

*Parks & Recreation  
Advisory Commission*

*Thursday  
June 20, 2013  
REGULAR MEETING  
5:30 p.m.*



City Hall Cowles Council Chambers  
491 E. Pioneer Avenue  
Homer, Alaska 99603

Prepared and Produced by the City Clerk's Office -6/11/2013 - rk





**NOTICE OF MEETING  
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES** (*Minutes are approved during Regular Meetings Only*)
  - A. Minutes from the Regular Meeting on May 16, 2013 Page 5
- 4. PUBLIC COMMENT UPON MATTERS ALREADY ON THE AGENDA** (*Three minute time limit*)
- 5. VISITORS** (*Visitors normally have 10 minutes for their presentation.*)
  - A. Katie Koester, Community and Economic Development Coordinator
    1. Capital Improvement Plan
- 6. STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS**
  - A. Staff Report – Julie Engebretsen, Planning Technician/GIS Page 13
    1. Information Provided on Pedestrian Crosswalks Page 15
    2. Cost Estimate on Karen Hornaday Park Pavilion Page 19
  - B. Parks Maintenance – Angie Otteson
- 7. PUBLIC HEARING**
- 8. PENDING BUSINESS**
- 9. NEW BUSINESS**
  - A. Review of the Draft Capital Improvement Plan and Recommendations to Council Page 23
  - B. Amending the ByLaws - Meeting Time Limits and Committees Page 127
  - C. Discussion on Crosswalks and Speed Limits on East End Road near Jack Gist Park
  - D. Recommendation and Approval of Providing Additional Funding for the New Trails Map
- 10. INFORMATIONAL MATERIALS**
  - A. Commissioner Attendance at Council Meeting Schedule Page 135
  - B. 2013 Strategic Plan Page 137
  - D. Resolution 13-052, Dedicating a Ballfield at Jack Gist Park in Memory of Paula Setterquist Page 139
  - E. Memorandum dated May 20, 2013 re: Recommendation to Approve the request to Dedicate a Ballfield Page 141
  - F. Resolution 13-053, Approving a Plaque at Karen Hornaday Park Recognizing Mae Harrington for Her Donation of the Land for the Park Page 145
  - G. Memorandum dated May 20, 2013 re: Recommendation to Approve Request to Recognize the Original Donation of Land by Mae Harrington Page 147
  - H. Resolution 13-055, Supporting the Diamond Creek Recreation Area Plan and Adopting the Plan as it Applies to City Owned Lands Acquired through the Forest Legacy Program Page 151
- 11. COMMENTS OF THE AUDIENCE**
- 12. COMMENTS OF THE COUNCILMEMBER** (If one has been assigned)
- 13. COMMENTS OF STAFF MEMBERS**
- 14. COMMENTS OF THE COMMISSION**
- 15. COMMENTS OF THE CHAIR**
- 16. ADJOURNMENT THE NEXT REGULAR MEETING IS JULY 18, 2013** at 5:30pm in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer Alaska



Session 13-04 a Regular Meeting of the Parks and Recreation Advisory Commission was called to order on April 18, 2013 at 5:39 pm by Chair Bumpo Bremicker at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ARCHIBALD, LOWNEY, BREMICKER, BRANN

ABSENT: COMMISSIONER BELL (EXCUSED), COMMISSIONER LILLIBRIDGE

STAFF: ANGIE OTTESON, PARKS MAINTENANCE/COORDINATOR  
MIKE ILLG, RECREATION SPECIALIST  
JULIE ENGBRETSSEN, PLANNING TECHINCIAN  
RENEE KRAUSE, CMC, DEPUTY CITY CLERK

#### APPROVAL OF THE AGENDA

Chair Bremicker requested a motion to approve the agenda.

BRANN/LOWNEY - SO MOVED.

There was no discussion.

The agenda was approved by consensus of the Commission.

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

A. Meeting Minutes for the regular meeting on April 18, 2013

Chair Bremicker requested approval of the minutes.

LOWNEY/BRANN - MOVED TO APPROVE THE MINUTES AS PRESENTED.

There was once correction requested.

The minutes were approved by consensus of the Commission.

#### PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA *(Three minute time limit)*

Kevin Walker, not a city resident, described himself as working closely for the past 2 ½ years with the members of the now private group of citizens continuing the work that the Kachemak Drive Path Committee started and plan to keep it going. He has contacted a surveyor friend to get better data than was available on the Borough website. He reported that she has done a fair bit of work for them and came up with the fact that the City of Homer does not own the property located between the state road and Aviation Leasing which is located from the end of the existing bike path to the upper end of that gully. Mr. Walker reported being forwarded a 25 page document containing information from 1965 when the Federal Government turned the land over to the state and the state made it an airport and he indicated many changes since that time concerning the property. He finally reached Gary Nelsen with Abilities Survey who commented that he was not sure about that either and was glad someone was looking into that and Mr. Nelsen recommended that Mr. Walker contact Sam Best at the Borough. Mr. Walker indicated he would be following up on that the next day. Mr. Walker stated that however it doesn't matter who owns the property since no one, State or City, wants to pay to put in the trail; it has been on the state STIP list forever. The group is going to get this trail created in the HoPP fashion using local volunteer labor, getting materials and equipment where they can; and with donations and grants wherever they can; they are going to use local materials. The termination day has been postponed until September and they plan to do as much as they can this summer to show that there is still strong interest. Mr. Walker stated he hates the hill and thinks everybody else hates the hill too; with the heavy traffic on the road they would like a trail beside it. Mr. Walker stated are going to make it happen one way or another.

Lynn Burt, city resident, commented in favor of dedicating a ballfield to Paula Setterquist. In response to a question on which field she stated she expected a few others to be present who could present a preference if there was one.

Jessica Marx provided a brief report on the status and progress on the Association. She noted that they are still waiting for the major improvements to start to address the serious drainage issues at the park. She noted that the smaller field on the right is used by the High School teams and would be appropriate for the dedication. She also commented on the volunteer labor that has been expended it would be great to see some improvements by the city to enhance that third field. She noted too that it would be very appropriate to approve the dedication.

Commissioner Lowney commented that they did receive some funding for signage and it would be nice to have some input from the Softball Association regarding the sign for the park.

Ms. Marx further elaborated that they currently are practicing on the fields in response to a query from Chair Bremicker.

There was a brief discussion on signage for Jack Gist Park.

There were no further comments.

#### **RECONSIDERATION**

There were no items for reconsideration.

#### **VISITORS**

There were no visitors scheduled.

#### **STAFF & COUNCIL/COMMITTEE REPORTS/ AND BOROUGH REPORTS**

##### **A. Camp Ground Host - Andrea Petersen, Personnel Director**

Ms. Petersen provided a status update on the position being advertised for a Campground Host. The potential applicants that were reported during the March meeting accepted a position at another location. The commissioners expressed dismay that there was a delay in advertising the position and it was not done more aggressively. Ms. Petersen noted that advice from the first applicants indicated that getting someone may be difficult since certain amenities were not being offered.

The commission was encouraged to spread the word regarding the opportunity but that all applicants would have to complete the application located under jobs on the city's website and they must pass a standard background check. This is paid for by the City and conducted by the Homer Police Department or the State Troopers.

##### **B. Community Recreation - Mike Illg**

Mr. Illg provided a brief report on following items:

- Progress is being made on the new trails map and Todd Schroeder is the missing link to success
- consulting with a local community group regarding the possibility of creating a recreational service area and the timeline would be fall 2014
- Annual iconic run to the base of the Spit will be June 29, 2013 there will be an after-party at the End of the Road Park
- He will be on coffee table at KBBi on May 22, 2013 to speak on recreational activities and parks so if the commissioners would like to provide him some ideas please let him know.
- He will be on vacation for most of the month of June traveling with his family

C. Parks Maintenance - Angie Otteson

Ms. Otteson provided an update on the status of the following:

- The potential camp ground host applicants provided several obstacles and pointers
- The Fishing Hole shelter is gone
- Logs have been received and are being placed to define the campground
- 18,000 plants are ready to be transplanted
- she has physically inspected the ballfield to look for the reported damage and did not see anything she also noted that while there is no MOU KBBI does complete a Special Event permit each year and they are responsible to repair any damages that may be the result of the event.
- The gazebo at Mariner Park is scheduled to be relocated the week of May 20, 2013
- The Karen Hornaday Park clean-up has been rescheduled to Saturday, May 18, 2013

There was a brief discussion on the possibility of fitting the stage and Concert on the lawn in the area known as the t-ball field.

Chair Bremicker inquired if Ms. Otteson knew what the status of all the boats on shore at the Pier One parcel. Ms. Otteson responded that she did not have information on that and it was a day to day update.

Commissioner Archibald commented that there were numerous activities being held on that parcel and questioned the capacity to adequately provide for all the activities being conducted there.

D. Staff Report - Julie Engebretsen

Ms. Engebretsen stated her report was included in the packet and asked if there were any questions. She requested clarifications on the parks that the commission planned on visiting next Wednesday during the worksession. It was noted that Bayview, Jeffrey and Ben Walters Parks along with a tour inspection of the area known as Town Center. If time and weather permits they will visit Jack Gist Park.

**PUBLIC HEARING**

A. Public Hearing on request to Dedicate a Ballfield at Jack Gist Park and Request to Recognize the Donation of Land for Karen Hornaday Park

Chair Bremicker opened the Public Hearing for Dedicating a Ballfield.

Mr. Kevin Walker commented on the need for a crosswalk from the trail to the park to safely cross East End Road. Commissioner Brann commented on the requirements DOT has for installing crosswalks and Ms. Engebretsen noted that previous inquiry to installing a cross walk in that area was denied due to sight limitations, the 45 mph speed limit and noted it was unlikely to be approved now. Further discussion and comments ensued regarding access and egress to the park and Cottonwood Horse Park and a request to put this on the next agenda to take action on this matter in reducing the speed limit.

There were two who testified in support of the dedication.

Chair Bremicker requesting clarification regarding signage and payment from staff. Ms. Engebretsen explained any previous dedications.

Commissioner Brann requested clarification on the process stating he thought the commission approved this at their last meeting. Ms. Krause explained the process that this was introduced at the April meeting but required a Public Hearing and approval at a second meeting. In essence the commissioners approve twice or the requests.

A brief discussion noted that there was no one present to offer testimony for the Request to Recognize the Donation of Land

There was no further discussion.

**PENDING BUSINESS**

**A. Memorandum dated April 23, 2013 re: Dissolving the Kachemak Drive Path Committee**

Chair Bremicker asked if there was discussion on this item and noted he did not want to discuss it himself. He believed that they voted to create a committee that all they have to do is vote to dissolve it. Chair Bremicker request a motion.

**LOWNEY/BRANN - MOVED TO DISSOLVE THE KACHEMAK DRIVE PATH COMMITTEE**

Commissioner Archibald commented that it would interesting to know who actually owns that property, that it may do better in the private sector and it has been tough. Chair Bremicker stated that to clarify some things but the thing that went before City Council was not just to disband this committee but to stop all work on the trail; which was a quite a bit beyond what the commission is talking about right now; he believed that the discussion by Council was that they wanted more information and having a private group getting more information and costs is a good thing and having the committee disband will not stop it from going forward.

**VOTE. YES. BRANN, ARCHIBALD, LOWNEY, BREMICKER**

Motion carried.

Commissioner Lowney commented on tightening up on the committees that are formed by this commission determining when and how they meet and providing direction to them; providing the committees with an agenda instead of having them work on what they think they should be working on is the best way of utilizing the committees. She commented on the instances with the Karen Hornaday Park Committee. She believed it was the commission's duty to outline that and if the committees don't need to meet then that's okay too. Chair Bremicker agreed that when committees are established the commission should be provided with specific tasks and a mission statement.

Commissioner Archibald stated that the committees are provided tasks but over two years period without revisiting that specific agenda they lose sight of why they were established in the first place.

Commissioner Lowney suggested having it on the commission calendar to review the purposes the committees were established and re-tasking them thinking them they are done. Chair Bremicker opined it would be difficult to create an agenda for the committees. It was noted that the only committee now is the park committee.

Ms. Engebretsen suggested putting this on the agenda next month under By Laws along with meeting time limits. Chair Bremicker questioned the purpose and noted previous questions on who did what with the committees.

The commissioners agreed by consensus.

**B. Warning Signage for Bicyclists on Kachemak Drive - Update**

Staff provided a brief update that the permit was approved by the state but that Ms. Harness-Foster was involved with this and currently she was out town until May 24, 2013. Commissioner Brann commented on the funding, himself and Chair Bremicker for one sign, the Bicycle Club will pay for one sign and Eric Sloth will pay for the third sign. He will contact Ms. Harness-Foster after the holiday regarding payment for the signs.

Commissioner Brann provided the sign location along Kachemak Drive for a member of the audience.

**C. Request for a Plaque to recognize the Donation of Land by Mae Harrington at Karen Hornaday Park and a Request to Dedicate a Ballfield at Jack Gist Park**

Chair Bremicker read the title into the record and requested a motion.



LOWNEY/BRANN - MOVED TO RECOMMEND THAT THE PARKS AND RECREATION SUPPORTS THE REQUESTS TO DEDICATE A BALLFIELD AT JACK GIST PARK TO PAULA SETTERQUIST AND RECOGNITION OF THE DONATION OF LAND BY MAE HARRINGTON.

There was a brief discussion on the placement and funding of the plaques and a request to be part of the further discussion on placement of the plaque at Karen Hornaday Park by Commissioner Lowney.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### NEW BUSINESS

A. Approval of Fishing Hole Campground Site Plan (Kachemak Bay Water Trail)

Chair Bremicker read the title into the record and requested additional information from staff.

Ms. Engebretsen explained the changes regarding placement of the kayak launch, a resolution before Council on June 10, 2013 for this location and the proposed planning for the parcel. She noted that they are not making good use of the parcel and there are some steps that need to be taken. There were further comments on the proposed shelter which the City Manager wanted to include in next year's budget. Commissioner Brann pointed on numerous unplanned revenue sources such as the windfall from Buccaneer and the Barges being parked, that could fund a professional plan for that area. Staff explained that her department did not have the available funds and a professional plan which would cost around \$5200.

LOWNEY/BREMICKER - MOVED TO SEND A MEMORANDUM FROM THE COMMISSION TO THE CITY MANAGER SUPPORTING AND REQUESTING A PLAN BE DONE FOR THE PIER ONE PARCEL.

There was further discussion on the funding and advocating for the plan.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Bremicker questioned the relocation of the Campground Office and the proposed area for leasing to the Wooden Boat Society. Ms. Engebretsen stated that area was to be designated next to the proposed location for the campground office. That is why we need a plan. She feels very strongly that is what funding is needed to be expended. Commissioner Brann recited his take on the worksession held by Council on an area to be included in the RFP.

B. Request to Support the Installation of Telephone Poles in Karen Hornaday Park for the Highland Games and other activities

Chair Bremicker read the title into the record and requested Commissioner Archibald to offer some further information.

Commissioner Archibald explained the purpose and reason for installation of the poles.

Ms. Krause stated that there may be a problem due to a presumed Conflict of interest.

Chair Bremicker stated that Commissioner Archibald did not have a financial gain from this request and moved he did not have a conflict. Commissioner Brann seconded his motion.

The commission agreed by consensus he did not have a conflict.

Commissioner Lowney voiced some concern regarding safety and opposition on the placement of the poles within the field since the field was being used for t-ball now. She voiced that her experience

teaching and kids are running around, that the poles had to be padded. Staff noted that Ms. Otteson was certified in playground safety and would address any potential safety issues.

Chair Bremicker requested a motion.

BRANN/ARCHIBALD - MOVED THAT THE COMMISSION APPROVES THE REQUEST TO PURSUE INSTALLATION OF TELEPHONE POLES.

Commissioner Lowney stated that she would vote in favor but wanted the t-ball people included in the discussion and placement of the poles.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### C. Karen Hornaday Park and Day Use Improvements, Pavilion

Ms. Engebretsen provided an update on the drawings received and that no cost estimate was received. It was noted that the concrete bench was going to be costly but could be done at a later time. Commissioner Lowney informed that alternative funding source may be available to build those benches. Another discussion by the committee on the proposed dividing walls concerning the placement is preferred to be on the outside since the people of Homer can picnic together and there has been more concern with having a windbreak. She is flexible. Commissioner Lowney felt though that if they were to make a recommendation it should be included now.

Further discussion on the partition placement and value to the structural integrity; direction of the pavilion; placement on the site; roof angle and using timbers and beach rock to tie into the playground.

Further details on the benches were noted by Commissioners Brann and Lowney.

Ms. Engebretsen clarified that the benches will be taken care of by outside parties, partitions moved to the outside to serve as windbreaks, removing the supports from the inside the pavilion if not needed and relocating to the outside for shear strength and accessing beach rock instead of brick. She will forward the commission's recommendations.

#### D. Karen Hornaday Park and Concert on the Lawn

Chair Bremicker noted that he was on the Board of Directors for KBBI. He stated that he does not have a financial gain from this position and did not feel he had a conflict of interest. His potential conflict of interest was not addressed.

A discussion on the potential or presumed damage to the ballfield by the annual event, the road completion, whether the event could be held in the same field as the Highland Games and placement of the stage in that area, also access to that lower field using the grass ramp was brought up by the commissioners. It was also noted that the road will be completed and looped around the pavilion when it is relocated by next year however it was not known if this would be before the 2014 Concert on the Lawn event. Chair Bremicker stated that the long term goal will be having the Concert on the Lawn back in Town Center.

Ms. Engebretsen will have Ms. Otteson report back on her discussion with KBBI although she is not sure how soon that will occur.

Commissioner Lowney inquired about the agreement with the Little League. Commissioner Brann reported what he stated the commission's concerns at the recent Council meeting. Ms. Engebretsen stated that a memo was forwarded to the City Manager from the last meeting, so the ball is in his court. Commissioner Archibald pointed out that there are several decisions waiting on the determination of whose responsibility it is such as the snack shack repairs and renovations; the removal of the old refrigeration trailer, etc.

Further discourse regarding the specific issues regarding the day use area, acknowledging that there are more issues that need to be addressed ensued; liability concerns, safety issues and who is doing the work are the top concerns and the commissioners believed would impede progress on the work to complete the day use area improvements.

Staff will forward those specific concerns to the City Manager via memorandum.

#### E. Park Day - Time to Start Planning

Chair Bremicker introduced the item for discussion.

There was a brief discussion on establishing August 17, 2013 at Ben Walters Park for this year's Park Day event.

The commissioners agreed by consensus on the following:

When: Saturday August 17, 2013

Time: Noon - 2:00 p.m.

What: Recognizing the work performed by the Rotary Club and Adopting the Park and Promoting the Adopt a Park Adopt a Trail Program

What to Serve: Ice Cream, Hot Dogs, TBD

The commissioners also discussed having the Mayor issue a proclamation designating the day as Park Day and extending an invitation to members of Council to attend the event. It was noted that they did not have to make all the decisions tonight. Commissioner Brann will let the Rotary know and see if they have any recommendations regarding food, etc.

#### INFORMATIONAL MATERIALS

A. Commissioner Attendance at Council Meetings 2013

B. Commission Annual Calendar 2013

C. Strategic Plan 2013

D. Recommendation to Execute a Memorandum of Understanding with Little League at Karen Hornaday Park to City Manager dated April 23, 2013

E. Request to Monitor and Enforce Speed Limit on Kachemak Drive to City Manager dated April 23, 2013

F. Request for Consideration of Proposed Sculpture "Squid versus Whale" to Public Arts Committee dated April 23, 2013

G. Memorandum 13-059 dated April 22, 2013 to Mayor Wythe and City Council Re: Proposed Resolution 13-040

There was no discussion on the informational materials.

#### COMMENTS OF THE AUDIENCE

Lindianne Sarno, member of the Kachemak Drive Path Steering Committee, the private citizens group that has formed to take over the work completed by the bike path committee. She stated that they are really happy to be working independently now; Ms. Sarno commented on the members of the committee are happy, the mayor is happier, she noted that the clerk was happy now. She believes that there will be a lot of progress this summer, they are now focusing on the catching and listing the names of the many people that have expressed strong support in the community, creating committees, appointing leaders to those committees in the same model as HoPP and fundraising. She noted it is very promising working on this very important project. On the Campground Host position if the advertise for someone expert in living without utilities there might be a different response to the ad compared to the normal applicant to a city job used to working in an office atmosphere.

#### COMMENTS OF THE CITY STAFF

Ms. Engebretsen commented that it was a great meeting, awesome work; she stated that Mariner Park and layout is the next project the commissioners requested to be on the agenda but she is very busy and they are too and in the spirit of keeping things going forward if they can visit the park, keeping an

eye on various goings on, she will even try to get some pictures at various period throughout the summer then they can review and address it this fall.

Ms. Krause commented that it was a good meeting and it will be nice to get home early this time and it is still daylight.

**COMMENTS OF THE COUNCILMEMBER** *(If one is assigned)*

There was no councilmember present.

**COMMENTS OF THE CHAIR**

Chair Bremicker commented that it was a good meeting and it was nice to have most everyone there. He echoed the sentiments of the commission regarding staff assistance.

**COMMENTS FROM THE COMMISSIONERS**

Commissioner Brann agreed it was a good short meeting he thanked staff for the packet and materials. Thanked the commissioners for attending the meeting. He also noted that Ben Walters Park would be closed this Saturday for some work.

Commissioner Lowney expressed concern regarding the Karen Hornaday Park Committee and the direction of where they are going; she was not sure what more they need to do and providing them some direction, other than to keep pushing on the outstanding issues that remain at the park. Commissioner Lowney reminded them about the Cleanup day this coming Saturday. Commissioner Archibald offered no comments.

**ADJOURNMENT**

There being no further business to come before the Commission, Chair Bremicker adjourned the meeting at 7:45 p.m. The next meeting is a Worksession Wednesday May 22, 2013 1:00 P.M. to 4:00 P.M. and the next Regular Meeting is scheduled for June 20, 2013 at 5:30 pm at City Hall Cowles Council Chambers 491 E. Pioneer Avenue, Homer, Alaska.

\_\_\_\_\_  
Renee Krause, CMC, Deputy City Clerk I

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



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

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(f) 907-235-3118

## Memorandum

**TO:** Parks & Recreation Advisory Commission  
**FROM:** Julie Engebretsen, Planning Technician  
**DATE:** June 11, 2013  
**SUBJECT:** June Staff Report

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1. **July Meeting**

Commissioners Brann and Archibald will be absent for the next meeting. Please let staff know if you can attend in July; we may not have a quorum.

2. **Park Day**

Staff recommends having a work session prior to Park Day to work out the details. The week of July 22<sup>nd</sup> would work well.



## Julie Engebretsen

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**From:** Todd VanHove <todd\_vanhove@dot.state.ak.us>  
**Sent:** Friday, December 16, 2005 12:41 PM  
**To:** Julie Engebretsen  
**Subject:** Re: Crosswalk on East End Road?  
**Attachments:** todd\_vanhove.vcf

no, the current alignment and sight distances are good for 45mph and we don't encourage crosswalks on roads with design speeds that high or rural type settings.

Julie Engebretsen wrote:

Hi Todd,  
Thanks! Just to clarify - did you mean the road alignment and sight distance are not good?

Julie

-----Original Message-----

**From:** Todd VanHove [[mailto:todd\\_vanhove@dot.state.ak.us](mailto:todd_vanhove@dot.state.ak.us)]  
**Sent:** Friday, December 16, 2005 8:08 AM  
**To:** Julie Engebretsen  
**Subject:** Re: Crosswalk on East End Road?

Julie,

I talked to traffic, Scott Thomas, and he said we would not want to add a cross walk at Adams street because of the high speed of the road and the road alignment and sight distance is good.

Julie Engebretsen wrote:

Hi Todd,

Happy Holiday season! Hope things are going well for you.

I have a question: what will it take to have a crosswalk installed on East End Road, at the intersection (or near) Adams, which leads to the new Jack Gist baseball fields? It will be at least 2007 before the fields are ready for regular use, so there is some time for budgeting and construction (not like most things that we wanted Yesterday!)

I apologize if you've already answered this: Anne Marie Holen spoke with you I think on this but she said she forgot your answer!

Thanks!

Julie Engebretsen  
Planning Technician  
City of Homer

907-235-8121 ext 2237





## Julie Engebretsen

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**From:** Todd VanHove <todd\_vanhove@dot.state.ak.us>  
**Sent:** Thursday, September 14, 2006 8:34 AM  
**To:** Julie Engebretsen  
**Subject:** [Fwd: Re: [Fwd: East End Road and Adams Drive]]  
**Attachments:** todd\_vanhove.vcf

Julie,

below are the comments from our traffic engineer who we refer to for all decisions about signing and highway safety issues.

No sign for turning traffic, slow traffic as this was a recent design project that upgraded all sight distance and design criteria for minimum stopping sight distance, visibility.

If horses are crossing the road at a park, we can install horse warning signs as that may be unexpected.

Kids on bikes are not addressed by her request. Kids on bikes out on a main highway is a parental judgment issue. They must be old enough of being capable of judging traffic gaps. Only peds able of judging traffic should be crossing a road at any intersection unsupervised.

I can put it on a list for a sight distance check with regards to pedestrians. When staff becomes available we will field check it. Our list is quite long.

Todd VanHove wrote:

> Scott,  
>  
> Here is another question from Homer. I am inclined to deny her  
> request based on the same principle we used to deny the pedestrian  
> cross walks.  
>  
> ----- Original Message -----  
> Subject: East End Road and Adams Drive  
> Date: Tue, 12 Sep 2006 10:39:31 -0800  
> From: Julie Engebretsen <[JEngebretsen@ci.homer.ak.us](mailto:JEngebretsen@ci.homer.ak.us)>  
> To: Todd VanHove <[todd\\_vanhove@dot.state.ak.us](mailto:todd_vanhove@dot.state.ak.us)>  
>  
>  
>  
> Hi Todd!  
>  
> I have a question for you about signage on East End Road. A long while

> back I had asked if crosswalks were possible on East End Road, at  
> Adams Lane, which is the street leading to the new Jack Gist Park  
> (baseball fields, etc). At that time you researched it and due to the  
> speed limits (45mhp) a crosswalk was not possible.  
>  
> My question today: is it possible to have signage installed warning  
> drivers of slow moving, turning traffic? I am trying to find out of  
> this stretch of road on East End would warrant such a sign.This would  
> relate not only to the park, but the new equestrian facility that is  
> underway very close by. See map. I think it will be a year or two  
> until these new facilites are in full use, but the Homer Parks and  
> Recreation Commission is trying to think ahead on how to make it  
> easier for people and vehicles to get on and off east end road there.  
> There is good visibility on this stretch of road, but at 45 mph, folks  
> are not really looking for cars and kids on bikes.  
>  
> Thanks!  
>  
> Julie  
>  
> <<Todd.jpg>>  
>  
>  
>  
> Julie Engebretsen  
> Planning Technician  
> City of Homer  
>  
> 907-235-8121 ext 2237  
>  
>  
> -----  
>

## Materials Cost Estimate- Hornaday Picnic Shelter

### Concrete

Structure	Area (cu yds)	Quantity	Total (cu yds)	Cost per Unit	TOTAL COST
footings-	0.9259	12	11.1108	\$125.00	\$1,388.85
pilasters-	1.5148	12	18.1776	\$125.00	\$2,272.20
bench-	3.7	1	3.7	\$125.00	\$462.50
TOTAL COST SUM					\$4,123.55

### Rebar

Size	Linear Feet	Quantity	Total (LF FT)	Cost per Unit	TOTAL COST
#3	142	12	1704	\$0.21	\$352.73
#5	146	12	1752	\$0.57	\$1,004.77
#3-bench	204	1	204	\$0.21	\$42.23
#5 bench	92	1	92	\$0.57	\$52.76
TOTAL COST SUM					\$1,452.49

### Fill & Excvt

Material	Area (cu yds)	Quantity	Total (cu yds)	Cost Per Unit	TOTAL COST
type III fill	240	1	240	\$30.00	\$7,200.00
TOTAL COST SUM					\$7,200.00

### Framing

Structure	Material	Linear feet	Quantity	Total (LF FT)	Cost Per Unit	TOTAL COST
posts-	10 1/2 X 10 3/4 GLB	6.25	5	31.25	\$32.51	\$1,015.94
	11 1/2 X 10 3/4 GLB	8.25	5	41.25	\$32.51	\$1,341.04
	10 1/2 X 10 3/4 GLB	4	2	8	\$32.51	\$260.08
beams-	10 3/4 X 12 GLB	20.2	4	80.8	\$37.15	\$3,001.72
joists-	4X12 #1 hem-fir	21	19	399	\$5.14	\$2,050.86
TOTAL COST SUM						\$7,669.64

**Wood Finish**

Structure	Material	Linear Feet	Quantity	Total (LF FT)	Cost Per Unit	TOTAL COST
fascia	2X6	20.2	4	80.8	\$0.77	\$62.22
	2X6	21	2	42	\$0.77	\$32.34
wall framing	2X4 STUDS	3.5	66	231	\$0.52	\$120.12
	2X4 T&B PLATE	8.2	16	131.2	\$0.52	\$68.22
	2X4 T&B PLATE	7.625	16	122	\$0.52	\$63.44
half-rounds	2X8 vineer	8.2	56	459.2	\$2.22	\$1,019.42
	2X8 vineer	7.625	56	427	\$2.22	\$947.94
TOTAL COST SUM						\$1,302.32

**Roofing**

Material	Area (sq ft/LF)	Quantity	Total (sq ft/LF)	Cost Per Unit	TOTAL COST
5/8" T&G ply	32	29	928	\$1.00	\$928.00
1X6 decking	20	46	920	\$0.76	\$699.20
Image 2 metal	28	30	840	\$2.62	\$2,200.80
Image 2 rake	21	2	42	\$3.08	\$129.36
Image 2 eave	20.25	2	40.5	\$3.08	\$124.74
Image 2 z-clos.	20.25	2	40.5	\$3.08	\$124.74
tar paper	200	5	1000	\$0.20	\$200.00
TOTAL COST SUM					\$4,406.84

**Metal**

Material	Area (sq ft/ LF)	Quantity	Total (sq ft/ LF)	Cost Per Unit	TOTAL COST
1/2" plate	15.5	1	15.5	\$16.26	\$252.03
5/16" plate	72	1	72	\$10.16	\$731.52
1/4" plate	42.5	1	42.5	\$8.13	\$345.53
L4X4X3/8"	12	1	12	\$7.82	\$93.84
TOTAL COST SUM					\$1,422.92

### Hardware

Material	Quantity per Col.	Number of Col.	Total	Cost Per Unit	TOTAL COST
HGA-10 simp.	4	19	76	\$6.26	\$475.76
1"X12" bolt	20	12	240	\$5.64	\$1,353.60
3/4"X12" bolt	6	10	60	\$4.76	\$285.60
1/2"X12" bolt	4	14	56	\$2.05	\$114.80
1/2"X4" bolt	4	14	56	\$1.52	\$85.12
TOTAL COST SUM					\$2,314.88

### Excavation and Materials Total

category	Est. Cost
concrete	\$4,123.55
rebar	\$1,452.49
fill & excvt	\$7,200.00
framing	\$7,669.64
wood finish	\$1,302.32
roofing	\$4,406.84
metal	\$1,422.92
hardware	\$2,314.88

Project Cost Estimate	
Sitework & Materials	\$29,893
Labor =100% x Materials	\$29,893
Subtotal	\$59,785
Gen Conditions = 15% Labor & Materials	\$8,968
Subtotal	\$68,753
12% OH&Profit	\$8,250
Construction Cost	\$77,003
20% Contingency	\$15,401
<b>Project Planning Cost</b>	<b>\$92,404</b>



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

by Anne Marie Holen, City of Homer Special Projects Coordinator

Updated by Katie Koester, City of Homer Community and Economic Development Coordinator

**Q: What is a CIP?**

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

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

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

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

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

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

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

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

**A:** CIP development is a multi-step process that starts in May of each year and ends in October.

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

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

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

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

During this time, I will start working on a new draft CIP, to be constantly updated throughout the process.

NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

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

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

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

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

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

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

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

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



projects for which we seek federal funding. In recent years, the City has received partial funding for Deep Water Dock expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

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

- A:**
- Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group gives it to me, I will draft a project description to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.
  - Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

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

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

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

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

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

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





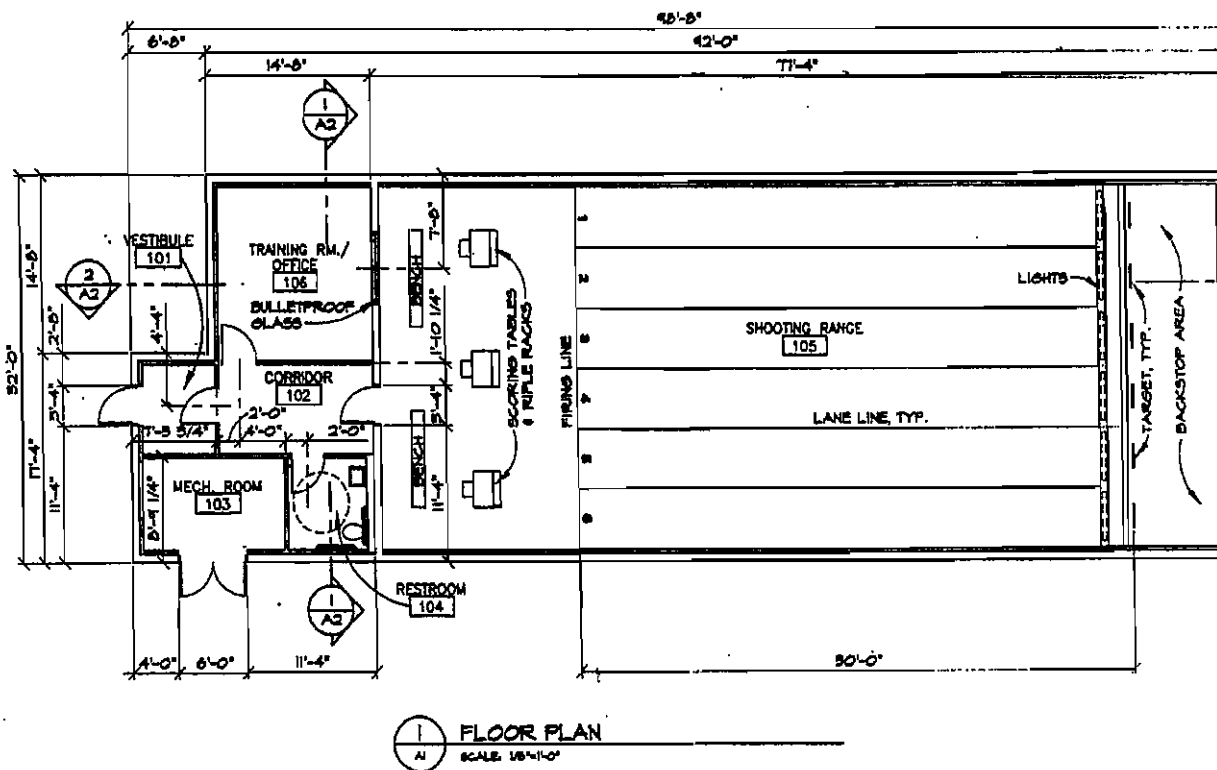
## South Peninsula Fire Arms Training Facility

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

**Total Project Cost:** \$750,000 (2005 number)

**Schedule:**

**Priority Level:**





## Homer Senior Citizens Natural Gas Conversion

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**Project Description & Benefit:** This project would convert the Homer Senior Center facilities to natural gas.

The project budget includes City of Homer Special Assessment costs, service line and meter costs from Enstar, Converting boilers on 6 structures and gas ranges and dryers in units.

Waiting for additional project description.

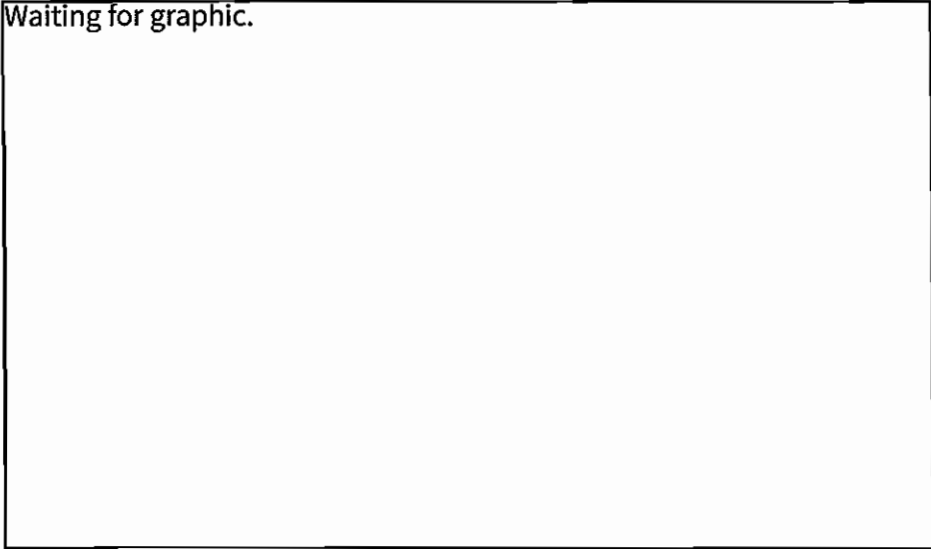
**Total Project Cost:** \$504,898

**Schedule:**

**Preconstruction:** 2013

**Construction:** 2014

Waiting for graphic.





## Homer High School Turf Field

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**Project Description & Benefit:** The competitive athletic field at Homer High School would benefit greatly by being upgraded to artificial turf. An artificial turf field would enable the school district community to use the facility for a greater portion of the year by allowing use earlier in the spring, and later in the fall than is currently possible. Additionally, artificial turf fields are able to handle a significantly greater amount of use than natural turf fields without risking damage. Upgrading the existing grass field with synthetic field entails removing the existing sod, excavating and back-filling with structural fill, installing a membrane and drainage tile, and installing the turf field with sand and rubber infill.

The project will provide broad community benefit and address a safety hazard. An artificial turf field would protract the playing season for school and community soccer and football teams, as well as other user groups. It allows gym classes to get outdoors and provides an earlier start to outdoors play for our school sports teams. Homer has a very popular summer program for youth soccer, with 180 participating youths. Currently, the summer community soccer season is shortened by field closures that are required to allow the soil to dry. Closure is also required for field maintenance, including protection of newly planted grass seed. Artificial turf would not only afford earlier and later season use of the field. It will also create a community economic development opportunity by increasing the number of visiting summer soccer teams and the revenue they bring to Homer. There are also potential community health benefits offered by a turf field. Allowing field use between games by students and community addresses current data from DHSS that 36% of students in the KPBSD are overweight or obese. Additionally, depending on the type of artificial turf, there is evidence that impact absorption may be greater than for natural turf (grass), and it is certainly greater than gym floors where pre-season practices currently occur, thus reducing injury. The muddy and uneven field conditions are major safety hazards during the spring sports season, causing sprained ankles, often serious enough to keep players out of the game for weeks.

**Plans & Progress:** A related project, the Homer High School Track Renovation, was included in the 2012-2017 Homer CIP and was funded through a legislative appropriation of \$1,100,000 in FY 2013. Approximately \$150,000 from the track renovation project was expended to address field drainage in anticipation of the turf field project. With the drainage already in place for a turf field, a significant cost driver for the current project is eliminated. In addition to this major cost savings for the project, there is already a completed design study report, field application and cost estimate in place. The Kenai Peninsula Borough Capital Projects Director has expended considerable time and effort in preparing detailed study, design and engineering materials to support the project. The Borough has applied to the Department of Education and Early Development for bond reimbursement (70%), should the measure pass in Fall 2013. The City of Homer has also supported fundraising efforts through resolution 13-025. No project funds have been secured to date.

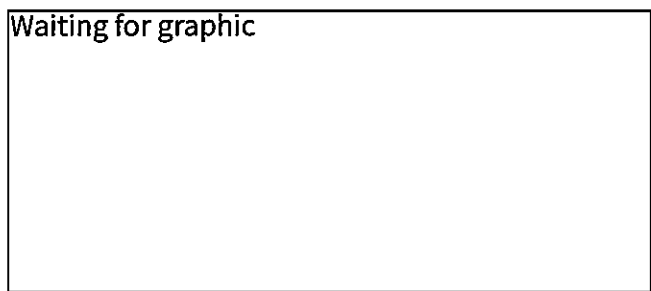
**Total Project Cost:** \$ 1,991,737

**Preconstruction:** \$95,851

**Construction:** \$1,895,886

**Schedule:** 2014

Waiting for graphic





## Ohlson Mountain Rope Tow Safety Equipment Upgrade

**Project Description & Benefit:** The Kachemak Ski Club (non-profit operators of the Ohlson Mountain Rope Tow) needs winter safety equipment for the continued safe operation of its ski hill. The KSC ski tow is located over a quarter mile off the Ohlson Mountain Road. All skiers and volunteers must currently walk a snow covered right of way to access the base of the ski hill.

This project would purchase of a snow machine capable of evacuating an injured skier uphill to the parking lot (where local club first aid responders would transfer care to local EMS providers), as well as for use packing both the access right of way and the tow path of the rope tow itself. Both of the latter are weekly maintenance tasks that must be done to open the hill to the skiing public. A covered open sled capable of being towed by a snowmachine to evacuate an injured skier would be part of this initial purchase.

A four wheel drive ATV is the second major capital item in this request, which would be used for pre-season maintenance of the right of way path, brush clearing on the hill, as well as for hauling of firewood on the site to maintain the heating needs of the woodstove-equipped ski lodge.

The final phase of the project would include construction or purchase of secure covered storage for the protection of the purchased equipment from the elements as well as a grooming device to break up icy or rutted conditions on the access trail or ski hill itself.

**Total Project Cost:** \$30,000

**Schedule:** 2015



Map depicts the location of the Ohlson Mountain Rope Tow in relation to Ohlson Mountain Road.



# Growing opportunities for Alaskans



SEAN PARNELL  
GOVERNOR OF ALASKA

## ALASKA'S FISCAL YEAR 2014 BUDGET

*"I am committed to a responsible budget that provides essential public services, makes strategic investments to grow our economy, and limits draws on reserves."*

- Governor Sean Parnell

### Spending Target

- Legislative agreement on \$6.8 billion unrestricted general fund spending target
- More than \$1 billion less spending than FY 2013
- Support for five-year fiscal plan to reduce level of spending

### Resources and Energy

Alaska's resources provide Alaskans with opportunity.

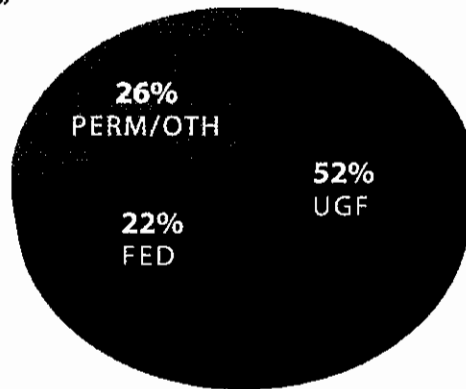
- **Roads to Resources** \$17.5 million
- Gasline Development \$380 million
- Geologic Materials Center \$17.5 million
- Chinook Salmon Research \$7.5 million
- Strategic Minerals \$2.5 million
- Permitting and Statewide Mapping \$5.5 million
- Susitna-Watana Hydro Project \$95.2 million
- Sustainable Energy Fund \$125 million
- Interior Energy \$57.5 million
- Weatherization/Home Energy \$51.5 million
- Renewable Energy \$25 million
- Other Energy/Hydro Projects \$305.7 million

### Education

Alaska's K-12 public education system prepares students for success in college or job-training programs.

- Increase K-12 Education to \$1.25 billion
- **Alaska Performance Scholarships** \$8 million
- Alaska Learning Network \$1.1 million; Online with Libraries \$761,000; Homework Help \$138,000
- Early Learning \$13.7 million
- School Construction \$71.2 million
- Major Maintenance \$22.9 million
- School Safety Grants \$21 million

### Alaska's Budget by Fund Source



- Unrestricted General Funds \$6.8 billion
- Federal Funds \$2.9 billion
- Permanent/Other Funds \$3.5 billion

Total: \$13.2 billion

### Public Safety

The budget prioritizes safe homes and strong families.

- 16 New Alaska State Troopers \$3.6 million
- 5 New Village Public Safety Officers \$884,100
- **Choose Respect** Initiative \$10.8 million
- Kivalina Evacuation Route \$2.5 million
- Emergency Services - Blood Bank of Alaska \$7 million

### Transportation/Infrastructure

Alaska's economy depends on access and infrastructure to support development.

- Statewide Highway and Aviation \$1.05 billion
- Alaska Marine Highway \$185.4 million
- Village Safe Water \$51.5 million
- Municipal Water and Sewer Projects \$21.7 million
- State Funds to leverage federal and local \$127 million

### Military Support

We honor Alaska's military community.

- Interior Alaska Veterans Cemetery \$2 million
- Homeland Security \$19.6 million
- Alaska Military Youth Academy \$11.1 million
- Veterans Services and Outreach \$1.8 million



**FOR IMMEDIATE RELEASE**

**No. 13-086**

**Governor Parnell Reduces State Spending, Signs Responsible Budgets**  
*Year One of 5-Year Fiscal Plan Accomplishes State Spending Reduction*

May 21, 2013, Anchorage, Alaska – Continuing his commitment to limit government growth and manage Alaska’s reserve funds wisely, Governor Sean Parnell today signed the budget bills into law. The approved Fiscal Year 2014 Budget is nearly \$1.1 billion less in state general funds, reflecting a 14 percent decrease from the current fiscal year. With all funds including Permanent Fund dividends and federal dollars, appropriations total \$13.2 billion.

“Alaska continues to maintain its position of fiscal strength and stability,” Governor Parnell said. “We will continue to step down the levels of spending under our five-year fiscal plan and be wise stewards of the people’s money.”

The approved budget maintains a general fund spending cap of \$6.8 billion set by Governor Parnell this past legislative session. The budget focuses on the administration’s key priorities of resources and energy, education, public safety, transportation and infrastructure, and military support.

**Resources and Energy**

The capital budget includes funding for strategic investments in resource development and energy projects across the state. Funding to develop an Alaska gasline is vital to developing Alaska’s gas for Alaskans and markets beyond. Continuing funding of \$95.2 million for the Susitna-Watana Hydro Project will provide a long-term, stable power source for generations of Alaskans.

Funding was included, along with legislation that passed, for a North Slope natural gas liquefaction plant and a liquefied natural gas (LNG) distribution system to deliver gas via truck to Fairbanks and rural communities until an Alaska gasline is built.

Funding was also approved for the Power Cost Equalization Program, home weatherization and energy rebates, heating assistance, and renewable energy projects.

**Education**

This year’s K-12 education budget includes \$58 million for increases in the K-12 funding formula, pupil transportation, school energy costs, and safety and security upgrades for schools. The state also funds more than \$343 million for school district retirement system unfunded liability for the Public Employees’ and Teachers’ Retirement Systems.



Continuing the state's strong commitment to education in rural Alaska, \$71.2 million is included for school construction in Nighthute, Quinahagak, and Kwethluk. \$22.9 million is included for 13 schools across Alaska for major maintenance projects.

### **Public Safety**

The budget prioritizes public safety. In Alaska's rural communities five Village Public Safety Officer (VPSO) positions are added, raising the total to 121 funded positions.

The Alaska State Troopers will see an increase of 16 new trooper positions, the most significant increase in years. Two of the positions are for a new trooper post in Hooper Bay, one for VPSO support, and 13 allocated between Mat-Su, Fairbanks and Kenai.

### **Transportation and Infrastructure**

The budget includes more than \$1.3 billion in transportation and infrastructure projects. Because access to Alaska's vast resources will drive economic growth, the "Roads to Resources" initiative continues to be a primary focus of the administration.

### **Military Support**

The budget includes funding for veterans services and outreach, and \$2 million for the Interior Alaska Veterans Cemetery.

Detailed information on capital projects across the state is available at:  
<http://gov.alaska.gov/parnell/press-room/fy14-budget.html>

Copies of the budgets and related documents are available at:  
<http://omb.alaska.gov/html/budget-report/fy-2014-budget/enacted.html>

###

**State of Alaska**  
**SLA2013 Enacted Fiscal Summary**  
 (dollars shown in millions)

	FY2013 Authorized plus Supplementals					FY2014 Enacted					UGF Change	UGF % Change	Total % Change
	Unrestricted General Funds	Designated General Funds	Other State Funds	Federal Funds	Total Funds	Unrestricted General Funds	Designated General Funds	Other State Funds	Federal Funds	Total Funds			
<b>1 REVENUE</b>	<b>7,585.5</b>	<b>874.8</b>	<b>528.9</b>	<b>2,927.4</b>	<b>11,916.6</b>	<b>6,162.7</b>	<b>970.6</b>	<b>564.6</b>	<b>2,966.9</b>	<b>10,664.8</b>			
2 Total Unrestricted General Fund Revenues (A) (\$109.21, \$109.61)	7,476.4				7,476.4	6,712.7				6,712.7			
3 Revenue Adjustment (B)	48.9				48.9	(550.0)				(550.0)			
4 Reappropriations and Carryforward (C)	60.2	0.2	0.3	10.9	71.6					0.0			
5 Restricted Revenue (D)		874.6	528.5	2,916.5	4,319.6		970.6	564.6	2,966.9	4,502.1			
<b>6 APPROPRIATIONS</b>													
7 <b>Total Operating (excluding fund capitalizations)</b>	<b>5,228.4</b>	<b>756.4</b>	<b>471.8</b>	<b>1,006.3</b>	<b>7,462.9</b>	<b>5,290.0</b>	<b>749.3</b>	<b>520.8</b>	<b>2,018.5</b>	<b>8,568.6</b>	<b>61.6</b>	<b>1.2%</b>	<b>0.3%</b>
8 <b>Agency Operations</b>	<b>4,308.3</b>	<b>734.6</b>	<b>437.2</b>	<b>1,984.4</b>	<b>7,464.5</b>	<b>4,368.9</b>	<b>721.5</b>	<b>466.3</b>	<b>1,998.0</b>	<b>7,554.6</b>	<b>60.6</b>	<b>1.4%</b>	<b>1.2%</b>
9 Agency Operations (Non-formula)	2,079.1	672.2	432.4	923.3	4,107.0	2,107.3	647.0	462.9	925.0	4,142.2	28.2	1.4%	0.9%
10 SB18 Veto/RB65 Vetea	(0.7)				(0.7)	(1.4)		(0.1)	(0.3)	(1.8)			
11 Supplementals	8.6	(1.4)	0.7	3.0	10.8					0.0			
12 Legislature and Courts Operations	181.3	0.6	0.8	1.7	184.4	185.0	0.6	0.7	1.7	187.9	3.6	2.0%	1.9%
13 Supplementals	(6.7)				(6.7)					0.0			
14 Total K-12 Foundation and Pupil Transportation (E)	1,203.5	13.3		20.8	1,237.6	1,216.4	10.5		20.8	1,247.7	12.9	1.1%	0.8%
15 Agency Operations (Formula)	858.8	49.0	2.8	1,035.6	1,946.2	861.7	63.4	2.8	1,050.7	1,978.6	2.9	0.3%	1.7%
16 Supplementals	(15.6)	0.9		(2.6)	(17.3)					0.0			
17 Revised Programs Legislatively Approved			0.5	2.7	3.2					0.0			
18 Duplicated Authorizations Non-additive (F)			724.6		724.6			734.9		734.9			
19 <b>Staterwide Operations</b>	<b>920.1</b>	<b>21.8</b>	<b>34.6</b>	<b>17.7</b>	<b>994.2</b>	<b>921.1</b>	<b>20.8</b>	<b>54.5</b>	<b>17.5</b>	<b>1,013.9</b>	<b>1.0</b>	<b>0.1%</b>	<b>2.0%</b>
20 Debt Service (G)	217.1	21.8	44.6	17.7	301.2	207.4	20.8	54.5	17.5	300.1	(9.7)	-4.5%	-0.4%
21 Supplementals	(20.0)		(10.0)		(30.0)					0.0			
22 Revenue Sharing	85.0				85.0	60.0				60.0			
23 Direct Appropriations to Retirement	613.9				613.9	633.8				633.8	19.9	3.2%	3.2%
24 Judgments, Claims and Settlements	18.0				18.0					0.0			
25 Supplementals	6.1		0.0		6.1					0.0			
26 Supplementals Placeholder					0.0	20.0				20.0			
27 Duplicated Authorizations Non-additive (F)			24.8		24.8			35.0		35.0			
28 <b>Total Capital</b>	<b>2,071.9</b>	<b>111.7</b>	<b>21.1</b>	<b>812.3</b>	<b>2,751.8</b>	<b>769.2</b>	<b>212.8</b>	<b>34.8</b>	<b>928.1</b>	<b>1,944.8</b>			
29 Project Appropriations	1,806.7	111.7	21.1	812.3	2,751.8								
30 Supplementals	204.8		26.5	1.0	232.3					0.0			
31 Revised Programs Legislatively Approved			0.6	86.2	86.8					0.0			
32 AGIA Reimbursement Fund	60.0				60.0	25.0				25.0			
33 Other Fund Capitalizations (H)				1.7	1.7	2.0				2.0			
34 Duplicated Authorizations Non-additive (F)			491.1		491.1			58.3		58.3			
35 <b>Fund Capitalizations</b>	<b>482.8</b>	<b>1.8</b>	<b>0.0</b>	<b>24.1</b>	<b>508.7</b>	<b>1,036.0</b>	<b>1.2</b>	<b>0.0</b>	<b>23.3</b>	<b>1,060.5</b>	<b>553.2</b>	<b>14.6%</b>	<b>108.4%</b>
36 Fund Capitalizations (I)	7.0	1.8	0.0	24.1	32.9	6.0	1.2	0.0	23.3	30.5			
37 Oil and Gas Tax Credits	400.0				400.0	400.0				400.0			
38 SB21 Oil Tax Credits Adjustment					0.0	150.0				150.0			
39 Sustainable Energy Transmission & Supply Development Fund	125.0				125.0	125.0				125.0			
40 Supplementals	(54.1)		0.0		(54.1)					0.0			
41 In-State Pipeline Fund	4.9				4.9	355.0				355.0			
42 Duplicated Authorizations Non-additive (F)			3.6		3.6			3.5		3.5			
43 <b>Pre-Transfer Authorization</b>	<b>7,782.7</b>	<b>869.9</b>	<b>520.0</b>	<b>2,927.4</b>	<b>12,100.0</b>	<b>7,122.2</b>	<b>956.2</b>	<b>555.6</b>	<b>2,966.9</b>	<b>11,600.8</b>	<b>(660.6)</b>	<b>-8.5%</b>	<b>-4.1%</b>
44 <b>Transfers/Savings</b>	<b>187.1</b>	<b>4.9</b>	<b>8.8</b>	<b>0.0</b>	<b>200.9</b>	<b>(291.6)</b>	<b>14.4</b>	<b>9.0</b>	<b>0.0</b>	<b>(268.1)</b>			
45 <b>Designated Savings</b>													
46 Public Education Fund - Budget Year Draw (E)	(1,178.5)				(1,178.5)	(1,190.7)				(1,190.7)			
47 Public Education Fund - Future Year Funding (E)	1,139.7				1,139.7	1,192.5				1,192.5			
48 REAA/Small Municipal School District Fund	36.6				36.6	36.2				36.2			
49 Renewable Energy Grant Fund (I)	25.9				25.9	25.0				25.0			
50 Alaska Higher Education Investment Fund	400.0				400.0					0.0			
51 Power Project Fund					0.0	10.0				10.0			
52 <b>Undesignated Savings</b>													
53 Statutory Budget Reserve	250.0				250.0					0.0			
54 AHFC Subsidiary (J)	(519.3)				(519.3)	(374.1)				(374.1)			
55 <b>Other Transfers (K)</b>	<b>32.8</b>	<b>4.9</b>	<b>8.8</b>	<b>0.0</b>	<b>46.5</b>	<b>9.5</b>	<b>14.4</b>	<b>9.0</b>	<b>0.0</b>	<b>32.9</b>			
56 <b>Total Authorization to Spend with Savings</b>	<b>7,969.9</b>	<b>874.8</b>	<b>528.9</b>	<b>2,927.4</b>	<b>12,300.9</b>	<b>6,830.6</b>	<b>2,883.6</b>	<b>564.6</b>	<b>2,966.9</b>	<b>10,345.7</b>	<b>(1,339.3)</b>	<b>-14.0%</b>	<b>-8.1%</b>
57 <b>Post-Transfer Balance to/(from) Reserves</b>	<b>(384.4)</b>					<b>(667.9)</b>							
58 <b>Permanent Fund Appropriations</b>	<b>0.0</b>	<b>1,230.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,230.0</b>	<b>0.0</b>	<b>1,913.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,913.0</b>			
59 PF Dividends / PFD Division Operations (L)		470.0			470.0		957.0			957.0			
60 PF Inflation Proofing		741.0			741.0		934.0			934.0			
61 AK Capital Income Fund (Am Hess) (M)		19.0			19.0		22.0			22.0			
62 <b>Total Authorization to Spend with Permanent Fund</b>	<b>7,969.9</b>	<b>2,104.8</b>	<b>528.9</b>	<b>2,927.4</b>	<b>13,530.9</b>	<b>6,830.6</b>	<b>2,883.6</b>	<b>564.6</b>	<b>2,966.9</b>	<b>13,245.7</b>	<b>(1,139.3)</b>	<b>-14.0%</b>	<b>-8.1%</b>

63	<b>Fiscal Year Summary (Includes Permanent Fund)</b>	<b>7,969.9</b>	<b>2,104.8</b>	<b>528.9</b>	<b>2,927.4</b>	<b>13,530.9</b>	<b>5,830.6</b>	<b>2,883.6</b>	<b>564.6</b>	<b>2,966.9</b>	<b>13,245.7</b>	(1,139.3)	-14.3%	-2.1%
64	Agency Operations	4,308.3	734.6	437.2	1,984.4	7,464.5	4,368.9	721.5	466.3	1,998.0	7,554.6	60.6	1.4%	1.2%
65	Statewide Totals (excluding fund capitalizations)	920.1	21.8	34.6	17.7	994.2	921.1	20.8	54.5	17.5	1,013.9	1.0	0.1%	2.0%
66	<b>Total Operating</b>	<b>5,228.4</b>	<b>756.4</b>	<b>471.8</b>	<b>2,002.1</b>	<b>8,458.7</b>	<b>5,290.0</b>	<b>742.3</b>	<b>520.8</b>	<b>2,015.5</b>	<b>8,568.5</b>	61.6	1.2%	1.3%
67	Capital	2,071.5	111.7	48.2	901.2	3,132.5	796.2	212.8	34.8	928.1	1,971.8	(1,275.3)	-61.6%	-37.1%
68	Fund Capitalization	482.8	1.8	0.0	24.1	508.8	1,036.0	1.2	0.0	23.3	1,060.5	553.2	114.6%	108.4%
69	Total Authorization Pre-Transfers/Savings	7,782.7	869.9	520.0	2,927.4	12,100.0	7,122.2	956.2	555.6	2,966.9	11,600.8	(660.6)	-8.5%	-4.1%
70	Transfers/Savings	187.1	4.9	8.8	0.0	200.9	(291.6)	14.4	9.0	0.0	(268.1)			
71	Total Authorization to Spend with Savings	7,969.9	874.8	528.9	2,927.4	12,300.9	6,830.6	970.6	564.6	2,966.9	11,332.7	(1,139.3)	-14.3%	-7.9%
72	Permanent Fund Appropriations	0.0	1,230.0	0.0	0.0	1,230.0	0.0	1,913.0	0.0	0.0	1,913.0			

**A Total Unrestricted General Fund Revenue:** Line 2 is based on the Department of Revenue Spring 2013 Revenue Forecast.

Unrestricted General Fund Revenue	FY2013	FY2014
Oil Price (ANS West Coast Spot per barrel)	\$109.21	\$109.61
Average ANS oil production (bbl. per day)	0.538	0.527
<b>Unrestricted General Fund Revenue</b>	<b>\$7,476.4</b>	<b>\$6,712.7</b>

Corporate Dividends	FY2013	FY2014
Alaska Industrial Development and Export Authority (AIDEA)	\$20.4	\$20.7
Alaska Housing Finance Corporation for Projects	\$16.5	\$0.0
<b>Total as Unrestricted General Funds</b>	<b>\$36.9</b>	<b>\$20.7</b>
Total AHFC Dividend for Capital Projects and Debt Service	\$27.3	\$10.6

**B Revenue Adjustment:** FY2013 includes a prior year recovery received in December 2012 in the amount of \$48,855,396 related to the Carlson case. The FY2014 revenue adjustment is related to the passage of SB21, Oil Tax Reform.

**C Reappropriations and Carryforward:** Includes fund sources for reappropriations and other appropriations (typically roll-forwards of prior year authorizations) that do not require additional FY2013 or FY2014 revenue.

**D Restricted Revenue:** Other revenue not included as Unrestricted General Fund Revenues in the Revenue Sources Book, such as Federal Receipts and University Receipts.

**E Public Education Fund:** Legislation in 2005 established the Public Education Fund (PEF). One of the effects of this legislation was to remove expenditures for K-12 Public Education from Agency Operations (Formula) on line 15. The FY2013 and FY2014 proposed total K-12 Foundation Program and Pupil Transportation expenditures are shown on line 14. The table below shows the amount of K-12 Foundation Formula and Pupil Transportation being expensed from the Public Education Fund, since expenditures from the fund do not require appropriation.

Public Education Fund Expenditures	FY2013	FY2014	FY2015
K-12 Foundation Formula	\$1,129,721.0	\$1,140,748.0	\$1,115,748.0
Pupil Transportation	\$73,795.9	\$75,639.1	\$76,762.7
<b>Total</b>	<b>1,203,516.9</b>	<b>1,216,387.1</b>	<b>1,192,510.7</b>

**F Duplicated Authorizations:** These appropriations are in the budget twice, such as when funds flow in and out of a holding account or one agency pays another for services provided. The most significant examples of these type of expenditures include operating payments from Interagency Receipts, Capital Improvement Project Receipts and in FY2013, General Obligation Bonds.

**G Debt Service:** The Debt Service line includes actual payment of debt obligations, primarily General Obligation Bonds, State debt reimbursement programs such as School Debt reimbursement, Certificates of Participation (lease-financing), and International Airports Revenue Bonds.

**H Fund Capitalizations:** Line 33 consists of the Emerging Technology Fund. Line 36 consists of the Alaska Children's Trust Grant Account, the Disaster Relief Fund, the Crime Victim Compensation Fund, the Trauma Care Fund, the Alaska Clean Water Fund, the Alaska Drinking Water Fund, and the Election Fund.

**I Renewable Energy Grant Fund:** The Renewable Energy Grant Fund is capitalized with \$25.9 million Unrestricted General Funds in FY2013, and \$25 million Unrestricted General Funds in FY2014. Grants appropriated from the Renewable Energy Grant Fund appear on line 29 in the Designated General Funds column; \$25.9 million in FY2013, and \$25 million in FY2014.

**J AHFC Subsidiary Account Fund Transfers:** In the FY2013 column, \$400.0 million is for the Alaska Higher Education Investment Fund, \$95.2 million is for the Susitna-Watana capital project, \$16.4 million is for Alaska Gasline Development Corporation capital project, \$4.6 million is for capitalizing the In-state Pipeline Fund, and \$3.1 million is for Alaska Performance Scholarship Awards. In the FY2014 column, \$355.0 million in AHCC Receipts capitalize the In-state Pipeline Fund and \$19.1 million is for a capital project for the Alaska Railroad Corporation.

**K Other Transfers:** Includes capitalization of various State funds, such as the Fish and Game Fund, Oil and Hazardous Substance Release Prevention and Response Accounts, and others.

**L PF Dividends / PFD Division Operations:** Line 59 includes both the amounts for Permanent Fund Dividend (PFD) checks and other State operating costs of the PFD.

Permanent Fund Dividend Fund Other Expenditures	FY2013	FY2014
Department of Revenue, Division of Permanent Fund Dividend operations	\$8.2	\$8.3
Department of Health and Social Services, Public Assistance PFD Hold Harnness	\$16.8	\$17.5
<b>Total</b>	<b>\$25.0</b>	<b>\$25.7</b>

included in Line 9  
included in Line 15

The financial information for the Permanent Fund section (lines 58-62) is from the Alaska Permanent Fund Corporation Fund Financial History & Projections as of April 30, 2013. These financial statements are available on the Alaska Permanent Fund website: [www.APFC.org](http://www.APFC.org).

**M Alaska Capital Income Fund:** The Alaska Capital Income Fund is authorized by AS 37.05.565. The fund consists of income earned on money awarded as a result of the State vs. Amerada Hess royalty case, estimated to be \$13-26 million per year, plus other appropriations.

### Capital Budget - UGF/DGF/Other/Fed Summary by Impact House District

Scenario: Final Total SLA 2013

House District	Unrestricted Gen (UGF)	Designated Gen (DGF)	Other Funds	Federal Funds	Total Funds
Fairbanks Areawide (HD 1-5)	88,346,550	1,478,950	2,005,812	34,624,188	126,455,500
Richardson Highway (HD 6)	10,124,459	2,085,509	0	43,300,000	55,509,968
Matsu Areawide (HD 7-11)	48,601,613	36,000,000	0	55,200,000	139,801,613
Anchorage Areawide (HD 11-27)	150,486,245	2,412,050	65,408,916	101,577,584	319,884,795
Kenai Areawide (HD 28-30)	31,008,036	13,750,000	0	15,125,000	59,883,036
Southcentral Region (HD 7-30)	95,200,000	7,000,000	0	35,450,000	137,650,000
Juneau Areawide (HD 31-32)	50,633,304	6,638,000	0	26,550,000	83,821,304
Ketchikan/Wrangell (HD 33)	11,330,301	15,000,000	0	22,400,000	48,730,301
Southeast Islands (HD 34)	18,490,039	10,844,000	0	38,625,000	67,959,039
Southeast Region (HD 31-34)	1,225,000	500,000	0	10,940,000	12,665,000
Kodiak/Cordova (HD 35)	14,744,150	11,370,000	0	30,600,000	56,714,150
Dillingham/Illiamna (HD 36)	4,416,426	59,444,401	0	11,775,000	75,635,827
Southwest Region (HD 36-37)	35,000	0	0	0	35,000
Bethel/Aleutians (HD 37)	25,789,400	16,575,431	0	11,632,000	53,996,831
Wade Hampton/McKinley (HD 38)	5,478,648	692,200	0	42,700,000	48,870,848
Bering Straits/Interior Villages (HD 39)	25,946,043	2,655,177	0	45,210,000	73,811,220
Western/Rural Interior Region (HD 38-39)	0	168,959	0	0	168,959
Arctic (HD 40)	14,472,001	6,685,805	0	25,996,868	47,154,674
Statewide (HD 1-40)	404,648,925	19,450,000	52,166,200	377,395,100	853,660,225
	1,000,976,140	212,750,482	119,580,928	929,100,740	2,262,408,290

**Summary of Budget Vetoes  
SLA 2013  
Operating and Capital Bills**

Appropriation Bill	Vetoes by Fund Source				Total Vetoed
	Unrestricted GF	Designated GF	Other	Federal	
FY2014 HB 65 Operating	(1,425,600)	0	(113,700)	(258,200)	(1,797,500)
FY2014 HB 66 Mental Health	0	0	0	0	0
FY2013 SB 18 Supplemental	(700,000)	0	0	0	(700,000)
<b>Operating Total</b>	<b>(2,125,600)</b>	<b>0</b>	<b>(113,700)</b>	<b>(258,200)</b>	<b>(2,497,500)</b>
SB 18 Capital	0	0	0	0	0
<b>Veto Total</b>	<b>(2,125,600)</b>	<b>0</b>	<b>(113,700)</b>	<b>(258,200)</b>	<b>(2,497,500)</b>

SLA 2013 Veto Decisions by Bill  
CH. 14 SLA 2013 (HB 65)  
CH. 16 SLA 2013 (SB 18)

	Dept.	Year	Sec. No.	Bill Page	Bill Line	Project Title	Reason	Amount Pre-Veto	Unrestricted Gen Fund	Designated Gen Fund	Other	Federal	Fund Source	Total Vetoed	Balance Remaining
<b>HB 65 Appropriation Bill</b>															
1	Administration - Office of Public Advocacy	2014	1	4	33	Non-Covered Geographic Differential	Calculation error	\$23,334,200	(\$96,300)				1004 Gen Fund	(96,300)	23,237,900
2	Administration - Public Defender	2014	1	5	3	Non-Covered Geographic Differential	Calculation error	\$26,381,300	(\$540,400)				1004 Gen Fund	(540,400)	25,840,900
3	Governor's Office - Elections	2014	1	17	31	Non-Covered Geographic Differential	Calculation error	\$4,372,400	(\$83,400)				1004 Gen Fund	(83,400)	4,289,000
4	Law - Second Judicial District	2014	1	26	33	Non-Covered Geographic Differential	Calculation error	\$2,536,200	(\$195,100)		(\$31,900)		1004 Gen Fund 1108 Statutory Designated Program Receipts	(227,000)	2,309,200
5	Law - Third Judicial District Outside Anchorage	2014	1	27	5	Non-Covered Geographic Differential	Calculation error	\$5,979,300	(\$66,800)				1004 Gen Fund	(66,800)	5,912,500
6	Law - Fourth Judicial District	2014	1	27	7	Non-Covered Geographic Differential	Calculation error	\$6,548,700	(\$217,600)		(\$29,500)		1004 Gen Fund 1007 Inter-Agency Receipts	(247,100)	6,301,600
7	Law - Child Protection	2014	1	27	14	Non-Covered Geographic Differential	Calculation error	\$7,390,800	(\$72,900)		(\$17,300)		1004 Gen Fund 1007 Inter-Agency Receipts	(90,200)	7,300,600
8	Military & Veterans' Affairs - Alaska Aerospace Corporation Facilities Maintenance	2014	1	29	9	Non-Covered Geographic Differential	Calculation error	\$6,185,300	(\$153,100)		(\$35,000)		1004 Gen Fund 1061 CIP Receipts 1101 AERO Fund	(188,100)	5,997,200
9	Revenue - AHFC Operations	2014	1	35	7	Non-Covered Geographic Differential	Calculation error	\$93,649,700				(\$258,200)	1002 Federal Receipts	(258,200)	93,391,500
10	<b>HB 65 TOTALS</b>								176,377,900	(1,425,600)	0	(113,700)	(258,200)	(1,797,500)	174,580,400
<b>SB 18 Appropriation Bill</b>															
11	Transportation & Public Facilities	multi	15(a)	120	26-29	Ruth Bumelt Sport Fish Hatchery Litigation Costs	No longer needed	\$750,000	(\$700,000)				1004 Gen Fund	(700,000)	50,000
12	Reappropriation	2013	32(c)	130	27-31	Reappropriation - \$1.7 million from DOT Harbor Program to Kotzebue Swan Lake harbor moorage	Retain funds for maintenance facilities and operations							0	0
13	Reappropriation	2013	41(f)	146 147	30 - 31 1 - 3	Reappropriation - \$4.5 million from Hoonah Berthing Facility to Mt. Edgecumbe HS aquatic center	Retain funds for original purpose							0	0
14	Reappropriation	2013	41(f)	147	4-8	Reappropriation - \$500.0 from Hoonah Berthing Facility to Mt. Edgecumbe HS heating plant	Retain funds for original purpose							0	0
15	<b>SB 18 TOTALS</b>								750,000	(700,000)	0	0	0	(700,000)	50,000
16	<b>TOTAL VETOES</b>								177,127,900	(2,125,600)	0	(113,700)	(258,200)	(2,497,500)	174,630,400

SLA 2013 Veto Decisions by Bill  
 CH. 14 SLA 2013 (HB 65)  
 CH. 16 SLA 2013 (SB 18)

	Dept.	Year	Sec. No.	Bill Page	Bill Line	Project Title	Reason	Amount Pre-Veto	Unrestricted Gen Fund	Designated Gen Fund	Other	Federal	Fund Source	Total Vetoed	Balance Remaining
<b>TECHNICAL - BILL/CONTINGENCY DID NOT PASS</b>															
17	HB 65 - Fiscal Note	2014	2	44	11-15	HB 19 - Permanent Motor Vehicles Registration	Bill Did Not Pass	\$100,100		(\$100,100)			1005 Gen Fund Program Receipts	(\$100,100)	\$0
18	HB 65 - Fiscal Note	2014	2	45	17-21	HB 193 - Municipal Taxation of Tobacco Products	Bill Did Not Pass	\$135,100			(\$135,100)		1108 Statutory Designated Program Receipts	(\$135,100)	\$0
19	SB 18 - Fund Capitalization	2014	21 (d)	124	19 - 20	Knik Arm Crossing Fund	Bill Did Not Pass	\$10,000,000	(\$10,000,000)				1004 Gen Fund	(\$10,000,000)	\$0





# City of Homer Capital Improvement Plan 2014-2019



Photo @ Scott Dickerson

This aerial shot of the Homer Harbor shows a Port town hard at work with the Alaska State Ferry Vessel *Tustumena* in port, the jack-up rig *Endeavor* at the Deep Water Dock and boats coming and going through the mouth of the harbor.

City of Homer  
491 E. Pioneer Avenue  
Homer, Alaska 99603  
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**DRAFT**



# City of Homer

City Manager

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February 14, 2013

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2013 through 2018 Capital Improvement Plan adopted by the Homer City Council on October 15, 2012. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

This year the CIP has been restructured to help the reader easily find individual projects or types of projects. "Part 1 Top 15 Legislative Request for 2012" represents the top priorities of the City of Homer. "Part 2 Mid-Range Projects" are projects the City would like to see funded in the next five years. "Part 3 Long Range Projects" represent long term capital project planning goals of the City. Long-range projects are listed in the body of the document but should not be considered as true projects.

The projects included in the City of Homer's 2013-2018 CIP were compiled with input from the public, area-wide agencies, and City staff as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Walt Wrede  
City Manager

Update with new letter from CM

**DRAFT**



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Update accordingly



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Update accordingly

Cottonwood Horse Park.....58



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**DRAFT**

Update accordingly



## **Funded Projects from 2010-2017 CIP List**

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The City of Homer is pleased to note that funding to complete the following projects has been identified or procured:

- Harbor Improvement Revenue Bond Projects
- Port and Harbor Building
- Skyline Fire Station
- Harbor Entrance Erosion Control
- System 2 Potable Water Upgrade

**DRAFT**





## Introduction: The Capital Improvement Program

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A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects a community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The program identifies ways projects will benefit the community. The CIP also indicates the priorities assigned to different projects and presents a target construction schedule.

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

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

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

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

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

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

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

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

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

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

**DRAFT**

## Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

DRAFT

# **City of Homer State Legislative Request FY 2014 Capital Budget**



Ramp 3 gets dangerously steep at low tide, as this picture of visitors inching their way cautiously down the ramp depicts. The City of Homer's number one priority this year is to fund the State of Alaska Harbor Facility Grant Program, which includes funding for replacing Ramp 3 with an ADA compliant Ramp.

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

Update with new graphic



## Legislative Request FY2014

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**City of Homer FY 2014 State Legislative Priorities list  
approved by the Homer City Council  
via Resolution 13-018**

- 1. Harbor Improvement Revenue Bond Project - \$4,206,000**
- 2. Port and Harbor Building - \$2,689,641**
- 3. Skyline Fire Station - \$410,400**
- 4. Pratt Museum New Facility and Site Redesign - \$2,800,000**
- 5. Homer Education and Recreation Center - \$9,000,000**
- 6. Harbor Entrance Erosion Control - \$2,512,800**
- 7. Fire Engine 4 and Tanker 2 Refurbishment - \$315,000**
- 8. Public Safety Building - \$13,050,000**
- 9. Barge Mooring Facility - \$360,000**
- 10. Kachemak Drive Rehabilitation/Pathway - \$20,000,000**
- 11. Brush/Wildland Firefighting Truck - \$108,000**
- 12. Marine Ways Large Vessel Haulout Facility - \$2,700,000**
- 13. Baycrest Overlook Gateway Project - \$230,400**
- 14. Water Storage/Distribution Improvements - \$3,510,000**

**DRAFT**

Replace with new Legislative Priority list from 2013 Resolution.



# 1. Harbor Improvement Revenue Bond Projects

**Project Description & Benefit:** This project will accomplish three significant harbor improvement projects (in order of importance):

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

**Plans & Progress:** The City's application to the State of Alaska Harbor Facility Grant Program for FY2014 is ranked number one. Funding for the first two Harbor Facility Grant projects (Homer and Ketchikan) is in the FY2014 Capital Budget. Municipalities have to come up with 50% of the construction funds and 100% of the design funds for Harbor Facility Grant projects. A \$440,000 grant from the Denali Commission combined with \$277,000 in City funds is paying for the design and engineering of the three projects. Design and engineering contracts have been issued and this phase will be complete in April of 2013 to be ready for the 2013 construction season. Half of the construction funds will be secured through a Revenue Bond. Harbor rates were increased in 2012 to make future bond payments.

Total Project Cost: \$9,129,000

2012 (Design): \$717,000 (Denali Commission and City of Homer)

2013 - 2014 (Construction): \$8,412,000 (50% Harbor Facility Grant and 50% City of Homer Revenue Bonds)

**State FY2014 State Request: \$4,206,000 through the State of Alaska Harbor Facility Grant Program**  
(54% Local Match: \$4,923,000)

**DRAFT**



Hole in damaged piling that needs replacing

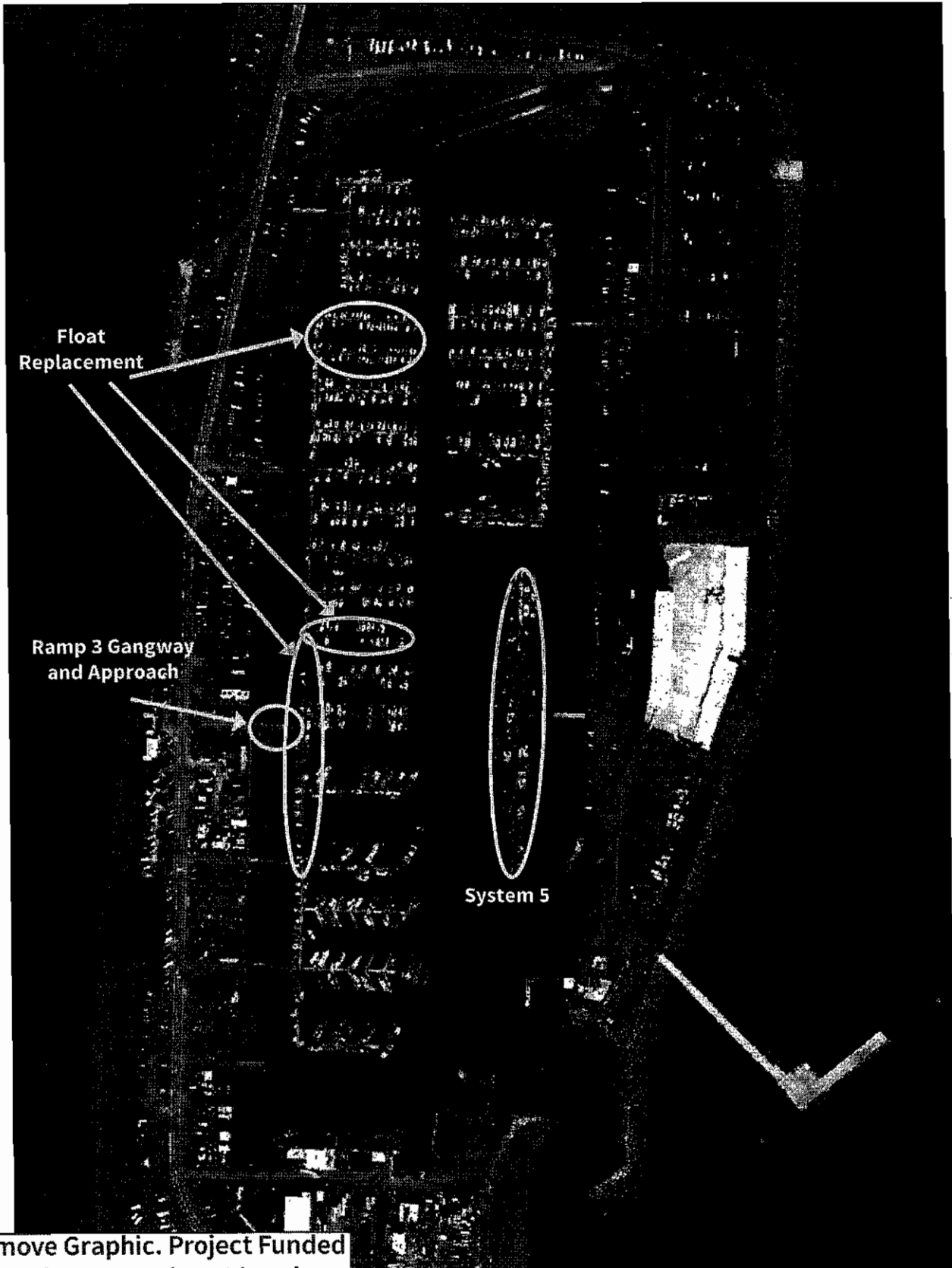


Exposed flotation on a damaged float.

See following page for project

**Recommend Removal. Funded through grant program and COH bonds.**

**DRAFT**



Remove Graphic. Project Funded through grant and COH bonds.



## 2. Port & Harbor Building

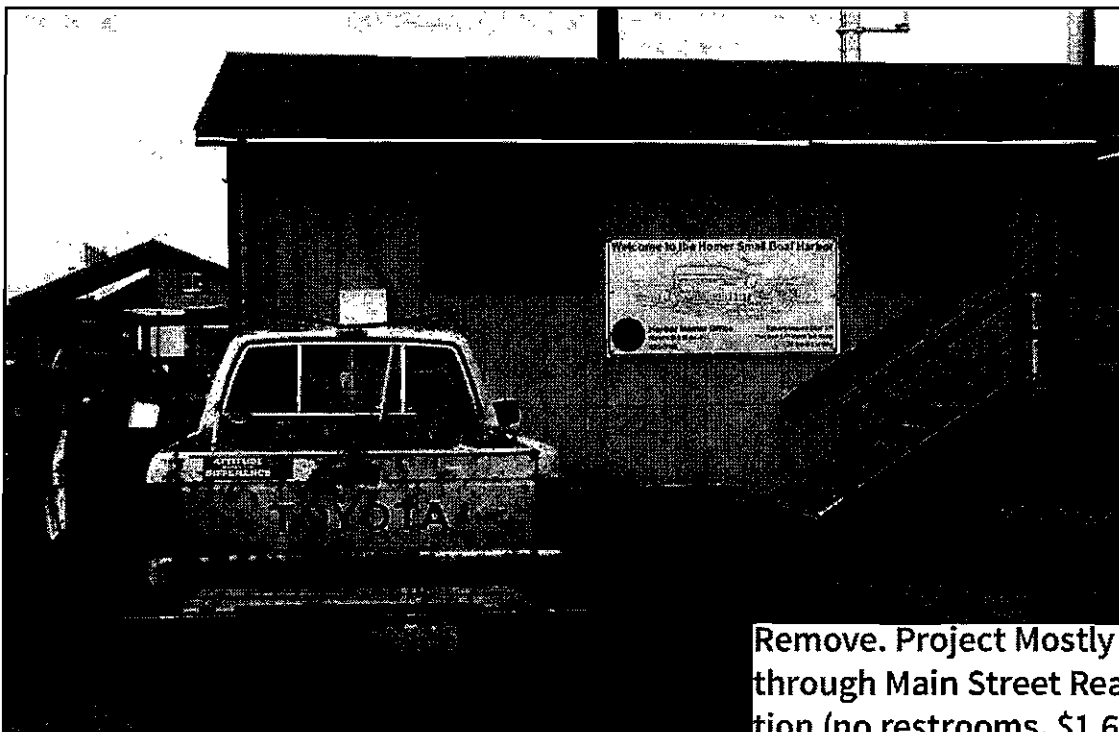
**Project Description & Benefit:** This project will replace the existing Port and Harbor building (Harbormaster's Office) constructed in 1983. The building is substandard with electrical, lighting, and heating deficiencies, and does not meet codes for occupancy as an office building. The structure is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

A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices and meetings with the public. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new building will meet current building code and be energy efficient, saving the City on utility costs. The new Port and Harbor building can include public restrooms. This would allow the City to tear down the old inefficient restrooms adjacent to the current structure that require constant maintenance.

**Plans & Progress:** A new port and harbor building has been on the City of Homer Capital Improvement Plan for many years. Nelson Engineering was hired by the City to perform an office alternatives analysis and come up with a preliminary design and cost estimate. The analysis shows new construction as the most cost effective alternative. However, retrofitting an existing structure may still be an option if the purchase price allows sufficient renovation funds in the project budget.

Total Project Cost: \$2,988,490  
2013 (Design): \$298,849  
2014-2015 (Construction): \$2,689,641

**FY2014 State Request: \$2,689,641**  
(10% City of Homer Match: \$298,849)



Remove. Project Mostly funded through Main Street Reappropriation (no restrooms. \$1.6m figure used).

**DRAFT**



### 3. Skyline Fire Station

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

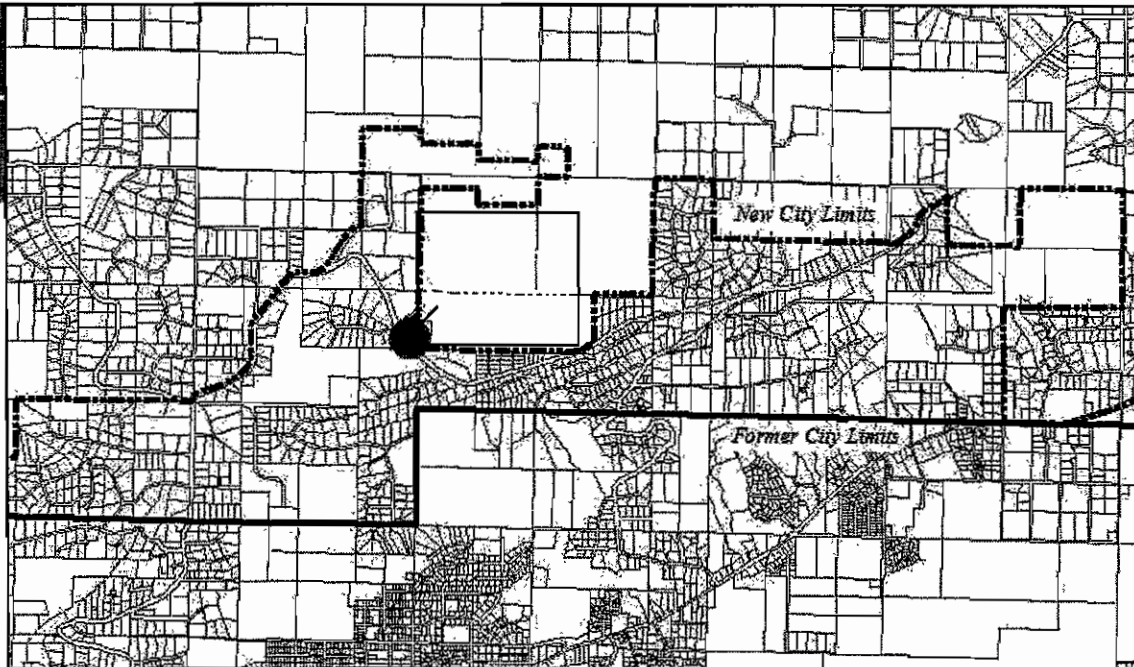
The Skyline Fire Station will improve the City's ISO rating, lower insurance rates for property owners on the bluff, improve response times, and provide storage for equipment the Homer Volunteer Fire Department (HVFD) currently cannot operate in the winter because of lack of warm storage. A Fire Station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

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

Total Project Cost: \$456,000  
2013 (Engineering and Design): \$45,600  
2014 (Construction): \$387,600  
2015 (Inspection): \$22,800

**FY2014 State Request: \$410,400**  
(10% City of Homer Match: \$45,600)

**DRAFT**



**Remove. Project funded through Main Street Reappropriation.**





## 4. Pratt Museum New Facility and Site Redesign

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

Today the Pratt Museum exists in a structure that does not meet the Museum or the community's needs. The existing 10,500 square foot building is more than 43 years old. The galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working with its community on a project to help better serve the community and visitors long into the future, through the construction of a new facility and redesign of the Pratt's 9.3 acres. Benefits of this project: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system and outdoor exhibits; 4) the ability to serve larger visitor and school groups; 5) greater representation of the region's diverse cultural groups; 6) the ability to care for growing collections, including community archives and stories; and 7) full disability accessibility.

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

- Gathering of diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning and Design Phases
- With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free
- \$2 million (22% of project total) secured in cash and pledges
- Participation in the Rasmuson Foundation's prestigious "Pre-Development Program," which provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings
- Recruitment of community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities
- The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building
- The Pratt is on schedule with the Design Phase, which will be completed by February 2014
- The first part of the site work, an upgrade and expansion of the Pratt's trail system, was completed this summer

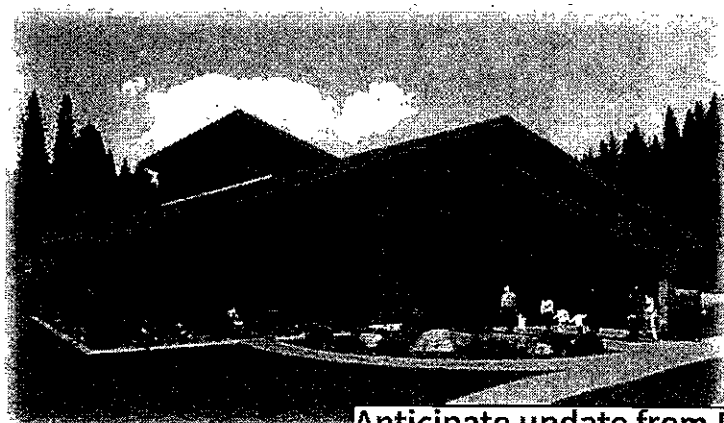
**Total Project Cost:**

Preconstruction: \$ 1,000,000  
Construction: \$8,500,000

**Schedule:**

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

**FY2014 State Request: \$2,800,000**



NEW PRATT MUSEUM  
HOMER ALASKA

EXTERIOR

Anticipate update from Pratt.  
Received \$250,000 in FY14  
Capital Budget.

**DRAFT**



## 5. Homer Education and Recreation Center

**Project Description & Benefit:** There is an outstanding need in Homer for an education and recreation center that can serve as a gathering place for the community, a headquarters for the City of Homer Community Recreation program, an indoor location for sport and activities and a home for youth programs such as the Homer Boys and Girls Club. The uses for such a center with gym, classroom, office and meeting space are endless: community classes could be taught, public meetings and gatherings could be held, and indoor sport clubs could use the space, among many other uses. The Homer City Council is exploring various means for meeting this need. Potential solutions include upgrading an existing building or building a new facility.

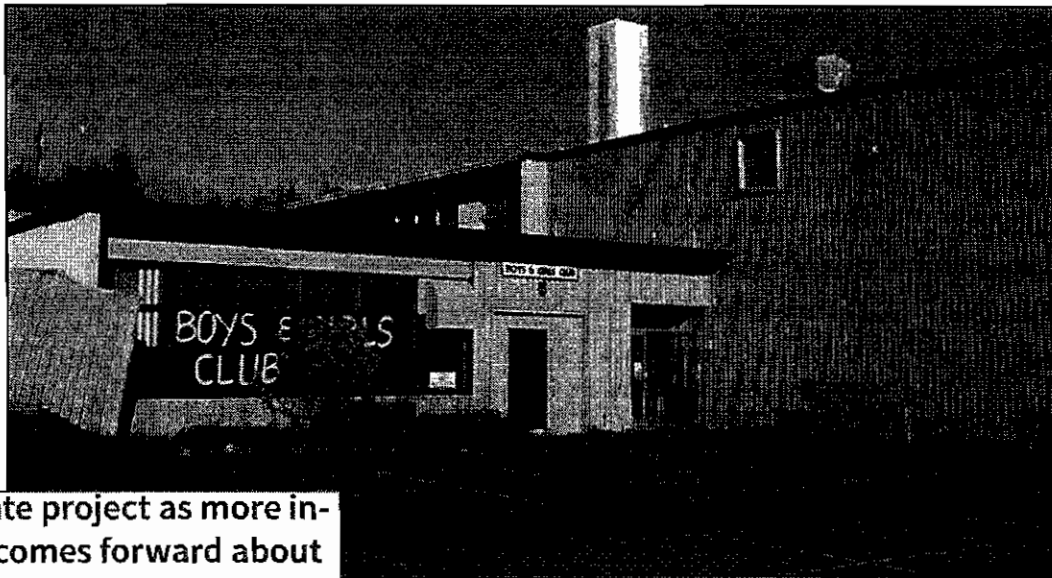
The City owns the “old middle school,” a two-story 18,000 square foot structure centrally located on the corner of Pioneer Avenue and the Sterling Highway built in 1956. Due to age and disrepair, the building is an expensive facility to heat and maintain. Though this building currently carries the title of Homer Education and Recreation Center, it is unusable as such in its current condition. Substantial structural, weatherization, access and code upgrades would be necessary to make it a functional public space. Other buildings in the community could also be candidates for retrofitting.

The other option the Council has explored is building a new facility. By starting from scratch the City may be able to meet the needs of the community and satisfy all safety and code requirements more economically. This project would construct an education and recreation center by either retrofitting an existing structure or building a new facility.

**Plans & Progress:** The City contracted an architect to analyze necessary improvements to bring the “old middle school” up to code. The preliminary report indicates it may be prohibitively expensive to bring this building up to standard.

Total Project Cost: \$10,000,000  
2013 (Design):\$1,500,000  
2014 (Construction): \$8,500,000  
**FY 2014 State Request: \$9,000,000**  
(10% City of Homer Match: \$1,000,000)

**DRAFT**



**Hold: Update project as more information comes forward about community and council desired use for building**

The “old middle school,” pictured above, needs major upgrades to serve the community as an education and recreation center.



## 6. Harbor Entrance Erosion Control

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

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

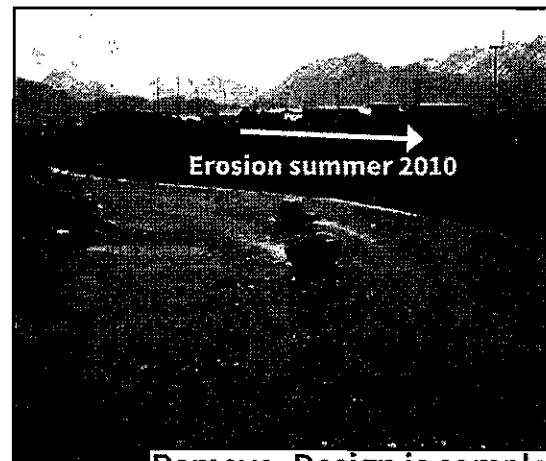
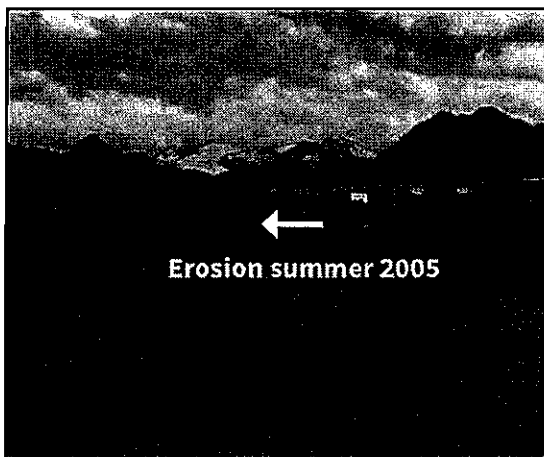
Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor. Erosion control is needed to protect the harbor for fishermen, tourists,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

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

Total Project Cost: \$2,792,000  
2013 (Design): \$216,000  
2014-2015 (Construction): \$2,576,000

**FY2014 State Request: \$2,512,800**  
(10% City of Homer Match: \$279,200)

**DRAFT**



Remove. Design is complete. Going out to bid in June. Project will be done in conjunction with spit trial improvements to protect that infrastructure.



## 7. Fire Engine 4 and Tanker 2 Refurbishment

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

With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and driveline overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station. A reserve fire engine would help Homer qualify for an improved ISO rating, benefitting all households through reduced homeowner insurance costs.

**Cost:** \$150,000    **Schedule:** 2013

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

**Cost:** \$200,000    **Schedule:** 2015

**Total Project Cost:** \$350,000

**FY2015 State Funding Request: \$315,000**  
(10% City of Homer Match): \$35,000

DRAFT



Fire Engine 4



Tanker 2

Keep. Still a need. No significant updates.



## 8. Public Safety Building

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

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

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

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

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

Total Project Cost: \$14,500,000

2016 (Design): \$1,450,000

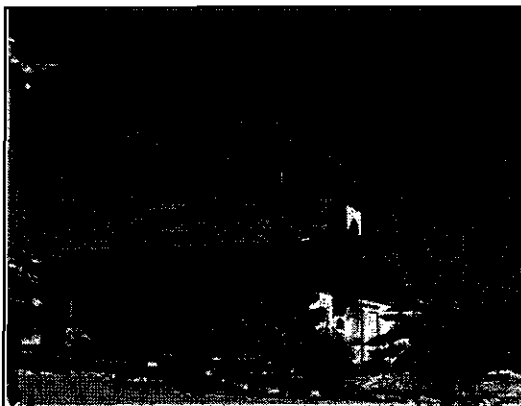
2017-2018 (Construction): \$12,400,000

2019 (Inspection): \$650,000

**FY2015 State Request: \$13,050,000**

(10% City of Homer Match: \$1,450,000)

**DRAFT**



Homer Fire Hall in winter



Homer Police

Keep. Still a need. No significant updates. Firearms training facility is a proposed new project.



## 9. Barge Mooring Facility

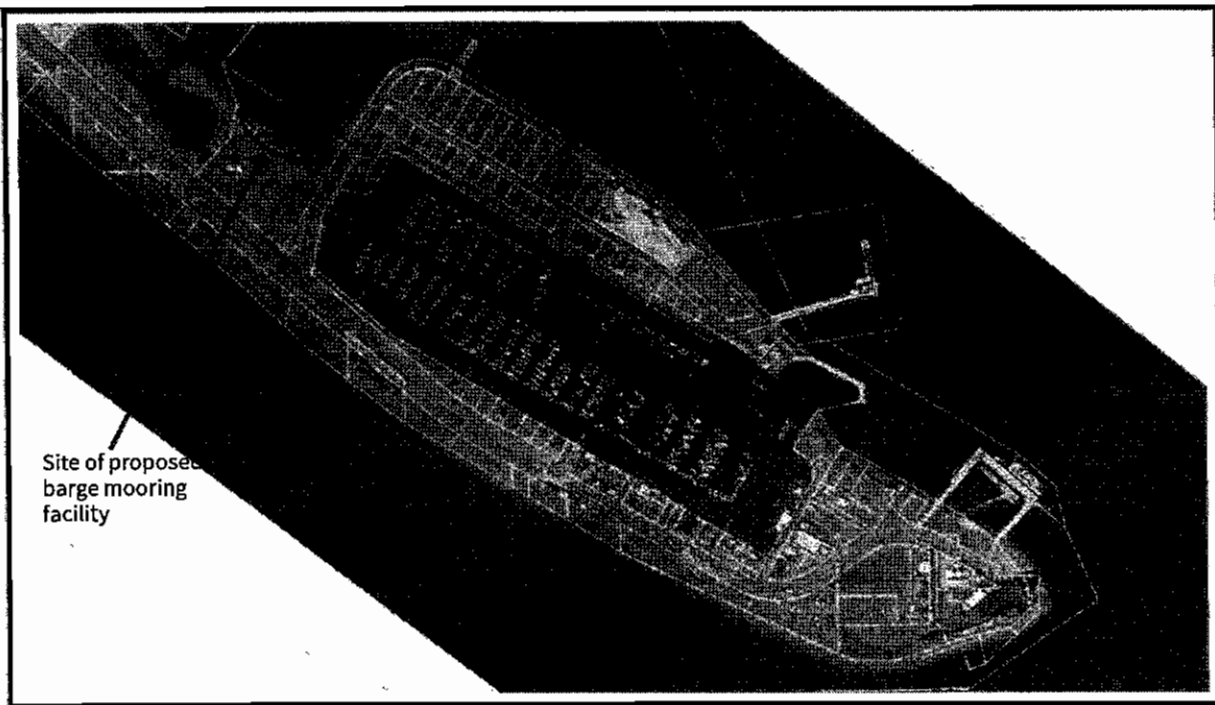
**Project Description & Benefit:** Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility will consist of a row of piles driven perpendicular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

Total Project Cost (2014): \$400,000

**FY2015 State Request: \$360,000**

(10% City of Homer Match: \$40,000)

**DRAFT**



Keep. P&H has many letters of interest for project.



## 10. Kachemak Drive Rehabilitation/Pathway

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

The road also needs rehabilitation which includes raising the embankment, resurfacing, widening the road, and drainage improvements. Because of the significant right-of-way acquisition involved, the project will take several years to complete.

**Plans & Progress:** The Kachemak Drive Path Committee has worked for two years to define and narrow options, survey public opinion, proposed a route for a separated path and present the packet to the Parks and Recreation Commission and Transportation Advisory Committees. The City has appropriated \$20,000 to have the proposed route surveyed, starting at the intersection of Homer Spit Road and Kachemak Drive, which includes a steep and dangerous hill. This will most likely be a multi-year project, done in phases. Sections of the proposed trail run on existing electrical, water and sewer easements.

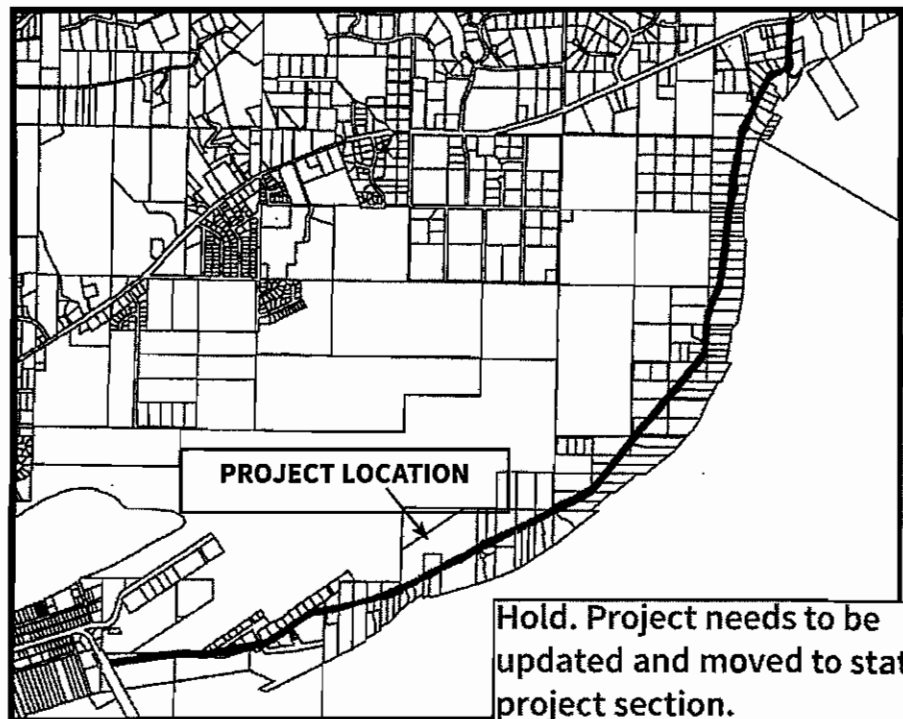
Total Project Cost: \$20,000,000

Separated Pathway: \$4,000,000

Road Rehabilitation: \$16,000,000

**FY2014 State Request: \$20,000,000**

**DRAFT**





## 11. Brush/Wildland Firefighting Truck

**Project Description & Benefit:** The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990.

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

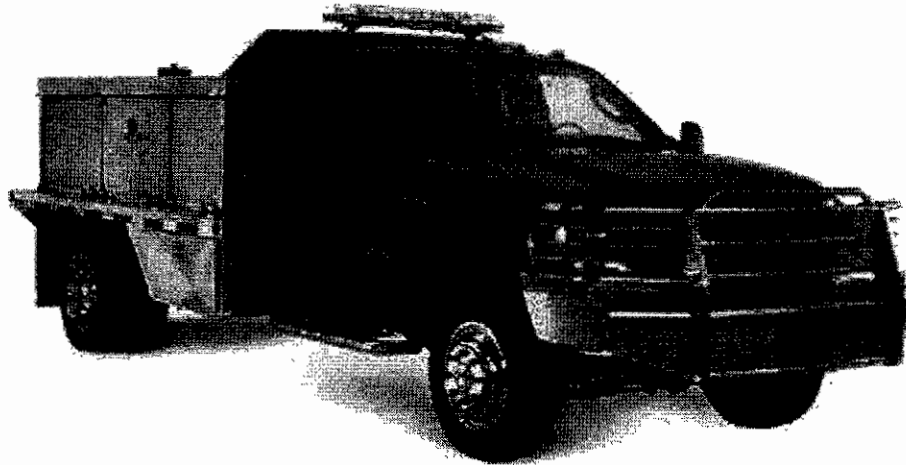
Although HVFD uses the term "brush truck," in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access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

Total Project Cost (2015): \$120,000

**FY2015 State Request: \$108,000**

(10% City of Homer Match: \$12,000)

**DRAFT**



Keep. Still a need. No significant updates.





## 12. Marine Ways Large Vessel Haulout Facility

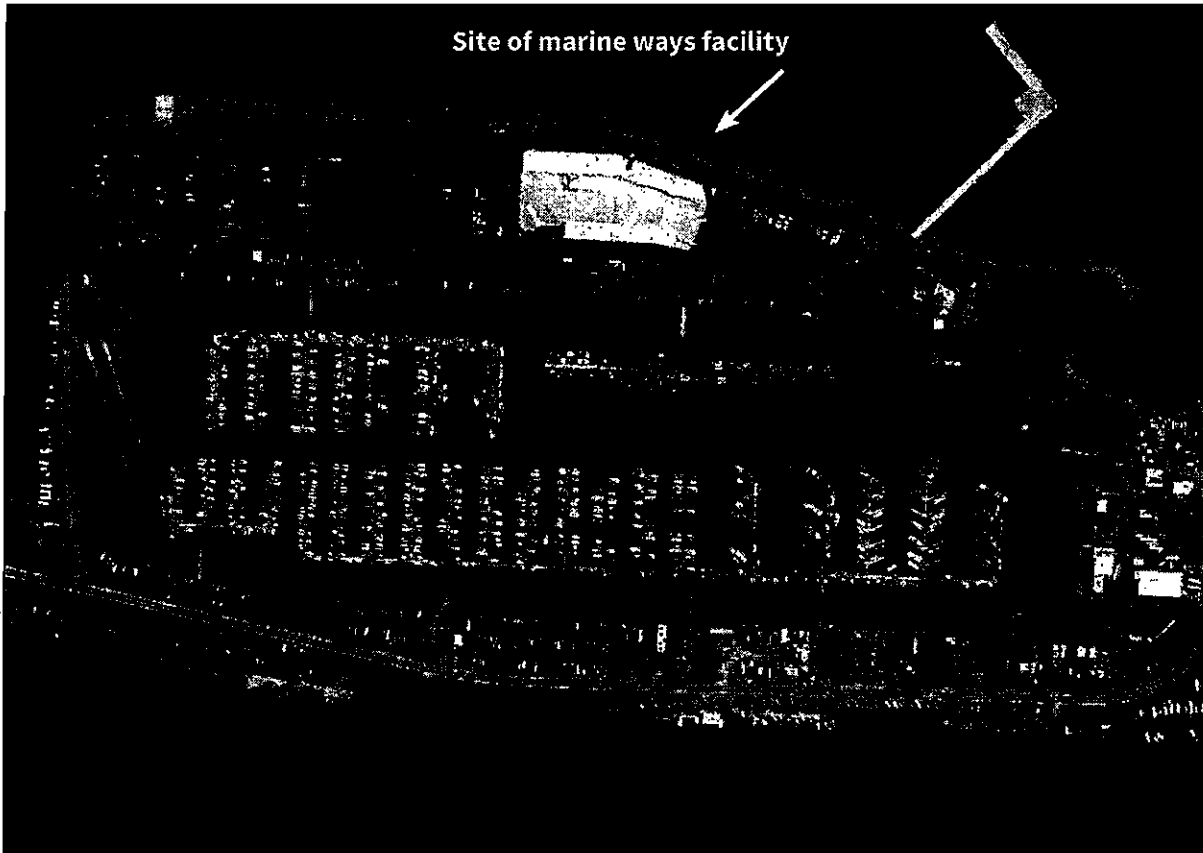
**Project Description & Benefit:** This project will construct a “marine ways” ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private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

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

Total Project Cost (2015): \$3,000,000

**FY2015 State Request: \$2,700,000**

(10% City of Homer Match: \$300,000)



**DRAFT**

Keep. Still a need. No significant updates.



## 13. Baycrest Overlook Gateway Project

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

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

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

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

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

Six thousand dollars has been designated to the design phase from the State and the City of Homer. Design, development, and locations for welcome and interpretive signage should be completed by early spring 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was held on September 18, 2012.

**The project will consist of three phases:**

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

Total Project Cost: \$256,000  
 2012 (Design): \$6,000  
 2013 (Construction): \$250,000  
     Signage/Benches: \$100,000  
     Landscaping: \$75,000;  
     Restrooms and Paving: \$75,000

**FY2014 State Request: \$230,400**  
 (10% City of Homer Match: \$25,600)



**DRAFT**

Keep. Need to update with Public Arts Committee progress.



## 14. Water Storage/Distribution Improvements

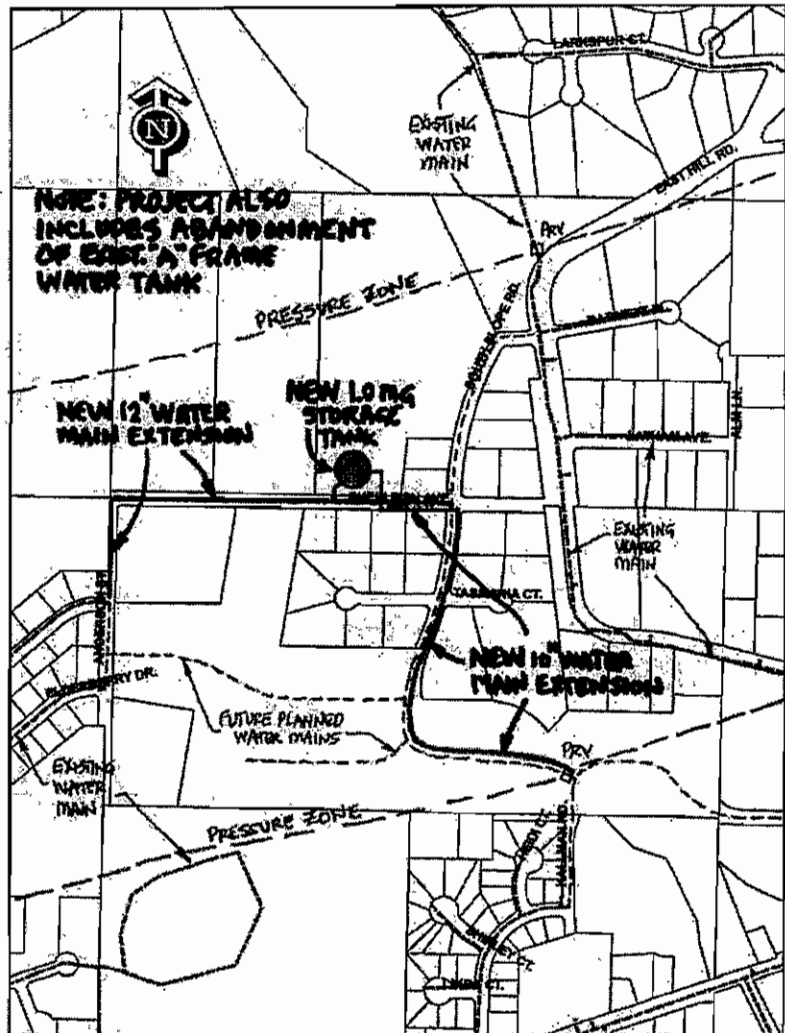
**Project Description & Benefit:** This project will design and construct improvements that will increase water storage, improve water system distribution, drinking water quality/ public health, and treatment plant and water transmission effectiveness.

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

**Plans & Progress:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The City received a \$390,000 Special Appropriation Project grant for the design phase of the project in 2012 from the Environmental Protection Agency. Design will be complete in 2014

Total Project Cost: \$3,900,000  
 2014 (Design, funding secured): \$390,000  
 2016-2017 (Construction): \$3,510,000

**FY2015 State Request: \$3,510,000**  
 (10% Local Match: \$390,000)



**DRAFT**

Keep. Design is currently underway and will be complete in 2014.



## **Mid-Range Projects**

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### **Part 2: Mid-Range Projects**

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

Update accordingly



## **Local Roads**

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

Update accordingly



## Heath Street - Pioneer to Anderson

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

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

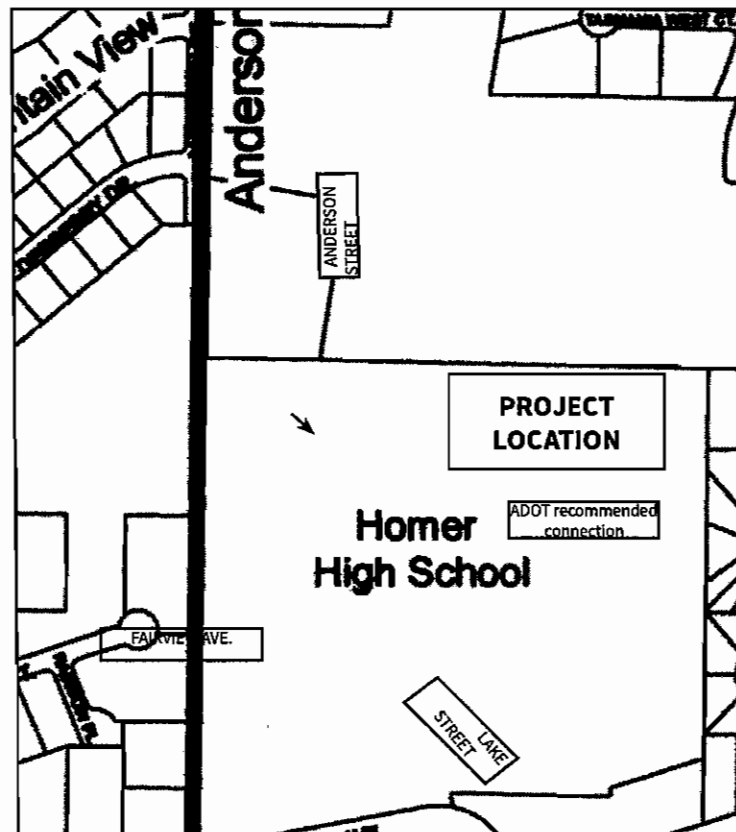
**Total Project Cost:** \$4,500,000

**Schedule:**

2017 (Design): \$500,000

2019 (Construction): \$4,000,000

**Priority Level:** 3



Update with better graphic.



## Land Acquisition for New Roads

**Project Description & Benefit:** This project will help meet current and future transportation needs by acquiring specific land parcels and rights-of-way to extend five local roads: It will improve traffic flow in Homer by providing an alternative east to west corridor.

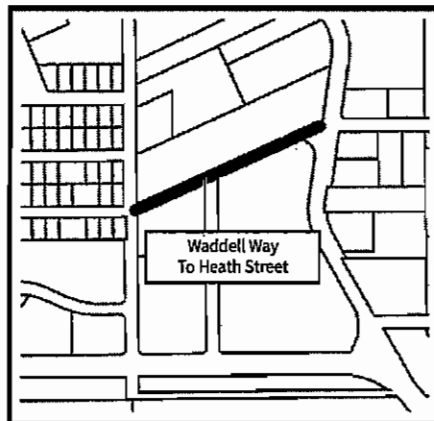
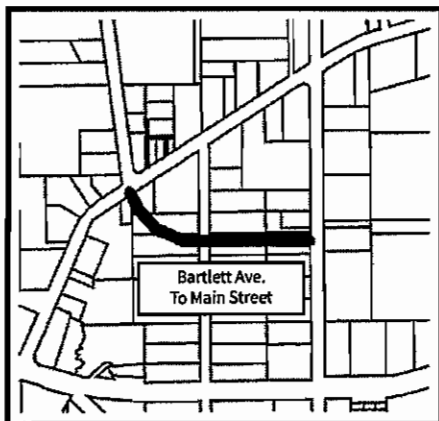
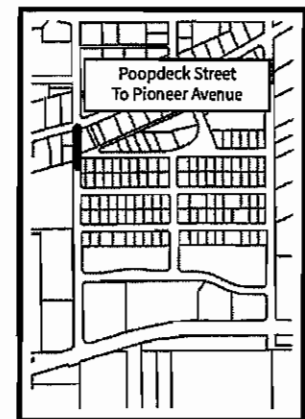
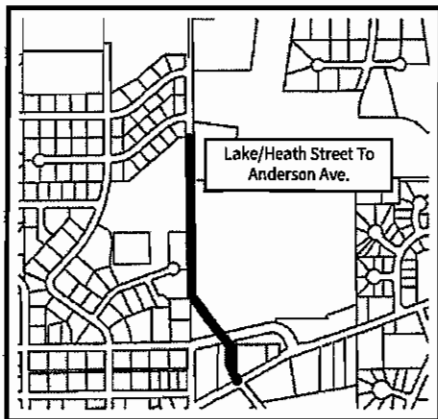
- **Lake/Heath Street to Anderson Avenue**
- **Bartlett Street extension south and east to Main Street**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**
- **Waddell Way extension west to Heath Street**

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

**Total Project Cost:** \$2,000,000

**Schedule:** 2014-2016

**Priority Level:** 1



Updated total project cost.



## Town Center Infrastructure

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

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

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

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

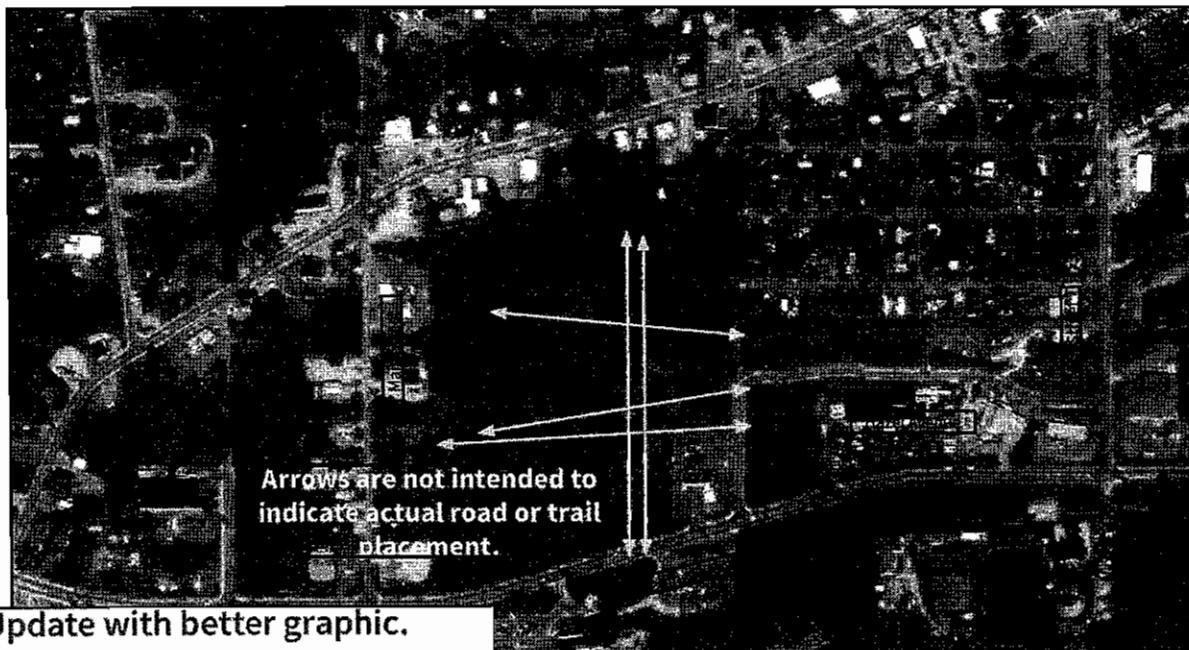
**Total Project Cost:** \$2,250,000

**Schedule:**

**2015 (Design):** \$250,000

**2016 Construction:** \$2,000,000

**Priority Level:** 1



Arrows are not intended to indicate actual road or trail placement.

Update with better graphic. Organize road projects to show how they support each other.

East-west and north-south road connections combined with trails, sidewalks, and parking in Town Center will set the stage for development of an economically vibrant and attractive downtown district in the heart of Homer.





## **Parks and Recreation**

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- **Ben Walters Park Improvements, Phase 2**
- **Horizon Loop Trail, Phase 1: Feasibility and Conceptual Design**
- **Jack Gist Park Improvements, Phase 2**
- **Karen Hornaday Park Improvements, Phase 2**
- **Mariner Park Restroom**

Update accordingly



## Ben Walters Park Improvements, Phase 2

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

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

**Total Project Cost:** \$250,000

**Schedule:** 2015

**Priority Level:** 2



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

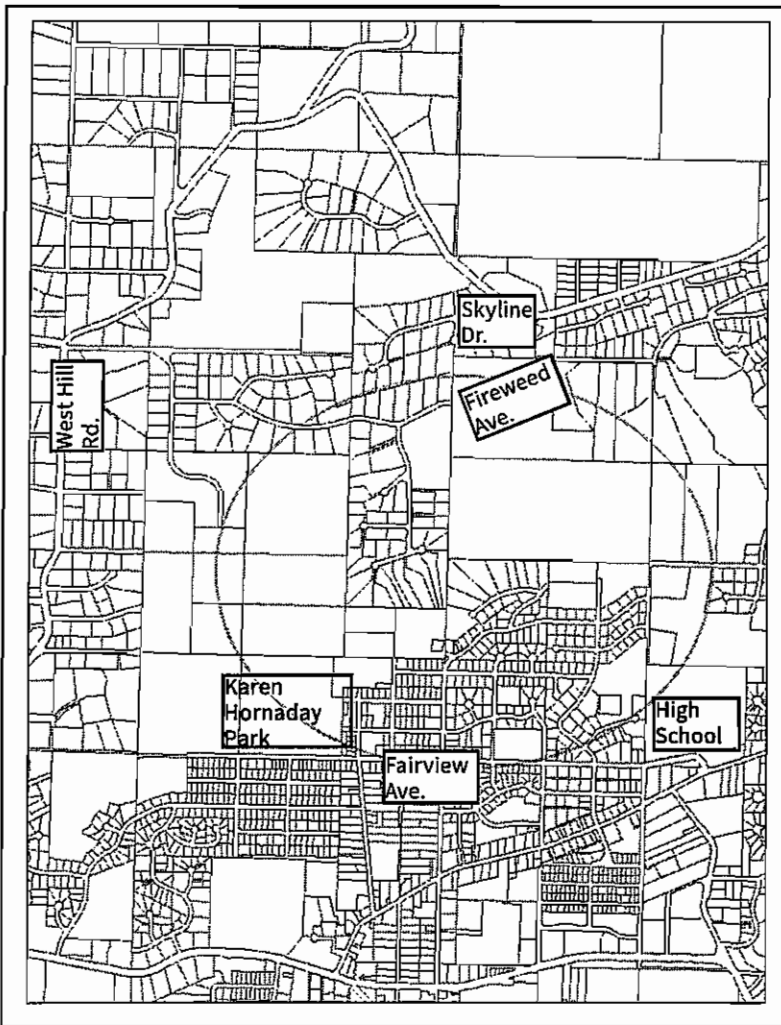
Keep. Only updates are from Rotary adopting park.



## **Horizon Loop Trail, Phase 1: Feasibility and Conceptual Design**

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

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



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

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

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

**Total Project Cost:** Staff time

**Schedule:** 2017

**Priority Level:** 3

**Move to long range section.**



## Jack Gist Park Improvements, Phase 2

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

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

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

**Total Project Cost:** \$155,000

**Parking Lot Expansion:** \$45,000

**Concession Stand and Equipment Storage:** \$75,000

**Irrigation System:** \$35,000

**Schedule:** 2013

**Priority Level:** 2



Keep. No significant updates.



## Karen Hornaday Park Improvements, Phase 2

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

**Plans & Progress:** The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fund raising by an independent group organized to make playground improvements (HoPP), has funded Phase 1 (drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements). The City has designated \$50,000 to help fund design and engineering for Phase 2. The City recieved a Land and Water Conservation Fund (LWCF) grant for campground and drainage improvements and the development of a new day use area between the two ball fields.

**Total Project Cost:** \$1,978,750

**Schedule:** 2014 - 2016

**Priority Level:** 2



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

**Keep. Still a need.**



## Mariner Park Restroom

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

**Plans & Progress:** Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location. Total Project Cost: \$330,000

**Schedule:** 2015

**Priority Level:** 2



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

Keep. Still a need. Updated cost estimate.



## **Port and Harbor**

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- **Deep Water/Cruise Ship Dock Expansion, Phase 1**
- **East Boat Harbor**
- **Fire Cart Replacement**
- **Harbor Sheet Pile Loading Dock**
- **HH Float Improvements**
- **Homer Spit Dredged Material Beneficial Use Project**
- **Ice Plant Upgrade**
- **System 2 Potable Water Upgrade**
- **System 4 Vessel Mooring Float System**
- **Truck Loading Facility Upgrades at Fish Dock**
- **Ramp 5 Restroom**
- **Ramp 8 Restroom**

Update accordingly.



## Deep Water/Cruise Ship Dock Expansion, Phase 1

**Project Description & Benefit:** The City of Homer is in the process of completing major infrastructure improvements that will help position Homer as the economic and transportation hub of the Kenai Peninsula.

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

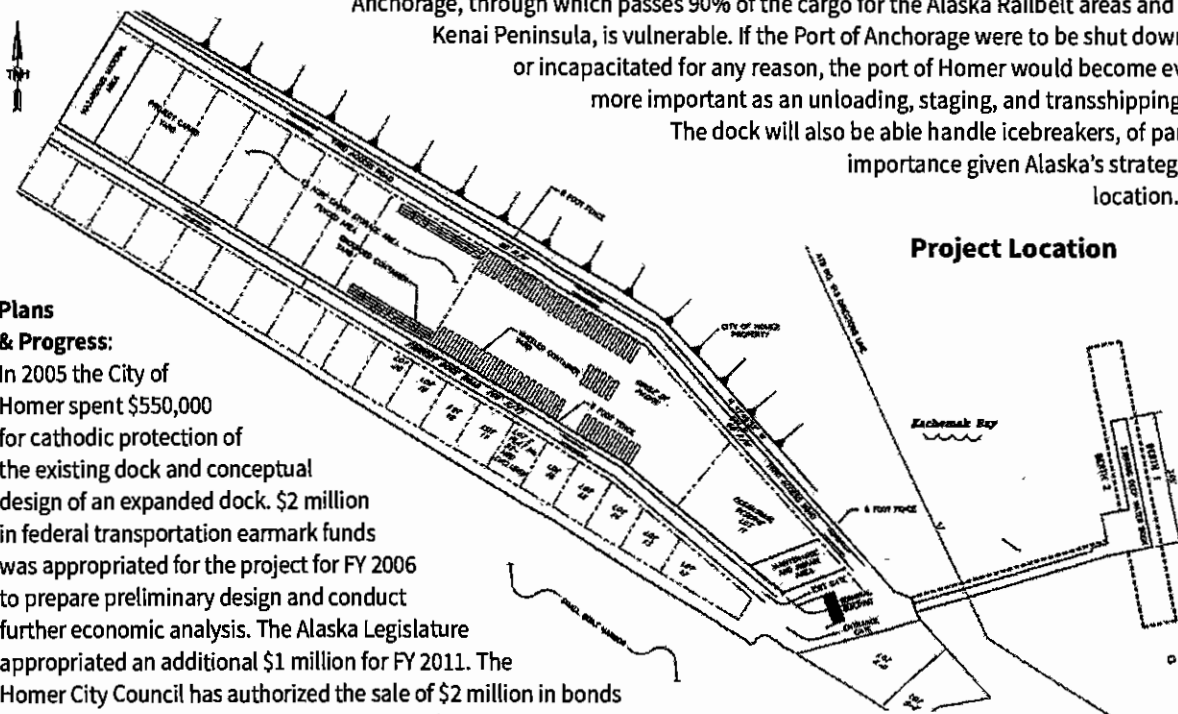
**Resource Development Capabilities:** The facility will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the need of future resource development. There is demand in the near term for modifications of the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

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

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

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

The dock will also be able handle icebreakers, of particular importance given Alaska's strategic arctic location.



**Plans**

**& Progress:**

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

**Keep. Project cost updated. Staff is working on TORA w/ DOT. Feasibility study will be advertised in 2013.**

**Total Project Cost:** \$35,000,000     **Priority:** 1

**Schedule:**

- 2013 (Feasibility): \$1,250,000
- 2015 (Preliminary Design): \$1,750,000
- 2015-2016 (Construction): \$26,000,000



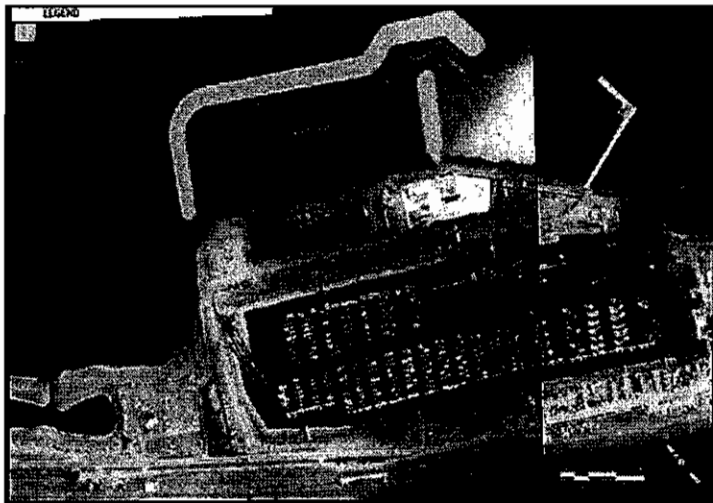


## East Boat Harbor

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

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

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



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

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

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

**Total Project Cost:** \$100,620,000

**Schedule:**

2015 (Design and Permitting): \$1,520,000

2016 (Breakwater Construction and Dredging): \$78,500,000

2017-201 (Inner Harbor Improvements): \$20,600,000

**Priority Level:** 2

**Keep. Still a need. Best chance at funding is through federal delegation.**



## Fire Cart Replacement

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

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

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

**Total Project Cost:** \$225,000

**Schedule:** 2016

**Priority Level:** 1



Keep. P&H is working on a prototype to get a better cost estimate.

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



## Harbor Sheet Pile Loading Dock

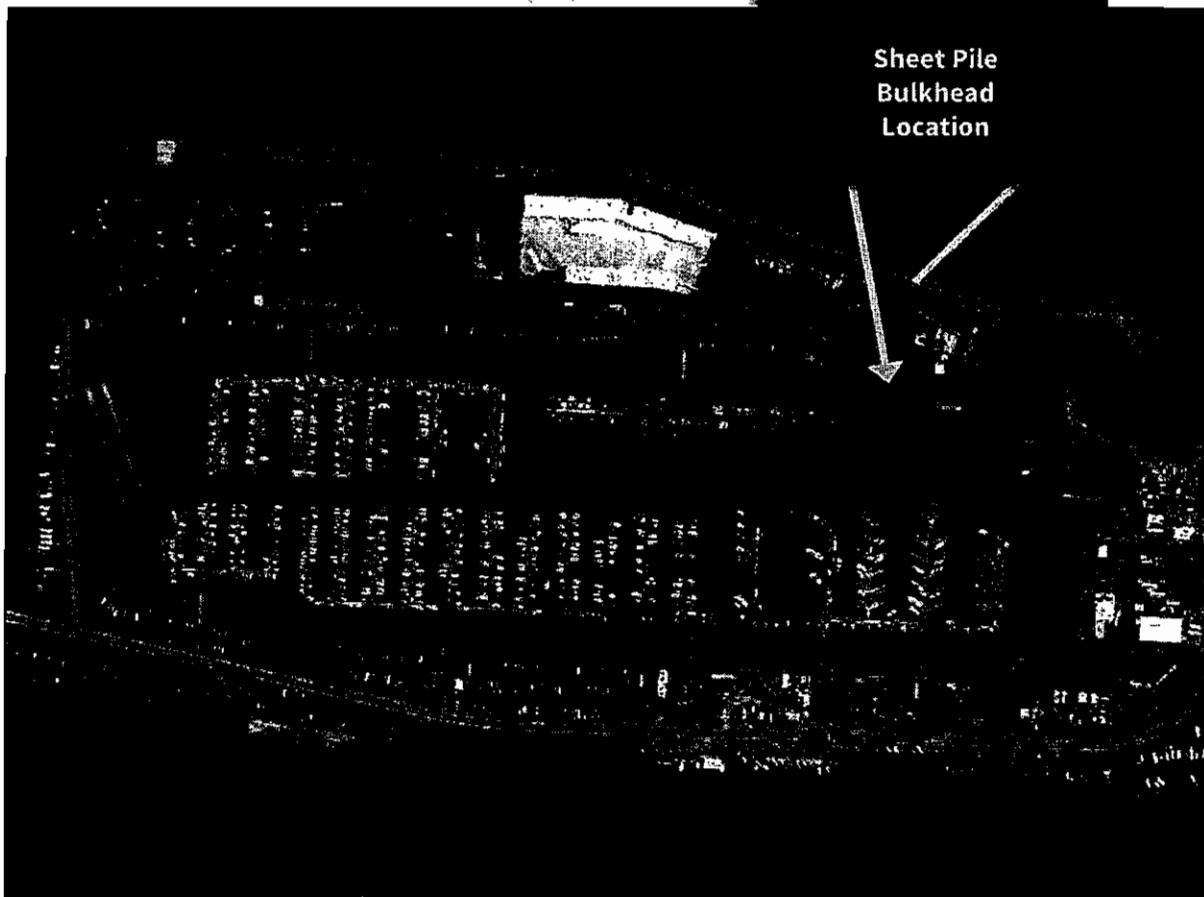
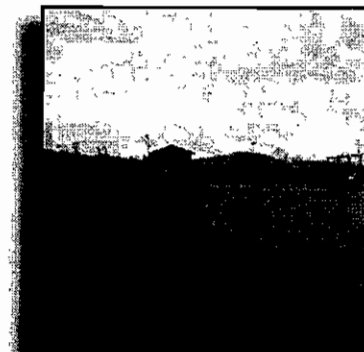
**Project Description & Benefit:** This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy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

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

**Total Project Cost:** \$800,000

**Schedule:** 2014

**Priority:** 2



Keep. No significant updates.



## HH Float Improvements

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

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

**Total Project Cost:** \$3,000,000

**Schedule:** 2016

**Priority:** 2



Keep. No significant updates.



## Homer Spit Dredged Material Beneficial Use Project

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

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

**Total Project Cost:** \$980,000

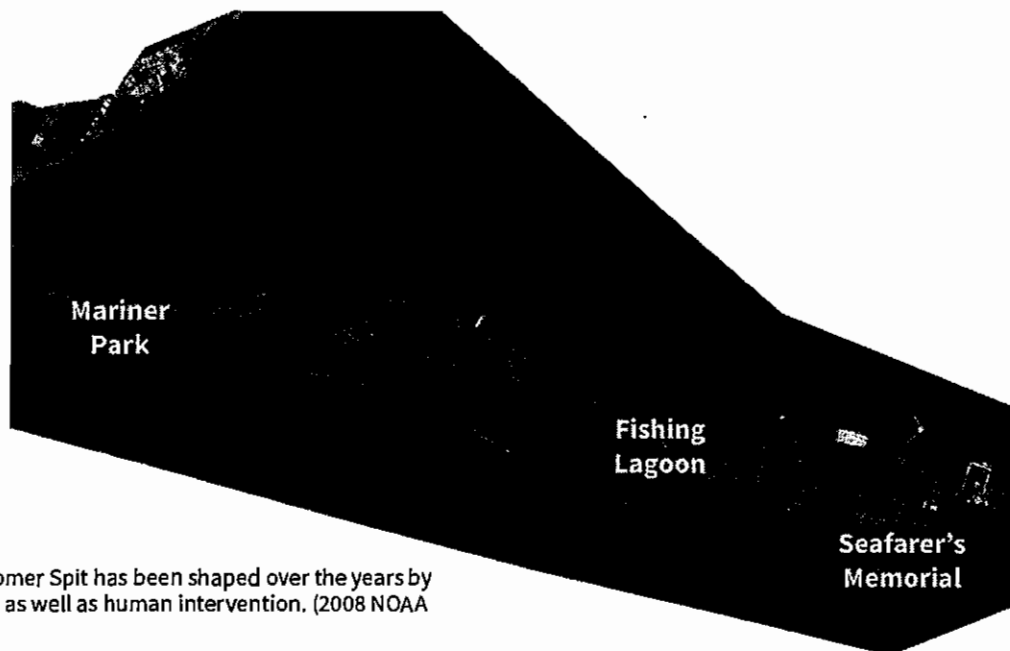
**Schedule:**

**2014 (Design and Inspection):** \$90,000

**2014:** \$10,000 (Spread available material in upland parking pad areas)

**2015-16:** \$880,000 (Compact material: 20,000; Instal riprap: \$675,000; Gravel cap: \$95,000; Contingency \$90,000)

**Priority Level:** 2



Keep. No significant updates.



## Ice Plant Upgrade

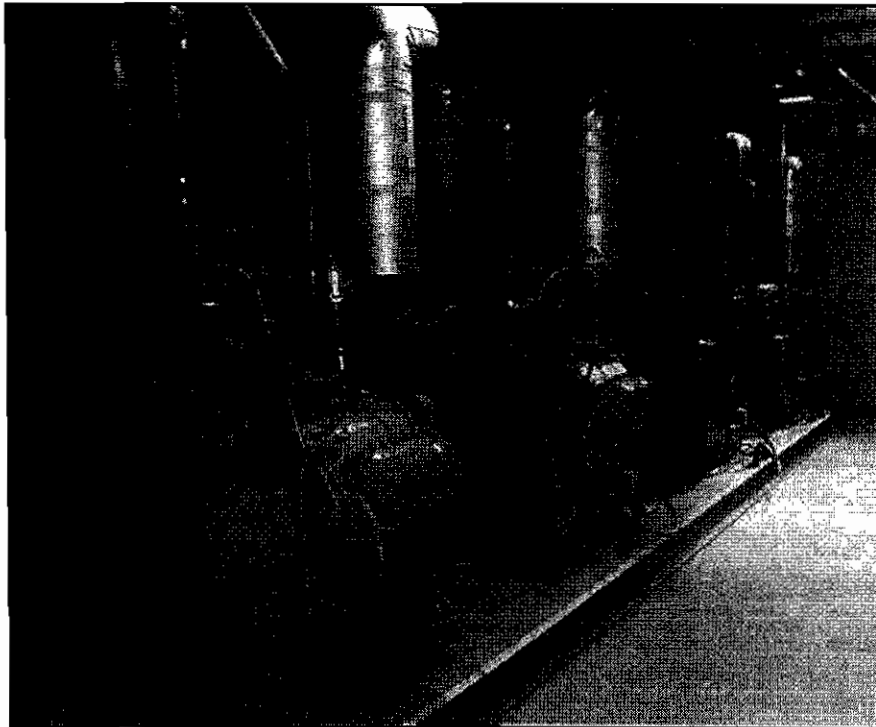
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**Project Description & Benefit:** The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon,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

**Total Project Cost:** \$500,000

**Schedule:** 2014

**Priority:** 2



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

Keep. P&H is looking at potential grant opportunities for this project.



## System 2 Potable Water Upgrade

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

**Total Project Cost:** \$36,400

**Schedule:** 2015

**Priority Level:** 1



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



**Remove. This project will be complete with the harbor float replacement project funded through the grant/bond.**



## System 4 Vessel Mooring Float System

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

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

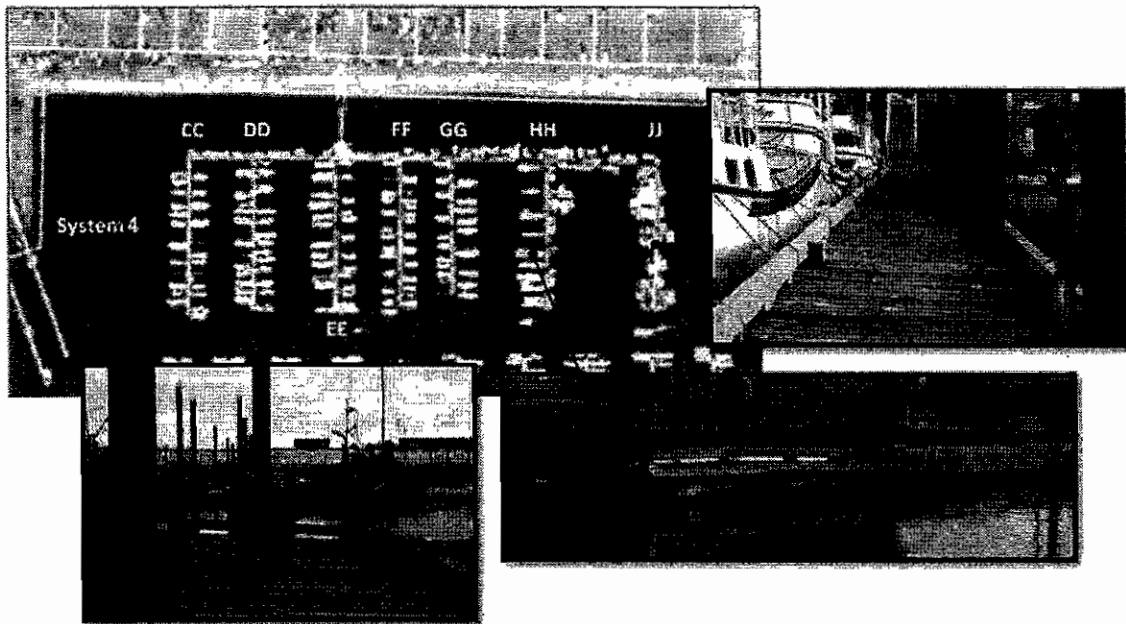
**Total Project Cost:** \$6,600,000

**Schedule:**

**2015 (Design):** \$600,000

**2016-2019 (Construction):** \$6,000,000

**Priority Level:** 2



Keep. P&H maintenance is attending a float reconditioning seminar and P&H may consider recondition vs. replacement for this project.





## Truck Loading Facility Upgrades at Fish Dock

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

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

**Total Project Cost:** \$300,000

**Schedule:** 2016

**Priority:** 1



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

Keep. No significant updates.



## Ramp 5 Restroom

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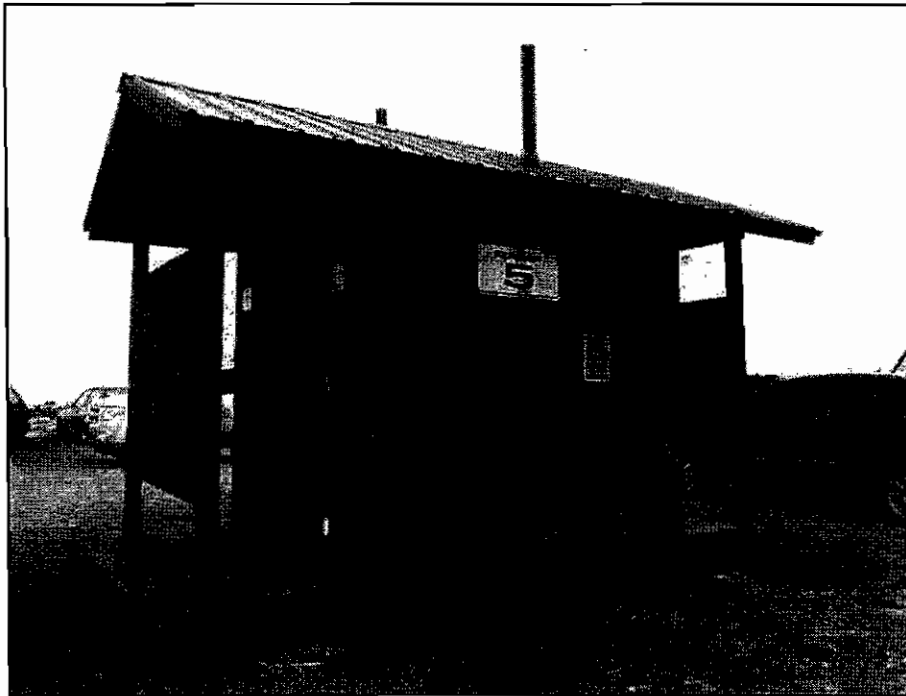
**Project Description & Benefit:** Ramp 5 is located at the southwest corner of the harbor at Freight Dock and Homer Spit Road and serves float System 2. This system provides moorage space for as much as 3,951 linear feet of moorage, including 81 reserved stall lessees. Currently, restroom service for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

**Plans & Progress:** Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

**Total Project Cost:** \$295,000

**Schedule:** 2015

**Priority Level:** 2



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

Keep. Updated cost estimate to reflect value of restroom design City has from recent restroom projects.



## Ramp 8 Restroom

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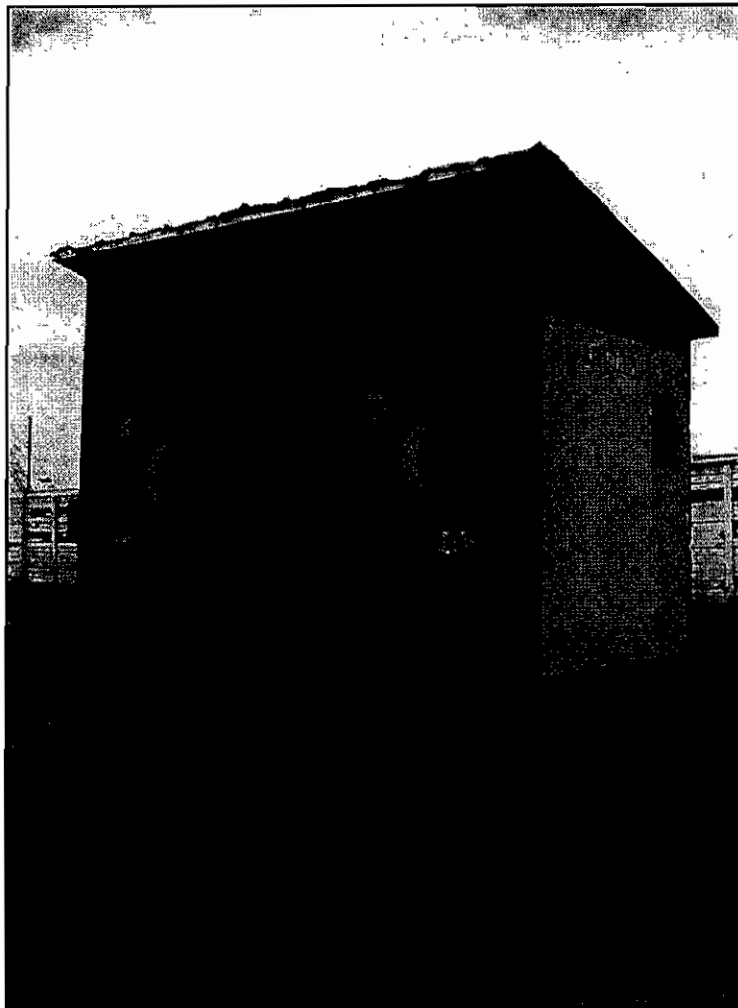
**Project Description & Benefit:** Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, adequate shore power, and even basic restroom facilities are expected in a modern competitive harbor such as the Homer Small Boat Harbor.

**Plans & Progress:** Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

**Total Project Cost:** \$295,000

**Schedule:** 2014

**Priority Level:** 3



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

**Keep. Updated cost estimate to reflect value of restroom design City has from recent restroom projects.**



## **Public Facilities**

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- **Public Market Design and Financing Plan**

Update accordingly.



## Public Market Design and Financing Plan

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

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

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

**Total Project Cost:** \$60,000 (Engineering, design, and construction costs to be determined.)

**Schedule:** 2013-2015

**Priority Level:** 2



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

**Move to long-range. At this point there is little support for the project within the farming community.**



## **Public Safety**

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- **Firefighting Enhancement - Aerial Truck**

Update accordingly.



## Firefighting Enhancement - Aerial Truck

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**Project Description & Benefit:** This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders. (The Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways.

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

**Total Project Cost:** \$800,000

**Schedule:** 2014

**Priority Level:** 1



Keep. Still a need.



## Utilities

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- **Alternative Water Source**
- **Bridge Creek Watershed Land Acquisition**

Update accordingly.





## Alternative Water Source

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



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

**Total Project Cost:** \$16,750,000

**Schedule:**

**2013 (Feasibility Study):** \$750,000

**2016 (Design and Permitting):** \$1,000,000

**2020 (Construction):** \$15,000,000

**Priority Level:** 2

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

Move to long-range. Growth has not been as quick as expected allowing this project to move to long-range priorities.



## Bridge Creek Watershed Land Acquisition

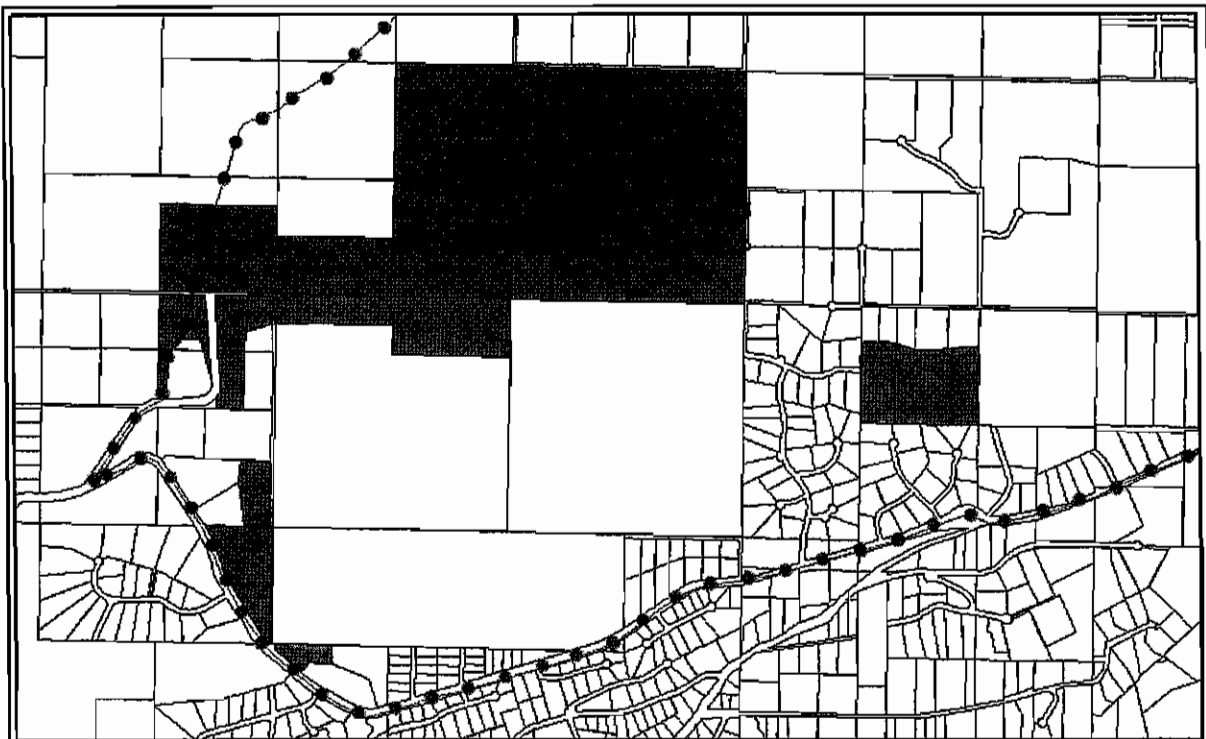
**Project Description & Benefit:** Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the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

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

**Total Project Cost:** \$1,000,000

**Schedule:** 2013 - 2018

**Priority Level:** 2



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

Move to long-range section.



## **State Projects**

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

Transportation projects within City limits:

- **Homer Intersection Improvements**
- **Main Street Reconstruction/Intersection**
- **Ocean Drive Reconstruction with Turn Lane**
- **Pioneer Avenue Upgrade**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction, Anchor Point to Baycrest Hill**
- **Sterling Highway Realignment, MP 150-15**

Non-transportation projects:

- **Alaska Maritime Academy**

Update accordingly.



## Homer Intersection Improvements

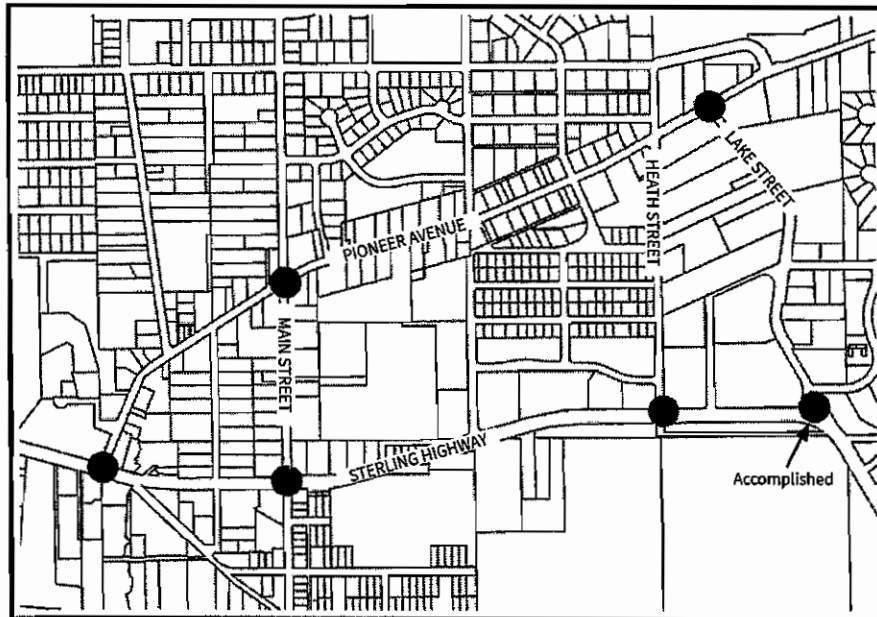
**Project Description & Benefit:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection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

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

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

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

**Plans & Progress:** State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection which is scheduled for construction in 2015..



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

**Updated to reflect Main Street  
Intersection improvements  
scheduled for 2015.**



## Main Street Reconstruction

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

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

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

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

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersection. However, DOT/PF estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section from Pioneer Avenue to Bunnell Street.

A group of Old Town residents and business owners received an ArtPlace grant to enhance the walkability, safety and attractiveness of the area. Part of their project is working with the City and the State on low cost traffic calming measures on Main Street such as cross walks, pedestrian signs, and speed limit reductions.



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

Updated to reflect Main Street Intersection improvements scheduled for 2015 & Old Town community work. Project now only reconstruction.



## Ocean Drive Reconstruction with Turn Lane

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

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

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

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

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



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

Move to long-range. Project requires traffic studies to substantiate need.

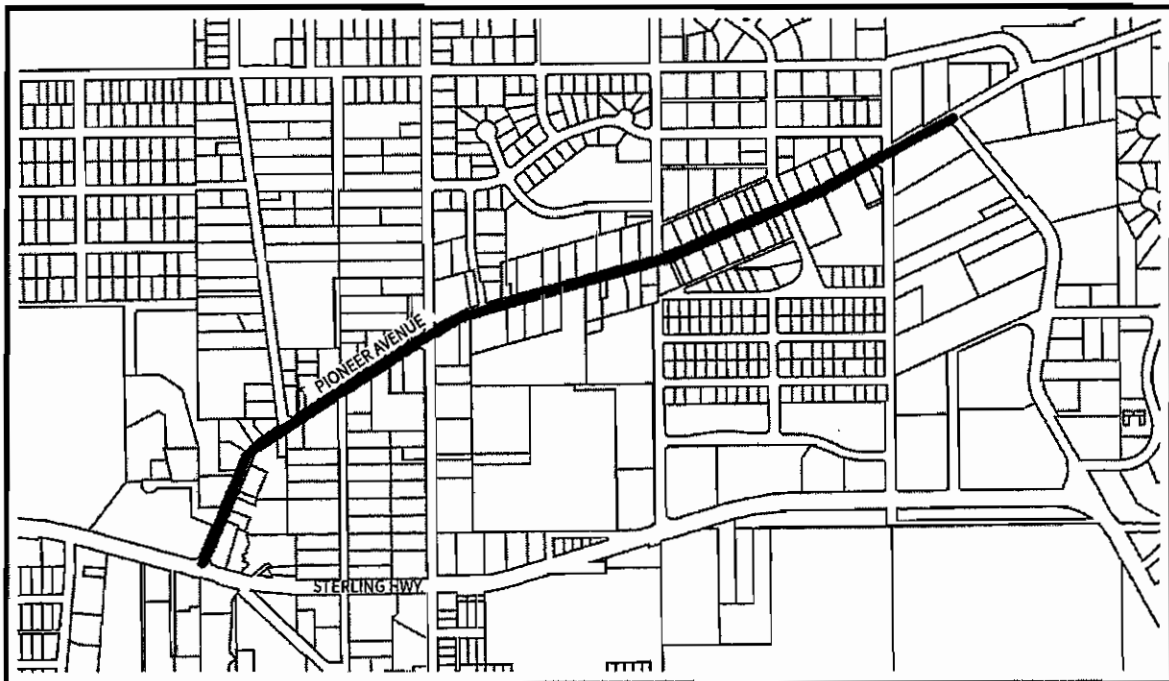


## Pioneer Avenue Upgrade

**Project Description & Benefit:** "Complete streets" are defined as streets which are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists. Pioneer Avenue is a mile-long arterial road in the part of Homer typically thought of as "downtown." However, in its current form, Pioneer Avenue does not function well as a downtown street. While the posted speed limit is 25 mph, wide lanes and lack of traffic calming features encourage drivers to go much faster. Using a bicycle on a sidewalk in a business district is against state law, but the practice is tolerated on Pioneer Avenue because it is generally acknowledged that the street is unsafe for cyclists. Crosswalks are few and far-between (five total) and many drivers fail to notice pedestrians in time to stop when pedestrians are waiting to cross. Some east-west crossings are particularly long and intimidating (e.g., at Main Street and Heath Street). For all these reasons, walking is not very popular along Pioneer Avenue, to the detriment of downtown businesses.

The Pioneer Avenue Complete Street Project will encourage non-motorized transportation by narrowing the driving lanes, adding distinct bicycle lanes and additional well-marked crosswalks, and incorporating other traffic calming features to further slow traffic and improve pedestrian and bicycle safety. Landscaping and appropriate "downtown" lighting will also be included in the project. It will be most cost effective to complete this work in conjunction with Pioneer Avenue Intersection safety improvements recommended in the 2005 Homer Intersections Planning Study (ADOT).

**Plans & Progress:** The project Pioneer Avenue Rehabilitation is included in the 2012-2015 Alaska Statewide Transportation Improvement Program.



Keep. No new updates. Need to keep pressure on DOT for project to advance on STIP.

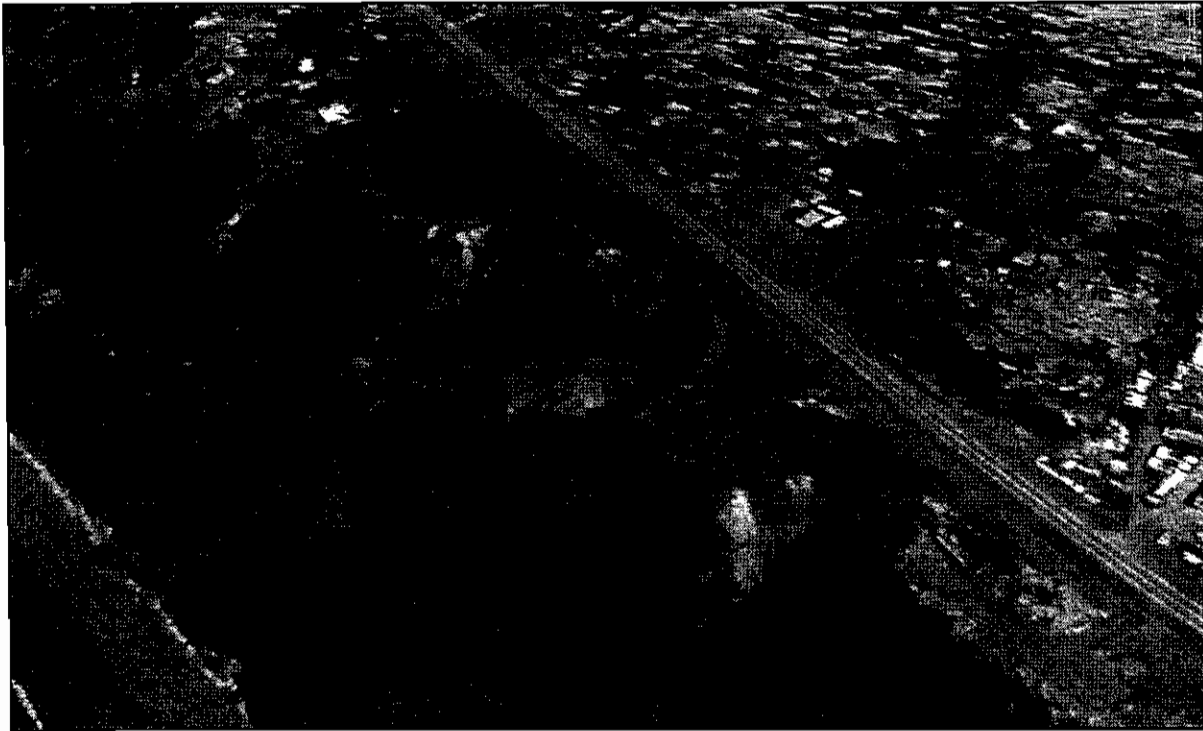


## **Sterling Highway Realignment MP 150-157**

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

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

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



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

**Keep. No significant updates.**





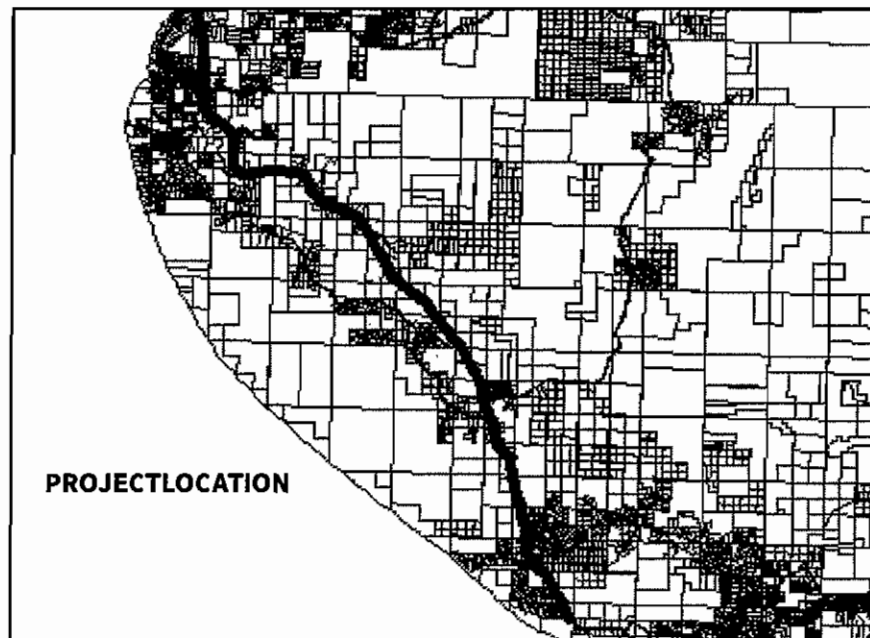
## **Sterling Highway Reconstruction Anchor Point to Baycrest Hill**

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

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

The project calls for construction of an improved 2-lane highway paralleling the alignment of the existing highway. The reconstructed highway will be designed to allow two additional lanes to be added at a future date.

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



Keep. No significant updates.



## Alaska Maritime Academy

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

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

**Plans And Progress:** The Homer City Council approved Resolution 10-22(A) requesting that Alaska's governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A possible location for the academy would be the Homer Education and Recreation Center ("Old Intermediate School") now owned by the City of Homer.



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

Recommend Remove.



## **Projects Submitted by Other Organizations**

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

- **Cottonwood Horse Park**
- **Haven House Sustainability/Energy Efficiency Projects**
- **Rogers Loop Trailhead Land Acquisition**
- **Visitor Information Center Parking Lot**

Update accordingly. Lots of interest has been generated this year from non-proftis and other organizations so expect a lot of new project requests in this category.



## Cottonwood Horse Park

**Project Description And Benefit:** Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

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

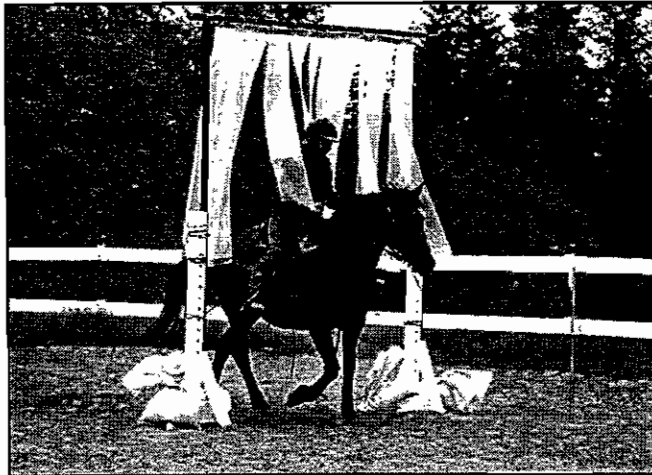
The Horse Park fulfills a goal identified in past Homer recreation plans. This multi-use park is used for horse shows, clinics, riding lessons, picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop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

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

**Plans and Progress:** As of June 2012, KBEA has raised \$165,00 towards land purchase and approximately \$74,457 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, and a place for children to play. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, Homer Foundation and the 2012 Alaska State Legislature that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

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

The organization has a business plan and continues to fundraise.



A rider negotiates an obstacle in the Cowboy Race 2010.

**Total project cost: \$317,000**

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

No update received as of 6-13



## **Haven House Sustainability/ Energy Efficiency Projects**

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

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

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

**Total Project Cost:** \$26,000

**Roof Replacement/Repair and Attic Insulation:**\$18,000

**Entry Way Modifications:** \$8,000



No update received as of 6-13



## Rogers Loop Trailhead Land Acquisition

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

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

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

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

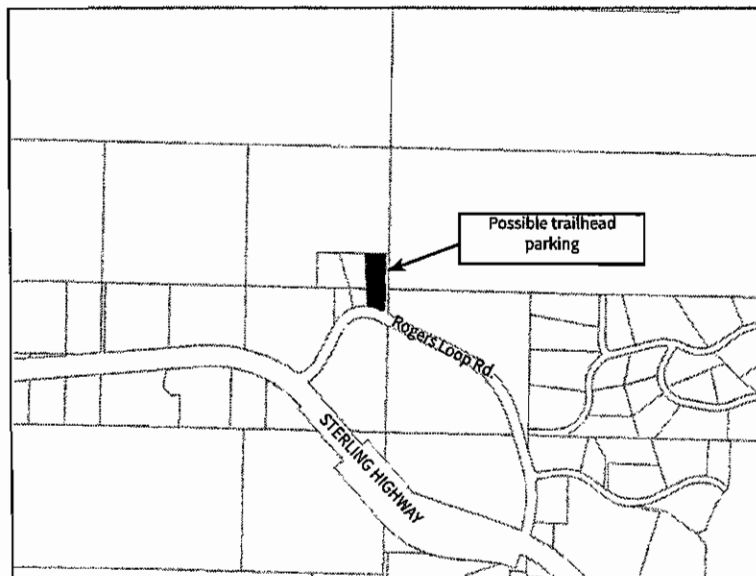
In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area. The City of Homer has ultimately accepted ownership of these parcels for the benefit of the entire community. It is KNSC's intent to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

**Plans and Progress:** KNSC board members have met with the landowners and discussed purchase of a parcel adjacent to the section line that leads to the public land. The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop. Board members have presented the information to interested parties and stakeholders such as the City of Homer, Kachemak Heritage Land Trust, Soil and Water Conservation District, and Kenai Peninsula Borough representatives. The board has designated \$1,500 for a fundraising/grant writing effort.

**Total Prjoect Cost:** \$250,000

**Purchase Land:** \$50,000

**Improvements:** \$200,000



No update received as of 6-13

60 Contact Mayor Beth Wythe or City Manager Walt Wrede at 235-8121



## Visitor Information Center Beautification Phase 1: Parking Lot

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

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

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

First impressions are what visitors to a community use to judge that area. One of the first places visitors come to when they drive into Homer is the

Homer Chamber of Commerce Visitor Information Center. Approximately 150,000 people visit Homer every year. Attracting new businesses and families to our community—while also maintaining community pride for existing residents—is one of the key missions of the Homer Chamber of Commerce. An attractive Visitor Information Center, parking area, and surrounding grounds should be regarded as an important asset benefiting the entire community.

Other phases of the Visitor Information Center Beautification Project include adding a deck and rest area. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

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

**Total Project Cost:** \$200,000

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



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

No update received as of 6-13



## **Capital Improvement Long-Range Projects**

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**DRAFT**

### **Part 3: Capital Improvement Long-Range Projects Local Roads**

- **Parks and Recreation**
- **Public Facilities**
- **Public Safety**
- **Utilities**

Update accordingly





## Capital Improvement Long-Range Projects

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The following projects have been identified as long-range capital needs but have not been included in the 2012-2017 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the 6-year CIP.

### Local Roads

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

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

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

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

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

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

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### Parks And Recreation

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

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

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

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

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**DRAFT**



## Capital Improvement Long-Range Projects

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

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

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

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

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

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

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

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

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

**Cost:** \$400,000      Priority Level 3

**Karen Hornaday Park Improvements, Phase 3:** Phase 3 park improvements will include building a concession stand, shed, and new restroom; landscaping and signage, and revegetating Woodard Creek **Cost:** \$860,000      Priority Level 2

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

**Total:** \$725,000      Priority Level 3

DRAFT



## Capital Improvement Long-Range Projects

**Public Restrooms – Homer Spit:** With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2013. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

**Cost:** \$400,000 each; \$1.2 M total

Priority Level 2 for Ramp 2; Level 3 for Ramp 5 and Spit trailhead

### PUBLIC FACILITIES

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

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

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

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

**Cost:** \$5 million

Priority Level 3

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

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room

**DRAFT**



## Capital Improvement Long-Range Projects

- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

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

DRAFT

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

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

Cost: \$400,000      Priority Level 3

### PUBLIC SAFETY

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

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

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

Request submitted this year to move project to mid-range

### UTILITIES

**Spit Water Line Replacement – Phase 4:** The existing Homer Spit water line is 30 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. Phase 4 of this project consists of construction of approximately 1,500 linear feet of water main to the end of the Spit. Replacement of the Homer Spit waterline will ensure an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit.

Cost: \$400,000      Priority Level 3



## Capital Improvement Long-Range Projects

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

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

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

Update with projects moved from mid-range to long-range:

- Public Market: Design and Financing Plan
- Bridge Creek Watershed Land Acquisition
- Ocean Drive Reconstruct with Turn Lane

**DRAFT**



## **Capital Improvement Appendices**

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### **Part 4: Capital Improvement Appendices**

- **CIP Development Schedule**
- **Resolution 12-087**
- **City of Homer Financing Assumptions**

**DRAFT**

Update accordingly



## Capital Improvement Appendices

**CITY OF HOMER  
2014-2019 CAPITAL IMPROVEMENT PLANNING PROCESS  
FY 2014 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council approval of schedule	May 13, 2013
Solicit new/revised project information from City departments, local agencies and non-profits	May 14
Input for new draft requested by	June 14
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission June 19, July 17
	Parks and Recreation Commission June 20, July 18
	Port and Harbor Commission June 26, July 24
	Library Advisory Board July 2
	Economic Development Commission June 11, July 9
	Transportation Advisory Committee No meeting in time frame.
Administrative review and compilation	July 25 - August 7
City Council worksession to review proposed projects	August 12
Public Hearing on CIP/Legislative request	August 26
Adoption of resolutions by City Council	September 9
Administration compilation of CIP	September 10 – September 30
Administration forwards requests for Governor's Budget (Local Election)	October 1
Distribution of CIP and State Legislative Request	October 2013 & January 2014
Compilation/distribution of Federal Request	February 2014

**DRAFT**

Updated with 2013 schedule



# Capital Improvement Appendices

**UPDATE**

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**CITY OF HOMER  
HOMER, ALASKA**

City Manager

**RESOLUTION 13-018**

**A RESOLUTION OF THE HOMER CITY COUNCIL  
AMENDING THE 2013-2018 CAPITAL IMPROVEMENT  
PLAN TO DELETE THE HOMER TIDAL ENERGY  
INCUBATOR PROJECT AND AMEND THE HOMER  
EDUCATION AND RECREATION CENTER UPGRADES.**

WHEREAS, On October 15, 2012 the City Council of the City of Homer adopted Resolution 12-087(S) adopting the 2013-2018 Capital Improvement Plan and establishing capital project legislative priorities for FY 2014; and

WHEREAS, Subsequent to the adoption of Resolution 12-087(S) the City Council funded the Homer Tidal Energy Incubator Project via Ordinance 12-51(A) in the amount of \$100,000 through a reimbursable grant; and

WHEREAS, The Homer Tidal Energy Incubator Project can be deleted from the FY 2014 State Legislative Request because it has been funded; and

WHEREAS, Subsequent to the adoption of Resolution 12-087(S) new information has become available about the cost of upgrading the current Homer Education and Recreation Center to current code standards; and

WHEREAS, It may be more cost effective to build a new facility or upgrade a different building than the current Homer Education and Recreation Center building; and

WHEREAS, This project should be amended to read Homer Education and Recreation Center to include the possibility of upgrading an existing building or new construction.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby amends the Capital Improvement Plan by deleting the Homer Tidal Energy Incubator Project.

BE IT FURTHER RESOLVED that the Homer City Council hereby amends the 2013-2018 Capital Improvement Plan by deleting the term "Upgrades" after Homer Education and Recreation Center.

BE IT FURTHER RESOLVED that the following capital improvement projects are now identified as priorities for the FY 2014 State Legislative Request:

1. Harbor Improvement Revenue Bond Projects
2. Port and Harbor Building
3. Skyline Fire Station
4. Pratt Museum New Facility and Site Redesign
5. Homer Education and Recreation Center
6. Harbor Entrance Erosion Control

Update with new Resolution





# Capital Improvement Appendices

Page 2 of 2  
RESOLUTION 13-018  
CITY OF HOMER

- 49           7.     Fire Engine 4 and Tanker 2 Refurbishment
- 50           8.     Public Safety Building
- 51           9.     Barge Mooring Facility
- 52           10.    Kachemak Drive Rehabilitation/Pathway
- 53           11.    Brush/Wildland Firefighting Truck
- 54           12.    Marine Ways Large Vessel Haulout Facility
- 55           13.    Baycrest Overlook Gateway Project
- 56           14.    Water Storage/Distribution Improvements

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58           **PASSED AND ADOPTED** by the Homer City Council this 11th day of February, 2013.

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CITY OF HOMER  
*Mary E. Wythe*  
MARY E. WYTHE, MAYOR

ATTEST:  
*[Signature]*  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

**DRAFT**

Update with new Resolution



# Capital Improvement Appendices

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**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 12-087(S)**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2013-2018 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2014.

WHEREAS, A duly published hearing was held on September 24, 2012 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2013-2018" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2014 State Legislative Request:

1. Harbor Improvement Revenue Bond Projects
2. Port and Harbor Building
3. Skyline Fire Station
4. Pratt Museum New Facility and Site Redesign
5. Homer Education and Recreation Center Upgrades
6. Homer Tidal Energy Incubator Project
7. Harbor Entrance Erosion Control
8. Fire Engine 4 and Tanker 2 Refurbishment
9. Public Safety Building
10. Barge Mooring Facility
11. Kachemak Drive Rehabilitation/Pathway
12. Brush/Wildland Firefighting Truck
13. Marine Ways Large Vessel Haulout Facility
14. Baycrest Overlook Gateway Project
15. Water Storage/Distribution Improvements

BE IT FURTHER RESOLVED that projects for the FY 2014 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2014 capital project priorities and take appropriate steps to provide necessary background information.

Update accordingly

**DRAFT**




# Capital Improvement Appendices

Page 2 of 2  
RESOLUTION 12-087 (S)  
CITY OF HOMER

49 PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of  
50 Homer on this 15<sup>th</sup> day of October, 2012.

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CITY OF HOMER

  
MARY E. WYTHE, MAYOR

ATTEST

  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

**DRAFT**

Update accordingly



## Capital Improvement Appendices

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### City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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

**CIP PRIORITIES RANKING WORKSHEET**

<b>NAME</b>	<b>#1</b>	<b>#2</b>	<b>#3</b>	<b>#4</b>	<b>#5</b>

\*Commissions may want to consider limiting their recommendation to their top 2 priorities. Council has indicated a desire to shorten their Legislative Request list. A shorter list from commissions may be more meaningful and useful to Council.





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Planning  
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[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
(p) 907-235-3106  
(f) 907-235-3118

## Memorandum

**TO:** Parks & Recreation Advisory Commission  
**FROM:** Julie Engebretsen, Planning Technician  
**DATE:** June 11, 2013  
**SUBJECT:** Amending the Bylaws

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The Commission asked to discuss two items in the bylaws: a meeting end time, and committees. It takes two meetings to amend the bylaws; a motion at the first meeting, and a vote at the second. It requires a majority plus one in favor to pass the motion.

### Meeting end time

The language below is borrowed from the Planning Commission bylaws. Please discuss what time you'd like the meetings to end. Then make a motion to amend your bylaws to include the language below, and the time you'd like meetings to end.

Meetings will adjourn promptly at 7:30 p.m. An extension is allowed by vote of the Commission.

Procedure: The Chair will entertain a motion to extend the meeting until a specific time. After the motion has been seconded, the Commission will vote. A yes vote will extend the meeting until the specified time. A no vote will require that the Chair conclude business at or before 7:30 pm and immediately proceed to comments of the audience, the Commission and adjournment.

### Committees

Staff does not recommend amending the Committee bylaws at this time; a little discussion/lessons learned is sufficient. Main points the Commission mentioned at the conclusion of the Kachemak Drive Path Committee:

1. When committees are established the commission should provide specific tasks and a mission statement.
2. When there are committees, place a reminder on the Commission calendar to review the purposes the committees were established, re-tasking them if needed, and thanking them they are done. Staff recommends adding this to the calendar for January and June.





**PARKS AND RECREATION ADVISORY COMMISSION  
BYLAWS**

The Homer Parks and Recreation Advisory Commission is established with those powers and duties as set forth in Title 1, Section 74, of the Homer Municipal Code.

The Commission is established to act in an advisory capacity to the City Manager and the City Council on the problems and development of parks and recreation facilities and public beaches within the City.

The Commission's jurisdiction is limited to the area within the City Boundaries except for those extra territorial interests, such as trails and city properties, subject to city jurisdiction.

The Homer Parks and Recreation Advisory Commission consist of seven members; up to three members may be residents from outside the city limits, preference shall be given to City resident applicants.

Members will be appointed by the Mayor for three-year terms (except to complete terms) subject to confirmation by the City Council.

One Homer area High School student selected by his or her student body shall serve as a consulting member of the Commission in addition to the seven appointed members, and may attend and participate in all meetings as a consultant, but shall have no vote. (Ord. 99-04, 1999)

There will be regular monthly meetings January through November of the Commission and permanent records or minutes shall be kept of the proceedings. The minutes will record the vote of each member upon every question. Every decision shall be filed in the office of the City Clerk and shall be public record open to inspection.

**HISTORY**

The By-laws were passed by the Parks and Recreation Commission on October 20, 1983 by the Homer City Council on February 13, 1984, and shall be in effect and govern the procedures of the Commission.

The duties and responsibilities of the Commission are:

- A. Act in advisory capacity to the City Manager and the City Council on the problems and development of park and recreation facilities and public beaches in the city. Consideration may include existing facilities, possible future developments and recommendations on land use.
- B. Consider any specific proposal, problem or project as directed by the City Council.

**BY-LAWS**

- A. To abide by existing Alaska State Law, Borough Code of Ordinance, where applicable, and Homer Municipal Code;
- B. To abide by Robert's Rules of Order, current edition, in so far as this treatise is consistent with Homer Municipal Code.

**C. REGULAR MEETINGS:**

- 1. January through November on the third Thursday of the month, at 5:30 p.m.
- 2. Items will be added to the agenda upon request of staff, the Commission or a Commissioner. Agenda deadline is the Wednesday of the week preceding the meeting date at 5:00 p.m.
- 3. Removing items from the published agenda will be by consensus of the Commission. No items may be added.
- 4. Commissioners will give staff or Chair a minimum of two weeks notice or as soon as possible regarding their potential absence from a meeting.

**D. COMMITTEES**

- 1. The Chair shall appoint committees for such specific purposes as the business of the Commission may require. Committee membership shall include at least two Commissioners. Other Committee members may be appointed from the public.
- 2. One Committee member shall be appointed Chair and be responsible creating an agenda and notifying the City Clerk of meetings so they may be advertised in accordance with Alaska State Law and Homer City Code.
- 3. One Committee member shall be appointed responsible for furnishing summary notes of all Committee meetings to the City Clerk.
- 4. Committees shall meet in accordance with Commission bylaws and Robert's Rules.

5. All committees shall make a progress report at each Commission meeting.
6. No committee shall have other than advisory powers.
7. Per Roberts Rules, upon giving a final report, the Committee is disbanded.

**E. COMMISSION MEETING PUBLIC COMMENT/TESTIMONY AND AUDIENCE COMMENT TIME LIMITS**

1. The meeting Chair shall note for the audience's benefit that there is a three minute time limit each time there is a place in the agenda for public comment/testimony or audience comments.
2. Any individual wishing to address the Commission shall adhere to a three minute time limit. It is the responsibility of the Chair to announce under Public Comments, Public testimony on public hearing items and Audience Comments that there is a 3 minute time limit.
3. Time limits may be adjusted by the 2 minutes up or down with the concurrence of the body in special circumstances only such as agenda content and public attendance.

**F. SPECIAL MEETINGS:**

1. Called by Chair or majority of the Commission.

**G. DUTIES AND POWERS OF THE OFFICERS:**

1. A Chair and Vice-Chair shall be selected annually (November meeting) by the appointive members.
2. The Chair shall preside at all meetings of the Commission, call special meetings in accordance with the by-laws, sign documents of the Commission, see that all actions and notices are properly taken, and summarize the findings of the Commission for the official record.
3. The Vice-Chair shall perform all duties and be subject to all responsibilities of the Chair in his/her absence, disability or disqualification of office.
4. The Vice-Chair will succeed the Chair if he/she vacates the office before the term is completed, to complete the unexpired term. A new Vice-Chair shall be elected at the next regular meeting.

**H. MOTIONS TO RECONSIDER:**

1. Notice of reconsideration shall be given to the Chair or Vice-Chair, if the Chair is unavailable, within forty-eight hours from the time the original action was taken.
2. A member of Commission who voted on the prevailing side on any issue may move to reconsider the Commission's action at the same meeting or at the next regular meeting of the body provided the above 48-hour notice has been given.
3. Consideration is only for the original motion to which it applies.

**I. CONFLICT OF INTEREST:**

1. A member of the Commission shall disqualify himself/herself from participating in any official action in which he/she has a substantial financial interest.
2. Should the Commission member not move to disqualify himself/herself after it has been established that he/she has a substantial financial interest, the Commission may move to disqualify that member by a majority vote of the body.

**J. QUORUM; VOTING:**

1. Four Commission members shall constitute a quorum.
2. Four affirmative votes are required for the passage of a resolution or motion.
3. Voting will be by verbal vote, the order to be rotated. The final vote on each resolution or motion is a recorded roll call vote.
4. The City Manager, Mayor and High School student shall serve as consulting members of the Commission but shall have no vote.

**K. CONSENSUS:**

1. The Commission may, from time to time, express its opinion or preference concerning a subject brought before it for consideration. Said statement, representing the will of the body and meeting of the minds of the members, may be given by the presiding officer as the consensus of the body as to that subject without taking a motion and roll call vote.

**L. ABSTENTIONS:**

1. All Commission members present shall vote unless the Commission, for special reasons, permits a member to abstain.
2. A motion to excuse a member from voting shall be made prior to the call for the question to be voted upon.
3. A member of the Commission requesting to be excused from voting may make a brief, oral statement of the reasons for the request and the question of granting permission to abstain shall be taken without further debate.
4. A member may not be permitted to abstain except upon the unanimous consensus of members present.
5. A member may not explain a vote, may not discuss the question while the roll call vote is being taken and may not change his/her vote thereafter.

**M. VACANCIES:**

1. A Commission appointment is vacated under the following conditions and upon the declaration of vacancy by the Commission.
2. The Commission shall declare a vacancy when the person appointed:
  - A. fails to qualify to take office within 30 days after his/her appointment;
  - B. resigns and the resignation is accepted;
  - C. is physically or mentally unable to perform the duties of his/her office;
  - D. misses three consecutive regular meetings unless excused; or
  - E. is convicted of a felony or of an offense involving a violation of his/her oath of office.

**N. GENERAL ORDER OF BUSINESS:**

NAME OF BODY	DATE OF MEETING
PHYSICAL LOCATION OF MEETING	DAY OF WEEK AND TIME OF MEETING
HOMER, ALASKA	MEETING ROOM

NOTICE OF MEETING  
REGULAR MEETING AGENDA

1. CALL TO ORDER
2. APPROVAL OF AGENDA
3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA. (3 MINUTE TIME LIMIT)
4. RECONSIDERATION
5. APPROVAL OF MINUTES or CONSENT AGENDA.
6. VISITORS (Chair set time limit not to exceed 20 minutes) (Public may not comment on the visitor or the visitor's topic until audience comments.) No action may be taken at this time.
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS (Chair set time limit not to exceed 5 minutes.)
8. PUBLIC HEARING (3 MINUTE TIME LIMIT)
9. PLAT CONSIDERATION (Planning Commission only)
10. PENDING BUSINESS or OLD BUSINESS
11. NEW BUSINESS or COMMISSION BUSINESS
12. INFORMATIONAL MATERIALS (NO ACTION MAY BE TAKEN ON THESE MATTERS, THEY MAY BE DISCUSSED ONLY).
13. COMMENTS OF THE AUDIENCE (3 MINUTE TIME LIMIT)
14. COMMENTS OF THE CITY STAFF (not required) (Staff report may be at this time in the agenda.)
15. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
16. COMMENTS OF THE CHAIR (May be combined with COMMENTS OF THE COMMISSION/BOARD since the Chair is a member of the Commission/Board.)
17. COMMENTS OF THE COMMISSION
18. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR \_\_\_\_\_ note any worksessions, special meetings, committee meetings etc. All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (Sometimes the meeting is scheduled for the Conference Room)

**O. PROCEDURE FOR CONSIDERATION OF AGENDA ITEMS:**

The following procedure will normally be observed pursuant to Robert's Rules:

1. A motion is made to discuss the item OR to approve the staff recommendation. The item may then be discussed, amended or voted on.
2. If there are questions of staff or an appropriate audience member, a Commissioner may request permission from the Chair to ask the question. The Chair, upon with consensus approval, may grant the request.

**P. BYLAWS AMENDED:**

The bylaws may be amended at any meeting of the Commission by a majority plus one vote of the members, provided that notice of said proposed amendment is given to each member in writing. The proposed amendment shall be introduced at one meeting and action shall be taken at the next commission meeting.

**Q. TELECONFERENCE:**

Teleconference meetings.

1. The preferred procedure for Commission meeting is that all members be physically present at the designated time and location within the City for the meeting. However, physical presence may be waived by the Chair or Commission and a member may participate in a meeting by Teleconference when it is not essential to the effective participation or the conduct of business at the meeting.

A. A Commission member participating by teleconference shall be deemed to be present at the meeting for all purposes. In the event the Chair participates telephonically, the Vice-Chair shall run the meeting.

2. Teleconference procedures.

A. A Commission member who cannot be physically present for a regularly scheduled meeting shall notify the recording clerk at least five days prior to the scheduled time for the meeting of his/her intent to appear by telephonic means of communication.

B. The recording clerk shall notify the Commission members three days prior to the scheduled time for the Commission meeting of Commission members intending to appear by teleconference.

C. The means used to facilitate a teleconference meeting of the Commission must enable each Commission member appearing telephonically to clearly hear all other Commission members and members of the public attending the meeting as well as be clearly heard by all other Commission members and members of the public.

D. The recording clerk shall note in the attendance record all Commission members appearing telephonically.

**LEGISLATIVE HISTORY**

Amendment to the first paragraph was passed by the Commission on April 19, 1990 and passed by Homer City Council on May 14, 1990 via Resolution 90-34.

New section M, Alternate Voting Members was passed by Homer City Council on June 8, 1998 via Resolution 98-41.

Amendment to include Teleconference Procedures was approved by the Commission on February 15, 2001 and adopted by the City Council on February 26, 2001 via Resolution 01-09. This amendment changed the edition of Robert's Rules of Order from seventh to current and added new sections N. and O.

Amendment to the meeting time was passed by Homer City Council on February 14, 2005 via Resolution 05-17.

Amendment Revising the Agenda Layout and Content, Regular meeting procedures, Special Meeting procedures; adding Commission Meeting Public Comment/Testimony and Audience Comment Time limits,

Public Beaches, Procedure for Consideration of Agenda Items; Removing Alternative Voting Members was passed by Homer City Council via Resolution 07-22(A).

Amendment Revising the Frequency of Meetings and Attendance Requirements was passed by Homer City Council via Resolution 09-79

Revising the meeting time from 6:30 p.m. to 5:30 p.m. was passed by Homer City Council on December 13, 2010 via Resolution 10-96.

Establish Monthly Meetings with the Exception of December was passed by Homer City Council on July 25, 2011 via Resolution 11-076.



**2013 HOMER CITY COUNCIL MEETINGS**  
**PARKS AND RECREATION ADVISORY COMMISSION ATTENDANCE**

It is the goal of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. **A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned.** However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2013 is as follows:

Commissioner Archibald will attend as needed depending on his work schedule.

January 14, 28 2013	<u>Commissioner Bell</u>	
February 11, 25 2013	<u>Commissioner Lillibridge</u>	
March 11, 25 2013	<u>Commissioner Lowney</u>	
April 8, 22 2013	<u>Commissioner Brann</u>	
May 13, 28 (Tues)	<u>Commissioner Brann</u>	
June 10, 24 2013	<u>Commissioner Lillibridge</u>	
July 22 2013	<u>Commissioner Lowney</u>	
August 12, 26 2013	<u>Commissioner Bell</u>	
September 9, 23 2013	_____	_____
October 14, 28 2013	_____	_____
November 18, 2013	_____	_____
December 9, 2013	_____	_____

Please review and if you will be unable to make the meeting you are tentatively scheduled for please discuss.

PLEASE NOTE: When additional commissioners are appointed the proposed schedule above will reflect those added commissioners.





**PARKS AND RECREATION ADVISORY COMMISSION**  
**STRATEGIC PLAN 2013**

**MISSION STATEMENT**

The Commission is established to advocate in an advisory capacity to the City Manager and the City Council on the problems and development of parks, recreation facilities and public beaches within the City.

*STRATEGIC GOALS OF THE COMMISSION* – What is the focus for the commission?

**General Goals of the Commission**

- Advocate for obtaining open and green space
- Receive notification of future land disposals with attention to park and recreation needs
- Keep existing green space and public open space
- Preserve areas of natural beauty and access
- Receive notification of vacations of public access
- Receive report on City cemetery maintenance costs, future land use, budget orientation funds, how many plots and where the revenues are applied from plot sales
- Improve Public Outreach for Parks, Recreation and trails opportunities, possibly with a brochure

*STRATEGIC OBJECTIVES OF THE COMMISSION* – Must have achievable results, an action statement.

**3-5 Year Projects**

- Advocate for a Parks and Recreation Department
  - Focus on Department Only (separate from community rec center discussion)
  - Talking Points for Commissioners to Speak to Council with Assurance and Confidence
- Plan and Develop Footpaths in the Town Center Area
- Construct a Bike/Pedestrian Path Along Kachemak Drive
- Create a long term plan for a multiuse community facility
- Explore the idea of a Recreational Service Area
- Mariner Park Site Improvements – Level parking Area, delineation of Day Use Area and Camping Area, Define and Improve Campsites and relocate Kiosk, increase number of spaces and revenues

**1-2 Year Projects**

- Develop a Kayak Launch for the Water Trail @ the Pier 1 lot
- Develop and Create a Dog Park
- Diamond Creek Recreational Improvement Plan – Support the plan’s adoption by the City Council.
  - o Next Steps, Trails improvements, Trail head parking lot
- Plan and build Woodard Creek Trail
- Continue work on Karen Hornaday park drainage, the parking lot, and master plan implementation. Immediate goal of completing already funded projects and applying for new funds.
- Increase the city budget for parks and recreation
- Improve pedestrian access to Mariner Park from the Homer Spit Road and the bike path
- Extend the Bike path on Ocean Drive loop to connect to Homer Spit Road (around the bend)
- Create an overall uniform sign design for city parks and recreation areas.
- Review Town Center Plan to Identify Short Term Projects
- Explore what should be done with the HERC building

*ACTIONS OF THE COMMISSION –Who will do what, when and how?*

- Have a committee go to City Council with recommendations, action plan and time frame.
- Every time there is a memo from the Commission to City Council a Commissioner should go to the meeting and speak about it.
- A commissioner should attend every council meeting to speak with council and keep them informed about what they are working on.
- One member of the Commission attend meetings of other user groups – skiing, co-host, etc. Create better working relationship and communication with user groups.
- Educate other city commissions, committees and boards
- Staff to send notice of commission projects

*SHARED ACTIONS STAFF/COMMISSION*

- Focus and monitor the HNMTTP implementation
- Research and create best use plans for all parks, with WKFL being the next park.

1 CITY OF HOMER  
2 HOMER, ALASKA

3 City Clerk/  
4 Parks and Recreation  
5 Advisory Commission

6 RESOLUTION 13-052

7  
8 A RESOLUTION OF THE HOMER CITY COUNCIL  
9 DEDICATING A BALL FIELD AT JACK GIST PARK IN  
10 MEMORY OF PAULA SETTERQUIST.  
11

12 WHEREAS, City Council adopted the Parks and Recreation Policy Regarding Naming of  
13 Municipal Park and Recreation Facilities via Resolution 06-68 on June 12, 2006; and  
14

15 WHEREAS, The Homer Parks and Recreation Advisory Commission followed those  
16 policies and held a public hearing during their regular meeting of May 16, 2013 on the naming of  
17 a ball field in memory of Paula Setterquist; and  
18

19 WHEREAS, Paula Setterquist was instrumental in establishing softball as a recognized  
20 sport in the Kenai Peninsula School District and at Homer High School; and  
21

22 WHEREAS, Paula Setterquist provided guidance and fun to the girls who played softball;  
23 Paula loved the game herself; and  
24

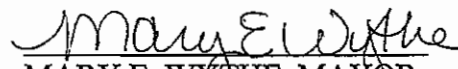
25 WHEREAS, The Commission has found that a memorial plaque for the ball field is  
26 consistent with the Parks and Recreation Policy Regarding Naming of Municipal Park and  
27 Recreation Facilities.  
28

29 NOW, THEREFORE, BE IT RESOLVED by the City Council that authorization is  
30 hereby given to name a ball field at Jack Gist Park in memory of Paula Setterquist; and  
31


32 BE IT FURTHER RESOLVED that a memorial plaque may be placed at the location of  
33 the ball field to be named Paula Setterquist Ball Field.  
34

35 PASSED AND ADOPTED by the Homer City Council this 28<sup>th</sup> day of May, 2013.  
36

37 CITY OF HOMER

38  
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40   
41 MARY E. WYTHE, MAYOR  
42

43 ATTEST:

44   
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46 \_\_\_\_\_  
47 JO JOHNSON, CMC, CITY CLERK  
48

49 Fiscal Note: N/A





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Office of the City Clerk

491 East Pioneer Avenue  
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## Memorandum

**TO: MAYOR WYTHE AND HOMER CITY COUNCIL**

**THROUGH: RENEE KRAUSE, CMC, DEPUTY CITY CLERK**

**FROM: PARKS AND RECREATION ADVISORY COMMISSION**

**DATE: MAY 20, 2013**

**SUBJECT: RECOMMENDATION TO APPROVE THE REQUEST TO DEDICATE A BALLFIELD AT JACK GIST PARK**

---

At the regular meeting May 16, 2013 the Parks and recreation Advisory Commission held a Public Hearing on a request to Dedicate a Ballfield at Jack Gist Park to Paula Setterquist.

The request to dedicate a ballfield was introduced during the April 18, 2013 regular meeting. There were many who presented heartfelt testimony regarding the contributions and volunteer hours provided to the community of Homer and its children especially by Paula Setterquist.

It has been made apparent by the testimony presented at the April meeting that dedicating a ballfield at the Jack Gist Park to recognize Mrs. Setterquist's achievements and assistance in establishing softball as a recognized sport in the Kenai Peninsula School District and at Homer High School; her tenacious spirit in providing guidance and fun to the girls who played; her dedication to the community by volunteering in the community and lastly for her apparent love of the game itself.

The Commissioners moved and approved unanimously to recommend approval of the request to dedicate a ballfield at jack Gist Park.

Attached is the Minutes of the May 16, 2013 regular meeting and April 18, 2013 regular meeting.

### RECOMMENDATION

**APPROVE THE REQUEST TO DEDICATE A BALLFIELD AT JACK GIST PARK TO PAULA SETTERQUIST**

**Excerpt from the May 16, 2013 Parks and Recreation Advisory Commission Minutes regarding Public Hearing and Pending Business Discussion:**

***PUBLIC HEARING***

***A. Public Hearing on request to Dedicate a Ballfield at Jack Gist Park and Request to Recognize the Donation of Land for Karen Hornaday Park***

***Chair Bremicker opened the Public Hearing for Dedicating a Ballfield.***

***Mr. Kevin Walker commented on the need for a crosswalk from the trail to the park to safely cross East End Road. Commissioner Brann commented on the requirements DOT has for installing crosswalks and Ms. Engebretsen noted that previous inquiry to installing a cross walk in that area was denied due to sight limitations, the 45 mph speed limit and noted it was unlikely to be approved now. Further discussion and comments ensued regarding access and egress to the park and Cottonwood Horse Park and a request to put this on the next agenda to take action on this matter in reducing the speed limit.***

***There were two who testified in support of the dedication.***

***Chair Bremicker requesting clarification regarding signage and payment from staff. Ms. Engebretsen explained any previous dedications.***

***Commissioner Brann requested clarification on the process stating he thought the commission approved this at their last meeting. Ms. Krause explained the process that this was introduced at the April meeting but required a Public Hearing and approval at a second meeting. In essence the commissioners approve twice or the requests.***

***A brief discussion noted that there was no one present to offer testimony for the Public Hearing portion on a Request to Recognize the Donation of Land.***

***There was no further discussion.***

***PENDING BUSINESS***

***C. Request for a Plaque to recognize the Donation of Land by Mae Harrington at Karen Hornaday Park and a Request to Dedicate a Ballfield at Jack Gist Park***

***Chair Bremicker read the title into the record and requested a motion.***

***LOWNEY/BRANN - MOVED TO RECOMMEND THAT THE PARKS AND RECREATION SUPPORTS THE REQUESTS TO DEDICATE A BALLFIELD AT JACK GIST PARK TO PAULA SETTERQUIST AND RECOGNITION OF THE DONATION OF LAND BY MAE HARRINGTON.***

***There was a brief discussion on the placement and funding of the plaques and a request to be part of the further discussion on placement by Commissioner Lowney and Archibald.***

***VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.***

***Motion carried.***

**Excerpt from the April 18, 2023 Parks and Recreation Advisory Commission Minutes regarding the Request to Dedicate and Ballfield at Jack Gist Park and the Donation of Land by Mae Harrington**

***PUBLIC COMMENT ON ITEMS ON THE AGENDA***

***Ken Landfield, commented in support of dedicating and naming a ballfield for Paula Setterquist. He read a letter from Sherry and Bill Beckler (sp) in support of the naming and dedication. They cited many years of effort volunteering and supporting the sport over several years. He requested clarification that all fields are named at Karen Hornaday Park.***

***Chair Bremicker requested clarification that Jack Gist Park is where they play softball. It was reported that softball is played at both parks.***

***Nyla Lightcap, resident, grew up playing ball and close friends with Paula's daughter Channing. She remembered Paula Setterquist in everything that involved softball. She noted that this would be a great gesture in her memory.***

***Darlene Walkden, in 2001, she stated that Paula was a main force behind starting the sport in High School. This was a long and hard struggle and Paula was instrumental in getting this sport recognized and accepted activity at the High School level. The program is representative of Paula's hard work and perseverance. She encouraged the commission to take this to heart. Paula was an inspiration to the girls on the team.***

***Sydney Paulino, current Junior at Homer High School, she just got off practice and apologized for her appearance. She recounted a visit to a game made by Paula when she was very ill. She stated that the dedication would really mean a lot to the girls.***

***Carole Hamik, former commissioner, during the time they did not have a venue for doing something like this, a memorial Paula Setterquist Ballfield. This would mean so much to the family, they are lost without her. She noted that a memorial service later this spring will be held and it would be great to have the dedication at the same time. She recounted that Paula has helped so many kids in this community and it would be really great to have this done.***

***Victoria Steik, Paula was her best friend and neighbor and all of them wanted to find the most appropriate way to honor her memory. She noted that Paula did not want a big brouhaha but something like this would be accepted since she was so supportive of softball and so involved.***

***Roberta Copeland-McKinney, friend of Paula for many years, Paula was a just a great human being for the girls and all the kids around her; she loved the sport. She really supported this dedication and believed it was a great encouragement and should be recognized. Paula also helped with the Library too.***

***Chair Bremicker thanked everyone for coming in and providing testimony.***

*There were no further public comments.*

**VISITORS**

***B. Sue Wohlgemuth, Dedication of a Ballfield to Paula Setterquist***

*Sue Wohlgemuth, cited many additional achievements and volunteers efforts, and if the cost of a plaque would be prohibitive they are sure that funds could be raised to pay for it.*

**NEW BUSINESS**

***A. Request to Dedicate a Ballfield at Jack Gist Park***

*Chair Bremicker read the title into the record and commented that he was very supportive of the request to dedicate a ballfield to Paula Setterquist.*

***BRANN/LOWNEY - MOVED TO APPROVE THE REQUEST TO DEDICATE A BALLFIELD AT JACK GIST PARK AND SCHEDULE A PUBLIC HEARING AT THE NEXT REGULAR MEETING OF THE COMMISSION.***

*There was a brief discussion on the dedication being a great thing to do.*

*The motion was approved by consensus of the commission.*



1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 City Clerk/  
4 Parks and Recreation  
5 Advisory Commission

6 **RESOLUTION 13-053**  
7

8 A RESOLUTION OF THE HOMER CITY COUNCIL  
9 APPROVING A PLAQUE AT KAREN HORNADAY PARK  
10 RECOGNIZING MAE HARRINGTON FOR HER DONATION  
11 OF THE LAND FOR THE PARK.  
12

13 WHEREAS, City Council adopted the Parks and Recreation Policy Regarding Naming of  
14 Municipal Park and Recreation Facilities via Resolution 06-68 on June 12, 2006; and  
15

16 WHEREAS, The Homer Parks and Recreation Advisory Commission followed those  
17 policies and held a public hearing during their regular meeting of May 16, 2013, recognizing the  
18 donation of land by Mae Harrington that is now known as Karen Hornaday Park; and  
19


20 WHEREAS, Citizens and the Commission wished to acknowledge the donation of land  
21 by Mae Harrington; and  
22

23 WHEREAS, The Commission has found that a plaque at Karen Hornaday Park  
24 recognizing the donation of land by Mae Harrington is consistent with the Parks and Recreation  
25 Policy Regarding Naming of Municipal Park and Recreation Facilities.  
26

27 NOW, THEREFORE, BE IT RESOLVED by the City Council that authorization is  
28 hereby given to place a plaque at Karen Hornaday Park recognizing Mae Harrington for her  
29 donation of land for the park.  
30

31 PASSED AND ADOPTED by the Homer City Council this 28<sup>th</sup> day of May, 2013.  
32

33 CITY OF HOMER

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37 MARY E. WYTHE, MAYOR  
38

39 ATTEST:

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42 \_\_\_\_\_  
43 JO JOHNSON, CMC, CITY CLERK  
44

45 Fiscal Note: N/A





# City of Homer

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## Memorandum

**TO: MAYOR WYTHE AND HOMER CITY COUNCIL**

**THROUGH: RENEE KRAUSE, CMC, DEPUTY CITY CLERK**

**FROM: PARKS AND RECREATION ADVISORY COMMISSION**

**DATE: MAY 20, 2013**

**SUBJECT: RECOMMENDATION TO APPROVE THE REQUEST TO RECOGNIZE THE ORIGINAL DONATION OF LAND BY MAE HARRINGTON**

---

At the regular meeting May 16, 2013 the Parks and Recreation Advisory Commission held a Public Hearing on a request to recognize the original donation of land by Mae Harrington that is now known as Karen Hornaday Park.

The request to recognize this donation was introduced during the April 18, 2013 regular meeting. Mr. Larry Slone, acting on behalf of a group of people, wishing to remain anonymous, felt it was important to recognize the donation of land by Ms. Harrington. Mr. Slone provided historical information on the contributions to the community by Ms. Harrington.

It has been made apparent by the information presented at the April meeting that recognizing Ms. Harrington contributions and the original donation of the land that is now Karen Hornaday Park would be very appropriate by the city.

The Commissioners moved and approved unanimously to recommend approval of the request to recognize the original donation of land by Mae Harrington at Karen Hornaday Park.

Attached are the Minutes of the May 16, 2013 regular meeting and April 18, 2013 regular meeting.

### RECOMMENDATION

**APPROVE THE REQUEST FOR A PLAQUE TO RECOGNIZE THE ORIGINAL DONATION OF LAND BY MAE HARRINGTON FOR KAREN HORNADAY PARK.**

**Excerpt from the May 16, 2013 Parks and Recreation Advisory Commission Minutes regarding Public Hearing and Pending Business Discussion:**

***PUBLIC HEARING***

***A. Public Hearing on request to Dedicate a Ballfield at Jack Gist Park and Request to Recognize the Original Donation of Land for Karen Hornaday Park***

***A brief discussion noted that there was no one present to offer testimony for the Public Hearing portion on a Request to Recognize the Donation of Land.***

***There was no further discussion.***

***PENDING BUSINESS***

***C. Request for a Plaque to Recognize the Donation of Land by Mae Harrington at Karen Hornaday Park and a Request to Dedicate a Ballfield at Jack Gist Park***

***Chair Bremicker read the title into the record and requested a motion.***

***LOWNEY/BRANN – MOVED TO RECOMMEND THAT THE PARKS AND RECREATION SUPPORTS THE REQUESTS TO DEDICATE A BALLFIELD AT JACK GIST PARK TO PAULA SETTERQUIST AND RECOGNITION OF THE DONATION OF LAND BY MAE HARRINGTON.***

***There was a brief discussion on the placement and funding of the plaques and a request to be part of the further discussion on placement of the plaque at Karen Hornaday Park by Commissioner Lowney.***

***VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.***

***Motion carried.***

**Excerpt from the April 18, 2023 Parks and Recreation Advisory Commission Minutes regarding the Request to Dedicate and Ballfield at Jack Gist Park and the Donation of Land by Mae Harrington**

**VISITORS**

***C. Larry Slone, Recognition of Donation Made by Mae Harrington***

***Mr. Slone was bringing forth a request to make this recommendation by Laura Lofgren; he recited the origination and a bit of history on Mae Harrington and the land. He noted that her family was very active in developing the community, Pioneer Cemetery and the roads; she was the postmistress in the 1930's; the land where the HERC building was also donated by her family. Mae Harrington appreciated the natural beauty of the area and wanted to preserve that for the future; she provided the land for the fair containing the same stipulation for continued recreational use. The physical characteristics of life back then to now have certainly changed. The one thing that has not changed in the 75 or more years is human nature. Mr. Slone stated that Mae***

*Harrington has shared with you a sense of commitment to the community, a sense of obligation and willingness to provide of her own time, her own efforts and even her own assets to make this place a better place to live. Mae Harrington was dedicated to the human spirit; she catered to the mind and the spirit of the individuals of Homer. Mr. Slone reported that Mae Harrington wanted future generations to live, thrive and prosper here.*

*Mr. Slone commented, "Anyone who has roasted a hotdog over a flickering fire on a soft summer night; anyone who has played softball on a brisk and windy autumn day; any child who has slid screaming with pleasure down one of the slides in the playground can trace part of their experience to a gift from Mae Harrington who gave from the heart.*

*He was seeking a modest plaque that may read, "In honor of Mae Harrington, Homer Homesteader who in 1953 generously contributed this property for the recreational benefit of future users."*

*Commissioner Lowney inquired if there was a preference on placement of a plaque. Mr. Slone stated that it should be a more viewable areas and with a preference to the playground. Mr. Slone then responded to questions regarding the gathering of information he had presented to the commission. He then stated that the park was supposed to be named after Mae Harrington but for reasons unknown this was never done. He commented that this would be an opportunity to correct that oversight.*

*Chair Bremicker agreed with Commissioner Archibald that it was a great idea and quite coincidental that it was brought forward at the same time as the Ballfield request.*

#### **NEW BUSINESS**

##### ***B. Request to Recognize original Donation of Land by Mae Harrington***

*Chair Bremicker read the title into the record and commented that he was not aware of all the things that Mae Harrington had done and this request like the one for the ballfield was great idea and felt it would definitely provide an example of what doing good works for the community means.*

**BRANN/ARCHIBALD – MOVED TO APPROVE THE REQUEST TO RECOGNIZE THE ORIGINAL DONATION OF LAND BY MAE HARRINGTON TO THE CITY OF HOMER AND HOLD A PUBLIC HEARING AT THE NEXT REGULAR MEETING.**

*There was a brief discussion on location of the plaque.*

*The motion was approved by consensus of the commission.*



**CITY OF HOMER  
HOMER, ALASKA**

City Manager

**RESOLUTION 13-055**

A RESOLUTION OF THE HOMER CITY COUNCIL  
SUPPORTING THE DIAMOND CREEK RECREATION AREA  
PLAN AND ADOPTING THE PLAN AS IT APPLIES TO CITY  
OWNED LANDS ACQUIRED THROUGH THE FOREST  
LEGACY PROGRAM.

WHEREAS, The City routinely adopts park plans by resolution for city facilities; and

WHEREAS, The Homer City Council adopted Ordinance 07-03, accepting ownership of two parcels totaling 273 acres in the Diamond Creek area as part of the Forest Legacy Program to keep for public park land in perpetuity; and

WHEREAS, The Forest Legacy Program requires all development on the lands be approved by certain state and federal agencies; and

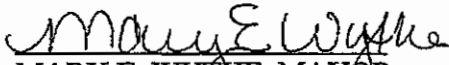
WHEREAS, The Diamond Creek Recreation (DCRA) Plan is a management and development plan; and

WHEREAS, State and Federal agencies can review the plan and all associated development projects for consistency with the Forest Legacy Program.

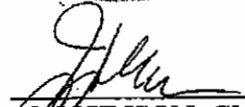
NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby adopts the Diamond Creek Recreation Area Plan as it applies to city owned lands.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 28<sup>th</sup> day of May, 2013.

CITY OF HOMER

  
MARY E. WYTHE, MAYOR

ATTEST:

  
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A







