainage strategies that tie together stormwater drainage and open space for the entire site. Most developers participate while a few choose to handle their own stormwater on their individual parcels.
- A 20-foot forested buffer is required for development along the Sterling Highway.



Map D

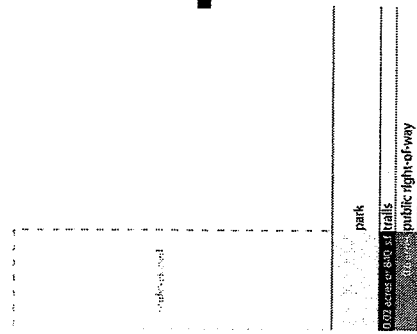
Design A, continued

Section view
(north to south, through center of area
shown on Map D)

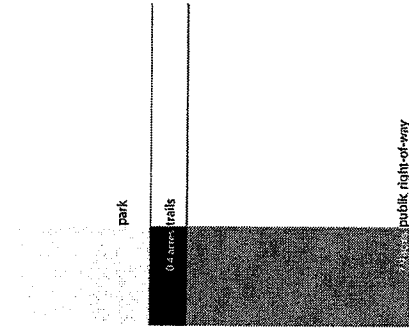


Public open space

pre-development uses



post-development uses

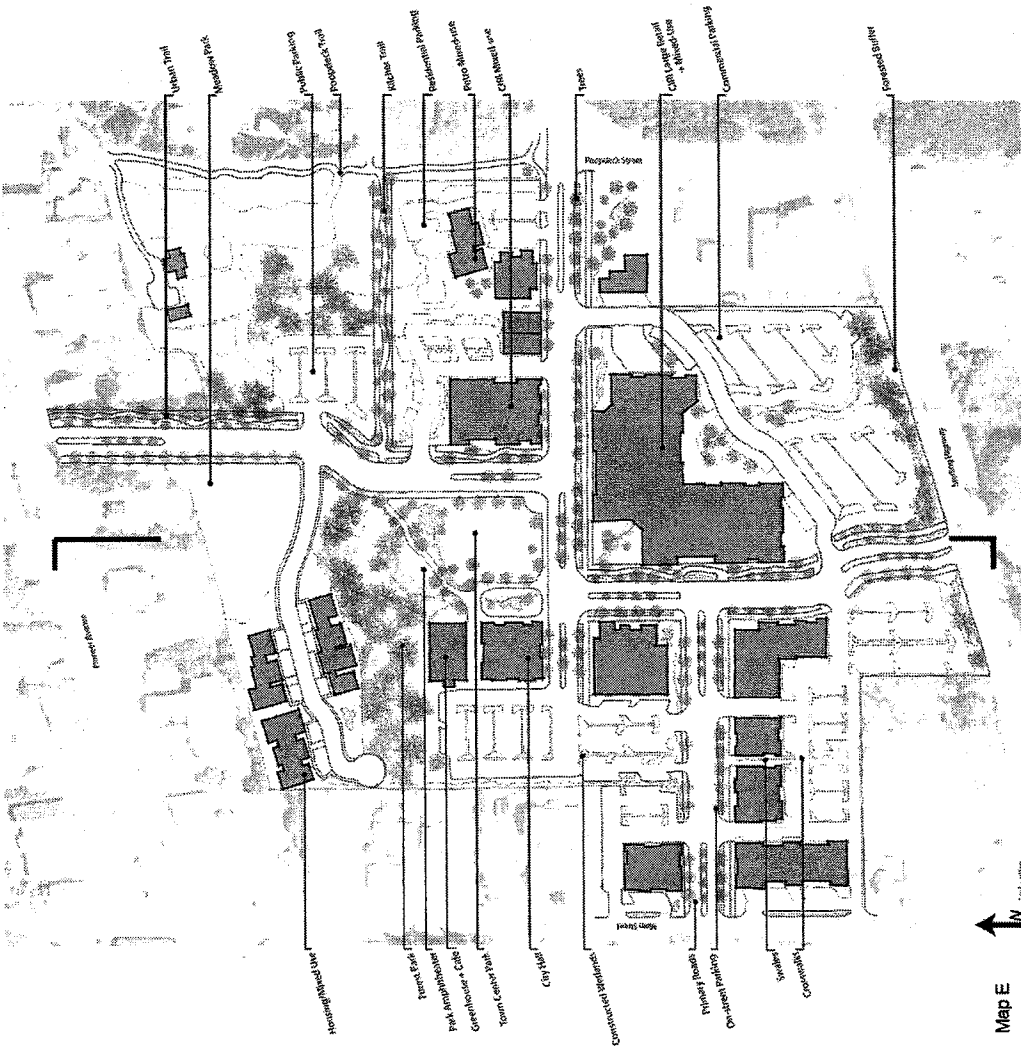


Homer Town Center Visioning - Design B

Design B shows how the Town Center may develop if the following major moves are made:

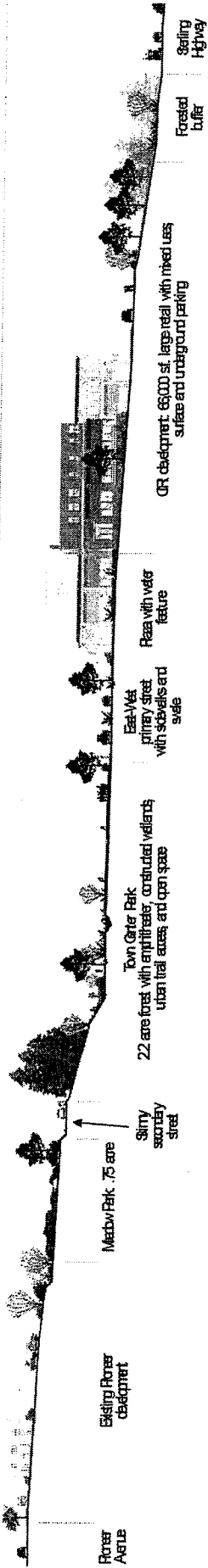
- The City builds a new City Hall (22K building, two stories) with adjacent greenhouse.
- Views are preserved by limiting lower elevation building heights.
- Building footprints are a range of small (25K or less) and large (66K).
- The majority of buildings provide a mix of retail, housing, and office space. A large major retailer occupies the 66K building.
- Roads are straighter and are less integrated into major existing landforms.
- Boulevard streets are constructed through Town Center on the primary streets.
- The parking ordinance is amended for joint parking.
- Land swaps occur only between CIR and the City, who swap flat open space for developable land near Pioneer Avenue.
- Adjacent properties, such as English Bay Corp. and Petro Marine, do not participate in Town Center development or participate in a minimal way.

- Supplementing existing 1.5 acre park on K-LT parcel, roughly two acres of contiguous open flexible space and forest are preserved from development by becoming public parks.
- Roughly one acre of peat meadow is preserved from development.
- An urban trail runs along public rights-of-way, through park and future commercial areas, connecting Pioneer Avenue, the Popdeck and Kitcher Trails and Islands and Ocean Center.
- Kachemak Heritage Land Trust allows development of a portion of their parcel for public park and community garden parking.
- Each major developer integrates a public water feature and/or uses natural drainage strategies for mitigating against some or all of a parcel's stormwater surface runoff.
- a 20-foot forested buffer is required for development along the Sterling Highway.



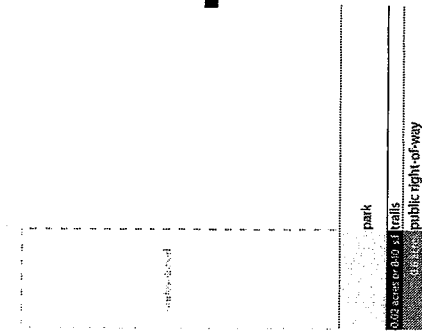
Design B, continued

Section view
(north to south, through center of area
shown on Map B)

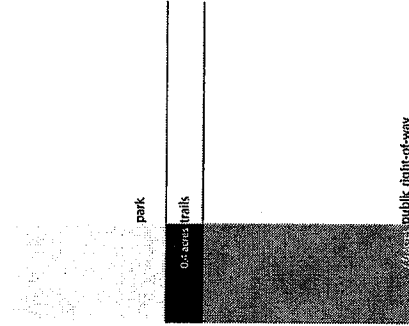


Public open space

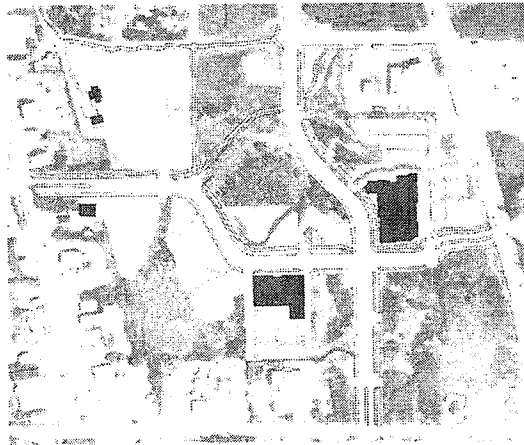
pre-development uses



post-development uses

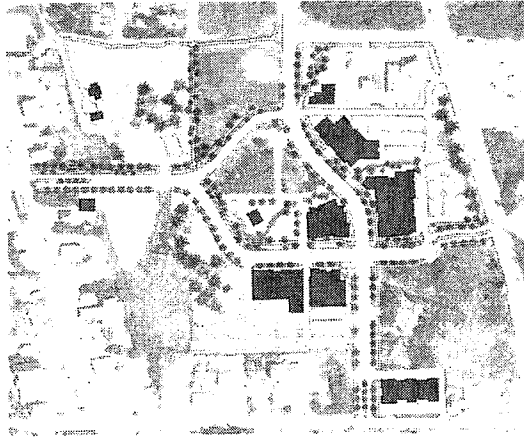


Homer Town Center - Sample Phasing Plan



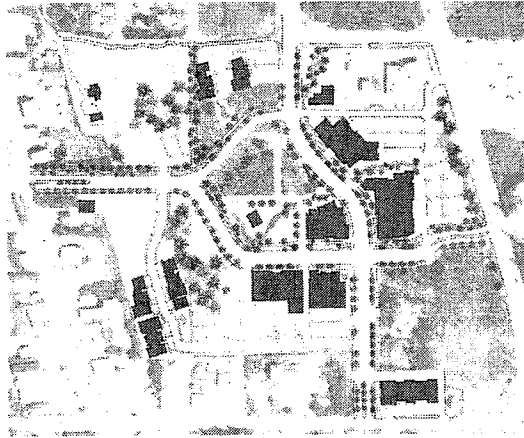
0 - 5 years

- Build City Hall
- Establish routes for rights-of-way, trails, and sidewalks
- Build primary roadways with sidewalks, crosswalks, and utilities
- Build the urban trail
- Designate park spaces
- Establish view corridors (if desired)
- Initiate private development
- Preserve and enhance existing drainage areas



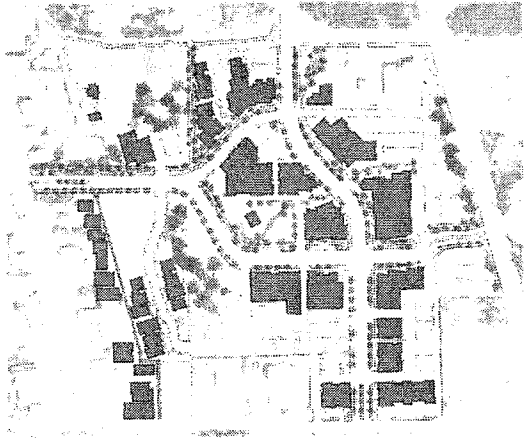
5 - 10 years

- Add street trees and street furnishings to primary roadways
- Enhance park spaces for events (amphitheater and pavilion)
- Enhance parks
- Add public parking
- Build secondary roads with sidewalks, crosswalks, and utilities
- Enhance open plaza spaces with signage, planting beds, and street furnishings
- Continue private development
- Establish forested buffer along Sterling Highway



10 - 15 years

- Finalize secondary trails with surfacing and signage
- Continue private development
- Continue to enhance parks
- Enhance forested buffer along the Sterling Highway
- Continue to preserve and enhance existing drainage areas



15 - 20 years

- Continue to enhance trails
- Continue private development
- Continue to enhance and maintain parks
- Continue to preserve and enhance existing drainage areas
- Complete greenhouse

Action Plan

Envisioning and planning Homer's Town Center has been a long and complex process, and actually establishing Town Center as a successful development will undoubtedly be an even greater challenge—and even more rewarding. The Action Plan that follows is intended to help maintain momentum toward what could well be one of the most important opportunities Homer will have to promote economic development while enhancing the quality of life in our community.

As the project progresses, additions and revisions will be made to the action plan. Work on the tasks should begin by early 2006. Timeframe for completion will vary as shown in the right column. While City of Homer departments will take the lead in many of the action item tasks, involvement of non-profit organizations, landowners, and other interested community members will be important in moving Town Center development forward.

“Planning for change—for desirable change—must be aimed at promoting development that will meet local needs. At the same time, planning should discourage development that will reduce the community’s fiscal strength, physical appearance, or environmental quality.”

— from The Small Town Planning Handbook, published by the American Planning Association, 1995

Action/Task - 0-5 Years	Lead Department/ Agency	Time Frame
Designate location and formulate strategy for building new City Hall in Town Center	City Manager/ City Council	0-1 year
Revise City parking requirements to accommodate on-street parking, parking pockets, shared parking, and off-site parking	Planning Department/ Planning Commission	0-1 year
Attempt setback requirements to bring buildings closer to the street	Planning Department/ Planning Commission	0-1 year
Review and revise building height requirements to provide developers more latitude in building design, if heights exceed fire protection abilities, suitable fire suppression systems will be required	Planning Department/ Planning Commission	0-1 year
Continue development of the Homer Boulevards document	Public Works Department/ Road Standards Committee	0-1 year
Raise awareness and solicit support from Homer business community	City Council/ Economic Development Commission	0-1 year
Develop incentives to encourage community art	City Manager/ City Council	0-1 year
Facilitate property owners interested in waterscapes to conduct soil and hydrologic analysis to determine siting of natural springs and water systems	Public Works Department	0-1 year
Apply Community Design Manual guidelines to all development in the Town Center area, as consistent with Title 21	Planning Department/ Planning Commission	0-1 year
Develop first trail through Town Center, connecting Popdeck Trail to Main Street through K-LT and City of Homer properties	K-LT Parks & Recreation Commission	Ongoing
Facilitate land trades and purchases as requested by property owners	City Manager/ City Council	Ongoing
Establish routes and acquire rights-of-way for roads, trails, and sidewalks, as budget allows	Planning Department and Commission/ Public Works Department	1-5 years
Assist property owners in the preservation of existing drainages	Public Works Department	1-5 years

(continued)

Action Plan, continued

Conduct comprehensive housing and retail development analyses	Economic Development Commission	1-5 years
Research the feasibility of creating a cooperative retail alliance	Economic Development Commission/ Landowners	1-5 years
Revise road standards to accommodate traffic calming	Public Works Department/ Transportation Advisory Committee	1-5 years
Build primary roadways with sidewalks, crosswalks, and utilities as required by development	Public Works Department/ Landowners	1-5 years
Work with developers to build the north/south urban trail	Public Works Department/ Landowners/ Public Works	1-6 years
Encourage property owners in protecting and enhancing drainage areas	City Manager/ City Council	Ongoing
Build City Hall	City Manager/ City Council	1-5 years
Create and finance a Parks and Recreation Department, if development and funding allows	City Manager/ City Council	1-5 years

“If a municipality wants a town center, it must come through with both the money and policy, often in infrastructure improvements and the development of parking and one or more cultural or civic facilities. This will attract substantially greater investment from the private sector.”

— from “Town Watch” by Thomas L. Lee, published in Urban Land magazine, May 2001

Action/Task - 5-10 Years	Lead Department/ Agency	Time Frame
Work with developers to establish buffer along Sterling Highway	Planning/ Public Works	Ongoing
Develop market strategies to assist property owners in attracting businesses, as requested	Economic Development Commission	5-6 years
Encourage developers to add street trees and furnishings	Parks & Recreation	5-7 years
Build secondary roadways with sidewalks, crosswalks, and utilities as required by development	Public Works Department/ Landowners	5-7 years
Build public parking. Consider the construction of public parking in conjunction with the construction of City facilities.	Public Works Department/ Landowners	5-10 years
Construct parks with outdoor furniture and restroom facilities	City Manager/ City Council	5-8 years
Enhance trail system and parks, as financing allows	Public Works/ Parks & Recreation	Ongoing

Action/Task - 10-15 Years	Lead Department/ Agency	Time Frame
Encourage the construction of an amphitheater and pavilion	Parks & Recreation/ Landowners	10-15 years

APPENDIX A: FUNDING SOURCES

In addition to conventional bank financing for private development, a variety of innovative funding mechanisms could be useful in the development of Town Center. What follows is not meant to be an all-inclusive list of funding opportunities. The Alaska Community and Economic Resource Guide (<http://www.maricopa.gov/ceeg/EPUBLIC/ceeglist.htm>) offers an extensive list of funding opportunities for small businesses, Native-owned businesses, non-profits, and government.

USDA Rural Development Loans

The USDA business and industry program can provide development credit in towns with populations of 50,000 or less, with priority going to places with populations of 25,000 or fewer. USDA may guarantee up to 70-80% of a loan and can provide long-term financing for real estate improvements. Funds may be used for purchase of land, buildings and equipment, working capital, and refinancing debts (in certain cases).

USDA Rural Utility Service - Zero Interest Loan

The RUS program is used to promote rural economic development projects, including but not limited to project feasibility studies, start-up costs, and incubator projects. RUS makes the loan or grant to the local RUS borrower, who in turn may re-lend money at 0% interest or transfer the grant to the third-party business. Zero interest loans and grants may be made to any RUS borrower, and then can be made directly to a business.

EDA Grants

The Economic Development Administration offers the following programs: Public Works, Economic Adjustment Assistance Program, Research and National Technical Assistance, Local Technical Assistance, Partnership Planning, University Center, and Trade Adjustment Assistance. The focus of EDA-funded programs is typically to create jobs in economically distressed communities.

Evergreen Community Development Association

The non-profit Evergreen Community Development Association administers the U.S. Small Business Administration's 504 Loan Program designed to provide long-term, low fixed-rate financing to small businesses to acquire owner-occupied real estate, machinery, or equipment for expansion or modernization. The program is designed to help small businesses expand and create full-time permanent jobs in their communities.

Business Improvement District (BID)

A BID is a group of property and/or business owners who pay an additional tax assessment in return for improvements such as parks and improved lighting in the district. The BID is a private sector organization; it is not regulated or managed by a government entity, although the tax collection mechanism is through the local tax process. An example of a BID can be found in Durango, Colorado. (See <http://dwtowndurango.org/BID/index.html>)

Tax Increment Financing (TIF)

Alaska is one of 46 states that allows the formation of a TIF district. TIF legislation allows local governments to set up TIF districts, issue bonds to finance development, and use any new taxes generated from the new development or increased values (tax increment) to pay off the bond. It is widely used in some areas of the country.

TIF captures additional tax revenue (without changing the tax rates) that may be generated by new development to finance the facilities needed to make new development possible.

Homer Accelerated Roads Program (HARP)

The Homer Accelerated Roads Program is a combined local funding source of dedicated sales tax revenues and assessments to upgrade City streets. As stated in the founding resolution for HARP, the intent of the program is to reconstruct local sub-standard city roads and/or upgrade existing city

roads, thereby reducing maintenance costs, improving access, increasing property values, and improving the quality of life.

Homer Accelerated Water & Sewer Program (HAWSP)

The Homer Accelerated Water & Sewer Program was established with the goal of improving the health and welfare of the citizens of Homer by connecting residences to City water and/or sewer, thereby increasing the number of users on the system, increasing property values, and improving the quality of life.

Local Improvement Districts (LIDs)

Local Improvement Districts are a financing mechanism by which the City can acquire, construct, and install needed public improvements on behalf of the property owners. All properties benefiting from the improvements share in the initial cost. LIDs are formed through a petition process and require approval of the City Council.

City Land Leasing/Sale

The City of Homer owns various parcels of land obtained through foreclosures, etc. As the Town Center comes to fruition it may be prudent for the City to lease or sell some of this property.

The City of Homer lease policy states that the City will lease land when it is in the City's best interest to do so. The City shall seek to maximize the value of its assets and lease property for the highest and best use. Proceeds from the sale or lease of City land in Town Center should be used to further development of Town Center.

Small Business Development Grants

Numerous small business development grant opportunities are available. The Alaska Community and Economic Development Resource Guide lists many of these resources.

"What gets financed is what gets built."
 --from Getting To Smart Growth II:
 100 More Policies for Implementation,
 published by the International City/County Management Association, 2004

APPENDIX B: CITY OF HOMER RESOLUTION 05-95(A)

CITY OF HOMER
HOMER, ALASKA

Novak

RESOLUTION 05-95(A)

A RESOLUTION OF THE CITY COUNCIL ACKNOWLEDGING THE TOWN CENTER DEVELOPMENT COMMITTEE REPORT - PLAN, AND DIRECTING THE INITIATION OF THE FIRST ACTION ITEMS IN THE TOWN CENTER DEVELOPMENT PLAN.

WHEREAS, Council adopted Resolution 03-90(S) on July 28, 2003, authorizing the formation of the Town Center Development Committee and supporting its mission; and

WHEREAS, Two or three proposals were to be recommended to the Planning Commission by January 2005; and

WHEREAS, The Committee was to develop concrete recommendations for Town Center thematic approaches and elements by January 2006; and

WHEREAS, The Committee was to continue to facilitate discussion among interested citizens and act in an advisory capacity at the direction of the Planning Commission until the Planning Commission made its final recommendation to the Homer City Council; and

WHEREAS, The area under consideration by the Town Center Development Committee is that area within the boundaries of Main Street and Heath Street, and Pioneer Avenue and the Sterling Highway; and

WHEREAS, Council confirmed the Mayor's appointments to the Committee via Memorandum 03-145 on August 25, 2003, with amendments approved via Memorandum 03-186; Memorandum 04-33(A) and Memorandum 05-24; and

WHEREAS, Council granted an extension of the deadline for proposals via Resolution 05-16(A) for an interim report available by March 31, 2005 and a final report available by the end of June 2005; and

WHEREAS, The Planning Commission, during their September 7, 2005 Regular Meeting, made no changes to the recommendations they received from the Town Center Development Committee; and

WHEREAS, Planning recommends that the Town Center Development Plan be adopted as an update to Homer's Comprehensive Plan.

NOW, THEREFORE BE IT RESOLVED that the City Council hereby Acknowledges the Town Center Development Committee Report - Plan with no preferred development alternative and hereby directs initiation of the first action items in the plan with no specific priority as follows with specific regard to the Town Center and the development thereof:

1. City Manager and City Council formulate strategy for building new City Hall in the Town Center.

Page Two
Resolution 05-95(A)
City of Homer

2. Planning amend Community Design Manual guidelines to apply all development in the Town Center area.

3. Parks and Recreation develop first trail through Town Center, connecting Poopdeck Trail to Main Street.

4. City Council and Chamber of Commerce facilitate business development.

5. Public Works and Road Standards Committee finalize Boulevards document.

6. Planning revise parking requirements to accommodate on street parking, parking pockets, shared parking and offsite parking.

7. Planning amend set back requirements to bring buildings closer to the street.

8. Planning review and revise building height requirements.

9. Public Works conduct soils and hydro logic analysis to determine siting for natural springs and water systems such as ponds and streams.

10. Public Arts Committee develop incentives to encourage community art.

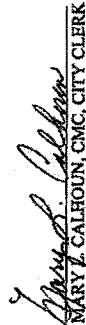
BE IT FURTHER RESOLVED, that an Ordinance be placed on the October 10, 2005 Council's Regular Meeting agenda for introduction of an amendment to the Comprehensive Plan to add the Town Center Development Plan as an update thereof.

PASSED AND ADOPTED by the City Council of Homer, Alaska this 26th day of September, 2005.

CITY OF HOMER


JAMES C. HORNADAY, MAYOR

ATTEST:


MARY L. CALHOUN, CMC, CITY CLERK

Fiscal Note: Staff, Advisory Body, Committee and volunteer time.

APPENDIX C: CITY OF HOMER ORDINANCE 06-08(A)

CITY OF HOMER
HOMER, ALASKA

City Council

ORDINANCE 06-08(A)

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA ADDING THE TOWN CENTER DEVELOPMENT PLAN TO THE HOMER COMPREHENSIVE PLAN AND RECOMMENDING ADOPTION BY THE KENAI PENINSULA BOROUGH.

WHEREAS, The Kenai Peninsula Borough as a second class borough shall provide for planning on an areawide basis in accordance with AS 29.40; and

WHEREAS, The City of Homer, as a First Class City inside a second class borough, has prepared a Comprehensive Plan; and

WHEREAS, The Kenai Peninsula Borough adopted the "1999 Homer Comprehensive Plan Update," by Ordinance 99-64; and

WHEREAS, Homer City Council adopted Resolution 05-95(A), Acknowledging the Town Center Development Committee Report - Plan and Directing the Initiation of First Action Items in the Town Center Development Plan, on Monday, September 26, 2005 during a Regular City Council Meeting; and

WHEREAS, Town Center Development Plan will guide the development of Homer's Town Center; and

WHEREAS, The Planning Commission has reviewed the Town Center Plan and conducted a public hearing; and

WHEREAS, The Homer City Council, based upon the recommendation(s) of the Homer Advisory Planning Commission and the Town Center Development Committee recommend that the Kenai Peninsula Borough adopt the Homer Town Center Development Plan as a part of the Homer Comprehensive Plan.

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

Section 1. That recommendation is hereby made to the Kenai Peninsula Borough that the Homer Town Center Plan, as amended, be added to the Homer Comprehensive Plan.

Section 2. Town Center Development Plan, as amended, is attached as Exhibit A.

Section 3. This Ordinance is a non Code Ordinance and is of a permanent nature.

Page Two
Ordinance 06-08(A)
City of Homer

PASSED AND ENACTED by the Homer City Council this 23rd day of March, 2006.

CITY OF HOMER

James C. Hornaday
JAMES C. HORNADAY, MAYOR

ATTEST:

Mary W. Calhoun
MARY W. CALHOUN, CMC, CITY CLERK

First Reading: Formerly Ordinance 05-53, Planning Commission Process Completed, Reintroduced February 13, 2006

Public Hearing: February 27, 2006 and March 28, 2006

Second Reading: March 28, 2006

Effective Date: March 29, 2006

Ayes: 6
Noes: 0
Abstain: 0
Absent: 0

Reviewed and approved as to form and content:

Walt E. Wraga
Walt E. Wraga, City Manager
Gordon Taus
Gordon Taus, City Attorney

Date: 4/14/06 Date: 10 April 2006

Fiscal Note: NA

/mlc



City of Homer

www.cityofhomer-ak.gov

Administration
491 East Pioneer Avenue
Homer, Alaska 99603
(p) 907-235-8121 x2222
(f) 907-235-3148

NEWS RELEASE:

City of Homer Solicits Nominations for 2014-2019 Capital Improvement Plan

For Immediate Release

May 14, 2013

Contact: Katie Koester, kkoester@ci.homer.ak.us, 435-3101

Work is now underway to update the City of Homer's Capital Improvement Plan. Community organizations and agencies are urged to contact the City Manager's office by **June 14** to request that particular projects be included in the new CIP. Please note that the entire CIP process is beginning earlier this year in an attempt to present the CIP to state and federal decision makers in a timely manner.

The Capital Improvement Plan is a 6-year planning document for major acquisition and construction projects. Capital projects typically have a value of \$25,000 or greater and result in a fixed asset with a useful life of at least three years.

While inclusion in the CIP does not guarantee funding, it does show that the project is a community priority and thus increases the chances of obtaining local, state, federal, and/or private funding. Generally speaking, a project will not be considered for a state legislative appropriation unless it is included in a community's capital improvement plan.

While most of the City of Homer CIP projects are specific to municipal government operations (e.g., roads, water/sewer projects, harbor projects), others are spearheaded by non-profit organizations or state/federal agencies.

Typically the CIP contains about 60 projects and only a handful of those get funded each year. Nevertheless, it is important for any organization that is proposing a project with broad community benefit to contact the City.

The Homer City Council makes the final decision about which projects to include in the CIP and which of those to emphasize during the coming year as legislative priorities (established by resolution). Legislative priorities are those projects for which the City actively seeks state and federal funding through the appropriations process.

Work on the CIP will continue all summer and into the fall, with final adoption of the entire CIP and the legislative priority list in September. Public input is welcome throughout the process.

The current CIP (2013-2018) can be found on the City of Homer website at www.cityofhomer-ak.gov.

Proposed new project descriptions need to include information about specific features of the project, benefits to the community, progress to date (in planning, design, construction, and fundraising), estimated total cost (including funds already in hand), and contact information. Maps, drawings, and photos are also welcome.

City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense (\$25,000 or more for non-profit organizations; \$50,000 or more for government organizations)? YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES NO
- C. Will the project provide broad community benefit? YES NO
-

If you were able to answer YES to all three questions, please provide additional information:

1. Project title (Suggested heading in CIP):

2. Project description and benefit. Describe the project (in half a page or less), including specific features, stages of construction, etc. Explain how the project will benefit the Homer community.

3. Plans and progress. Describe (in one or two paragraphs) what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

4. Project cost:
 - A. TOTAL COST (including funds already secured) = \$ _____
 - B. For construction projects, break out preconstruction costs (feasibility/design/permitting):
Preconstruction costs = \$ _____ Construction costs = \$ _____

5. Timeline: Indicate when you hope to complete each phase of the project.
Please keep in mind that the CIP will not be published until January 2010. Legislative funding would not be available until July 2010 (or later) for state funding and October 2010 (or later) for federal funding (Fiscal Year 2011).
 - A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

 - For construction projects:
 - B. Preconstruction phase to be completed by _____.
 - C. Construction phase to be completed by _____.

6. Please provide a photo, drawing, map, or other graphic image if possible.

7. Contact Information

RV Parking in Old Towne & Downtown Homer



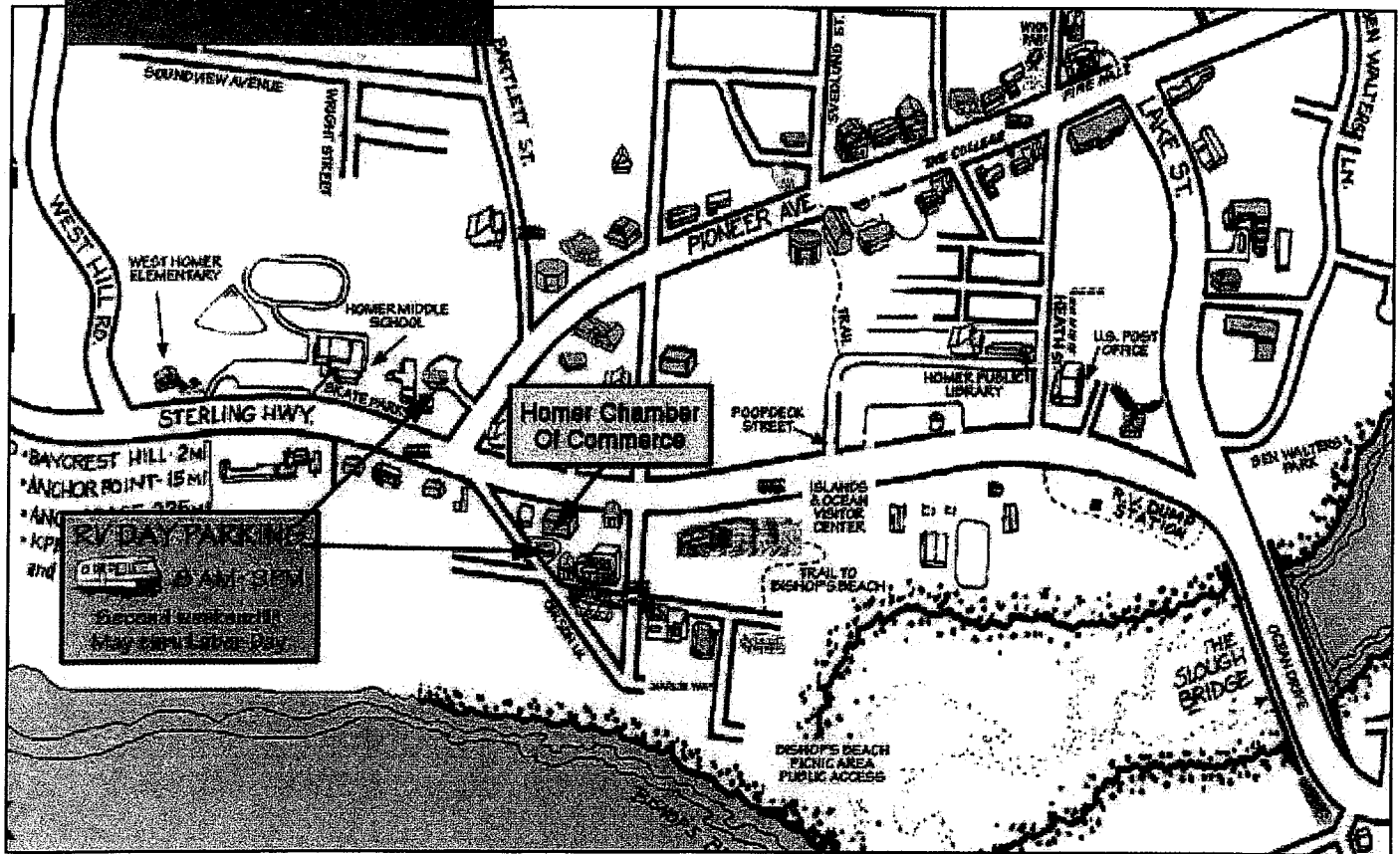
Park your RV and walk to shops, restaurants, and galleries in Downtown and Old Towne (day use only). Directions:

a. Homer Chamber of Commerce.

From the Sterling Highway, turn onto Ohlson Lane (toward the water) then take a left into the Homer Chamber of Commerce and Visitor's Center parking lot.

b. Old middle school parking lot on Pioneer Avenue.

From the Sterling Highway, turn uphill onto Pioneer Avenue and take the first left onto Woodside. You'll see an older two story, tan building, that's Homer's old middle school.



Brought to you by:





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

MANAGER'S REPORT

June 10, 2013

TO: MAYOR WYTHE / HOMER CITY COUNCIL

FROM: WALT WREDE

UPDATES / FOLLOW-UP

1. Port and Harbor Bond Sale. The port and harbor bonds were sold on Wall Street this week. The amortization schedule is attached for your information. We will sign all of the related paperwork when Holly is here on the 10th. The formal bond sale closing takes place in Seattle a little later this month.
2. Health Insurance Broker: We are now confirmed for a workshop with the City health insurance broker, Jeff Paxton for 5:15 PM on Thursday, June 27. Please mark your schedules.
3. Borough Health Insurance Initiative: At the last meeting, Council members asked questions about the status of the Borough health insurance discussions. I told Council that I would follow-up with a report at this meeting. Attached is a memorandum from the HR Director on this topic.
4. Dietzman v. City of Homer: This is the airport shooting case. After the jury verdict was in, the attorneys for the Plaintiffs filed a number of motions for a new trial. Oral arguments on these motions took place on Monday, June 3. After hearing oral argument from both sides, the judge ruled against all of the plaintiff motions. There will be no new trial. Appeal to a higher court is still possible. The judge has not yet ruled on attorney's fees.
5. Pier One Lot: At the last meeting, there was general discussion about subdividing this lot to separate marine industrial uses from recreational uses. There was also discussion about the idea that the Port and Harbor Enterprise Fund should be reimbursed if any of the land it purchased with its funds was to be used for recreational purposes. There was some question about exactly what purchased because lot lines have changed. Council requested more information. The Planning Department did a little more research on this topic. What they found after reviewing the files was that the Enterprise Fund purchased 16 acres for \$1.5 Million. The area purchased went beyond the current Tract 1-A and it included some, if not all of the current fishing hole location. The enterprise fund made an initial down payment of \$500,000 and financed the rest at 10% interest. There was discussion in the minutes about refinancing in order to save money for the Enterprise Fund. There is more research that could be done here but I believe the basic question has been answered. It is clear that the Enterprise Fund purchased the land that the Council is discussing subdividing and setting aside for recreational uses. Also, I am aware of a Resolution that the Council passed in 1983 or thereabouts which designates the fishing hole and Pier One building area for recreational uses. This resolution played a part in another land use discussion that occurred several years ago. I will try and locate that resolution before meeting time.
6. Water and Sewer Rates: The staff has been reviewing the recommendations of the task force to make sure we understand the philosophy, all of the assumptions, the origin of the numbers used, etc. We are testing the proposed model to see how it works with our current

software and whether the proposed rates do in fact generate the necessary revenue. John is presently working on inserting new updated numbers which would form the basis for a substitute resolution. In addition, we also looking at revising the fee schedule chart presentation so that it is easily understandable and preparing a comparison of the old rates versus the new so that customers can see how the proposed model would affect them. We plan on having drafts of this material available for the workshop. I would recommend putting final reading of the resolution off until June 24. I would also recommend that Council consider not implementing the new rates until January. The reasons for this can be discussed at the workshop.

ATTACHMENTS

1. May & June Employee Anniversaries
2. Bond Sale Amortization Schedule
3. Memorandum 13-082 from HR Director re: Borough Health Insurance Initiative
4. Memorandum 13-084 from Economic Development Coordinator re: Tidal Power Update