

**NOTICE OF MEETING  
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF AGENDA**
- 3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
  - A. Regular Meeting Synopsis of May 18, 2010 Page 3
- 6. VISITORS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
- 10. NEW BUSINESS**
  - A. Capital Improvement Plan 2011-2016 Recommendations Page 7
- 11. INFORMATIONAL MATERIALS**
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE STAFF**
- 14. COMMENTS OF THE COUNCILMEMBER**
- 15. COMMENTS OF THE CHAIR**
- 16. COMMENTS OF THE COMMITTEE MEMBERS**
- 17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR NOVEMBER 16, 2010 at 5:30 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.**



Session 10-01, a Regular Meeting of the Transportation Advisory Committee was called to order by Chair Roberts at 5:38 p.m. on May 18, 2010 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

COMMITTEE MEMBERS: Highland, Roberts, Velsko  
ABSENT: Smith  
STAFF: Public Works Director Meyer  
Deputy City Clerk Jacobsen

#### APPROVAL OF AGENDA

VELSKO/HIGHLAND MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

#### PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

No public comments were made.

#### RECONSIDERATION

No items were scheduled for reconsideration.

#### APPROVAL OF MINUTES

##### A. Regular Meeting Synopsis

VELSKO/HIGHLAND MOVED TO APPROVE THE SYNOPSIS.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

#### VISITORS

##### A. Patti Boily - Mass Transportation

Patty Boily commented that she works at the Independent Living Center and has been attending area meetings with LSC Transportation Consultants. At the last meeting it was recommended that the City find a transportation champion for Homer and the area, and that is why she wanted to speak to the Committee. She explained that LSC has been in business since 1975 and the goal is to perform planning and engineering services in the transportation field. They were initially contacted by Central Area Rural Transit System (CARTS), to update the Central Kenai Peninsula Transportation Plan, originally done in 1998. CARTS was created as a transportation provider to fill a gap with services like wheel chair vans and on demand cab service. The grant funding and contract are funneled through CARTS but the plan is independent and based on areas of need and interest. The current study started in January

2010 and has been expanded to include the area from Homer to Kasilof. It is specifically focusing on transportation coordination issues resulting from growth and demand. She explained that services currently provided are by non profit or government human service agencies. There is a DOT grant that funds 50% of cab fare for qualified individuals, and for some residents that is their only link to work, shopping, health care facilities, and so forth. She advised the Committee that there is a meeting on May 26 and invited the group to attend. Mrs. Boily there is a law called the "Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users" signed in August 2005, which established federal mandates for public transit human service coordination planning and to receive funding from the Federal Transit Administration; you have to follow their recommendations.

From input at previous public meetings it shows the need for transportation from Homer to Anchor Point, Ninilchik to Homer, and Ninilchik to Soldotna. The Ninilchik Traditional Tribal Council is involved in this too and may provide some funding. In Homer they want to keep the elements of the taxi voucher service and also expand to an on call vehicle available.

In response to questions Mrs. Boily explained that the Central Peninsula currently has vehicles that will pick up passengers at their homes as they have a larger population base than we do. CARTS has been working there and has talked about a wheelchair van here. CARTS can provide the vehicle, but there has to be a way to provide the service. There have been attempts at public transportation in the past, but maybe now is the time. This service could provide assistance to people over 60 who have trouble driving in the winter time could be entitled to apply for the program and receive discounted taxi fare. Alaska is one of the few states that does nothing for public transportation. The Municipality of Anchorage funds their public transportation system. Funding will come through federal grant money, but there also needs to be pressure on the State to pony up, as well as cities and towns. The Borough already sponsors the CARTS plan and is now realizing that it needs expansion.

Mrs. Boily reiterated that someone needs to come on board to champion the project who understands the need for this transportation service.

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

##### **A. LID Road Project Update - Public Works Director Meyer**

Public Works Director Meyer commented regarding Mallard Way and Crittenden Drive LID's. Mallard Way did not have a majority of interested property owners. The Crittenden Drive boundary was expanded to include Hidden Way and Waddell Street but there wasn't enough support for anything more than Crittenden Drive. Question was raised regarding deferred assessments. It was explained that there was discussion about deferred assessments at the Council level but in looking at the numbers an average person might pay it didn't seem so out of skew that it would be a hardship and recommended putting funding toward education.

Mr. Velsko commented that if education doesn't work it seems that Council would have to look at public safety and cost for maintenance and say it doesn't take 50% and in make people join the LID.

Ms. Highland commented that she owns 1000 feet of road frontage on both sides of the road and is one who is concerned about an LID coming through because of the cost and increased traffic. She is one who wants the road to be worse.

##### **A. Road Improvement through the LID Process - Councilmember Roberts**

Acting Chair Roberts advised the group about a public information piece she wrote with that would be in the paper.

There was brief discussion.

**PUBLIC HEARING**

There were no public hearings scheduled.

**PENDING BUSINESS**

There was no pending business scheduled.

**NEW BUSINESS**

**A. Election of Chair and Vice Chair**

Ms. Roberts accepted the nomination for Chair and Ms. Highland accepted the nomination for Vice Chair.

There was no objection expressed.

**B. A Petition to the City of Homer from Businesses and Residents in Old Town Re: Bishop's Beach Area Traffic Control Measures**

VELSKO/HIGHLAND MOVED TO DISCUSS.

No opposition was expressed and discussion ensued.

There was unanimous support for the requests for 3 way stop signs at the intersection of Bunnell Avenue and Beluga Place, and also speed bumps if the Public Works department feels they can be installed in a manner that is acceptable to their maintenance needs.

The Committee also requested consideration of increased Police presence to enforce the posted speed limit for the area.

**C. Mass Transportation**

Public Works Director Meyer noted that the City's Transportation Plan addresses the need for public transportation and there was a recommendation that a van be purchased. The senior center did that shortly after the plan was adopted to meet some of the needs for the assisted living center. Precedence has been set but nothing has been funded. If a group came to the Council and raised the issue It hasn't been funded but if group came and raised issue on this, the first step might be to delegate to TAC to collect public comment.

The Committee requested to be included in the email list to receive further information regarding updates in the development of the plan.

**INFORMATIONAL MATERIALS**

There were no informational items included:

**COMMENTS OF THE AUDIENCE**

No audience was present to comment.

**COMMENTS OF THE STAFF**

Public Works Director Meyer commented there are no major road projects in the city right now. The only project transportation wise is the possible extension of the spit trail and expansion of the Deep Water Dock.

**COMMENTS OF THE COUNCILMEMBER**

Chair Roberts recognized Kurt Marquardt for his previous participation on the Committee. He gave a lot to the Committee and his long knowledge of City affairs was very helpful. She also noted that we are lacking a member so please look around for people to join.

**COMMENTS OF THE CHAIR**

Comments above.

**COMMENTS OF THE COMMITTEE MEMBERS**

Mr. Velsko had no comment.

Ms. Highland commented that in reading the transportation plan she is an advocate for roundabouts. She has seen plans for five more intersection lights or stop signs, and would like to bring up in the plan they suggest roundabouts. She wanted to express that as concern down the line for what Homer will look like.

Brief discussion ensued regarding roundabouts and stop lights.

**ADJOURN**

There being no more business to come before the Committee the meeting adjourned at 6:47 p.m. The next regular meeting is scheduled for August 17, 2010 at 5:30 p.m. in the City Hall Cowles Council Chambers.

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MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

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



# City of Homer

City Manager  
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~~November 2, 2009~~

*Update  
for 2011-2016 CIP*

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2010 through 2015 Capital Improvement Plan adopted by the Homer City Council on October 12, 2009. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. State transportation projects and non-profit projects supported by the City of Homer are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix, along with a table listing all projects for easy reference.

"Long-range projects" are those which are not expected to be undertaken in the next six years but which the Council and community do not want to lose sight of. Those projects are listed in the Appendix but should not be considered as true CIP projects.

The projects included in our 2010-2015 CIP were compiled with input from the public, area-wide agencies, and City staff as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Walt Wrede  
City Manager

CITY OF HOMER  
HOMER, ALASKA

Mayor/City Council

RESOLUTION 09-105(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2010-2015 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2011.

WHEREAS, A duly published hearing was held on September 28, 2009 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 2010-2015" 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 2011 State Legislative Request:

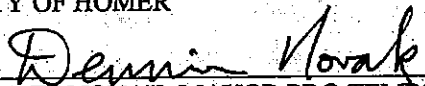
1. Alternative Water Source
2. Sewer Treatment Plant Bio-solids Treatment Improvements
3. Port & Harbor Building
4. Harbor Floats/Ramp 3 Replacement
5. East Boat Harbor
6. Fire Engine 4 Refurbishment
7. Skyline Fire Station
8. Firefighting Aerial Truck
9. Deep Water Dock Expansion, Phase 1
10. Fishing Lagoon Improvements
11. Karen Hornaday Park Improvements, Phase 1
12. Intersection Improvements
13. Kevin Bell Ice Arena Floor
14. Fish Dock Restroom
15. Town Center Infrastructure

BE IT FURTHER RESOLVED that projects for the FY 2011 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 2011 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 12<sup>th</sup> day of October 2009.

CITY OF HOMER

  
DENNIS NOVAK, MAYOR PRO TEMPORE

ATTEST

  
JO JOHNSON, CMC, CITY CLERK



ACCOMPLISHED (FUNDED) PROJECTS  
FROM 2010-2015 CIP LIST

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

Beluga Slough Trail Reconstruction

Fire Training Facility

*Anything else ?*

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## INTRODUCTION: THE CAPITAL IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

### 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 fiscal year. The overall CIP and the legislative priority list are approved by resolution.

*Update based on new  
Camp Plan*

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 used in project evaluation:

- Goal: Local Government  
Establish strong, well-organized, self-sufficient local government which is responsive to community wants and needs.
- Goal: Economic Development  
A diversified, growing economy, with year-round job opportunities for residents in businesses which are fulfilling and compatible with the community.
- Goal: Transportation  
Provide opportunities for a wide range of reliable, low cost, convenient land, water and air transportation services.
- Goal: Public Utilities  
Provide good quality, cost effective, environmentally acceptable water, sewer and drainage management services in Homer.
- Goal: Housing  
Safe, comfortable, affordable housing for all residents which expresses individual tastes while respecting neighborhood standards.
- Goal: Central Business District  
Provide, through the Central Business District, a focal point for the community that provides a safe, convenient, hospitable environment for residents and businesses, builds upon its positive features, and fosters cooperation in its management between the city, the state, and the private sector.
- Goal: Homer Spit  
Wise land management of the Spit and its resources, accommodating its natural processes, while allowing tourist, marine commercial, and industrial development and recreational uses.
- Goal: Land Use  
Provide a land use pattern in Homer that maintains the desirable natural features, while allowing room for orderly community growth.
- Goal: Parks and Recreation  
Park and recreation opportunities for the residents of the community are to be made available.

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



**CIP CATEGORIES 2011-2016**  
**SUMMARY OF PROJECTS BY YEAR AND COST**

CATEGORY	2010	2011	2012	2013	2014	2015	TOTAL \$
LOCAL ROADS & TRAILS	1,550,000	1,750,000	3,600,000	-	-	-	6,900,000
STRUCTURES	5,020,000	7,275,000	106,835,000	23,200,000	9,800,000	175,000	152,305,000
UTILITIES	2,733,935	5,310,000	18,710,000	200,000	200,000	-	27,153,935
EQUIPMENT	1,100,000	3,880,000	150,000	-	-	-	5,130,000
<b>TOTAL \$</b>	<b>10,403,935</b>	<b>18,215,000</b>	<b>129,295,000</b>	<b>23,400,000</b>	<b>10,000,000</b>	<b>175,000</b>	<b>191,488,935</b>

*Update -  
end of process*

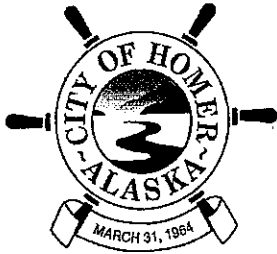




**LOCAL ROADS & TRAILS  
SUMMARY OF PROJECTS BY YEAR AND COST**

PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Heath Street, Pioneer to Anderson	400,000		3,600,000				4,000,000
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure	250,000	1,750,000					2,000,000
Beluga Slough Trail Reconstruction	400,000						400,000
<b>TOTAL \$</b>	<b>1,550,000</b>	<b>1,750,000</b>	<b>3,600,000</b>				<b>6,900,000</b>

*Update*



## City of Homer Capital Improvement Plan • 2011 – 2016

### HEATH STREET - PIONEER TO ANDERSON

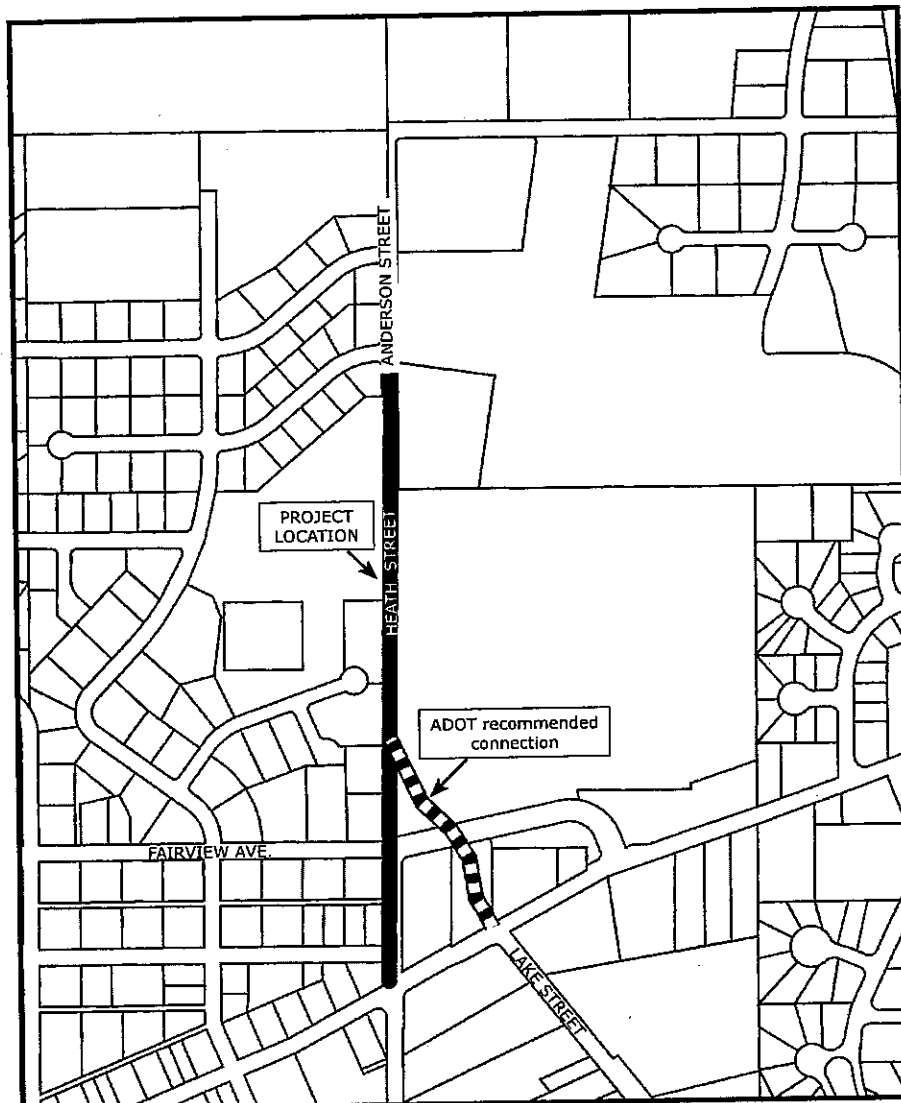
**PROJECT DESCRIPTION & BENEFIT:** This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska DOT/PF regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from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

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

Schedule and Cost: 2010-2011 (design)—\$400,000

2011-2012 (construction)—\$3.6 M

Priority Level 1





## LAND ACQUISITION FOR NEW ROADS

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

Lake/Heath Street to Anderson Avenue

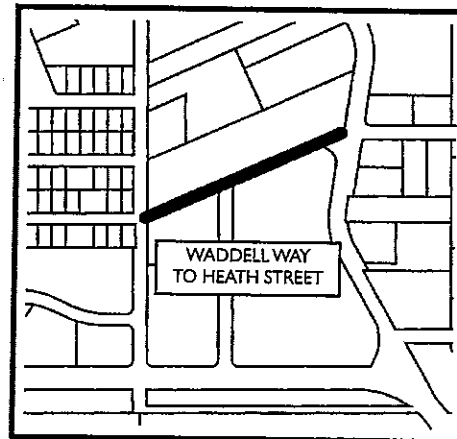
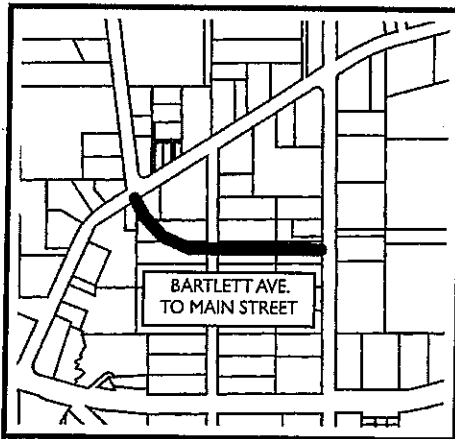
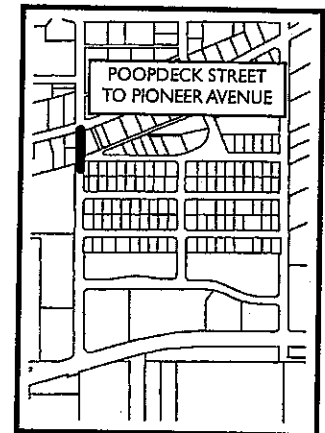
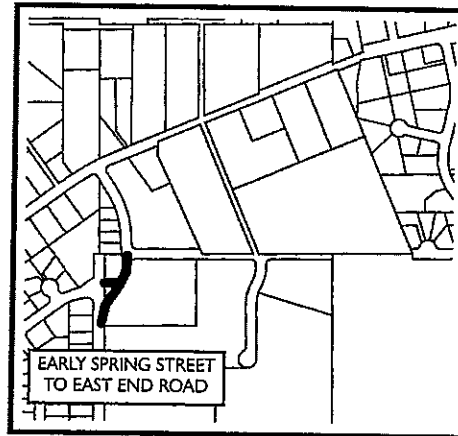
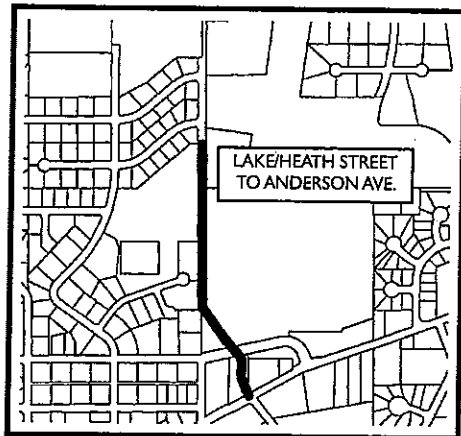
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

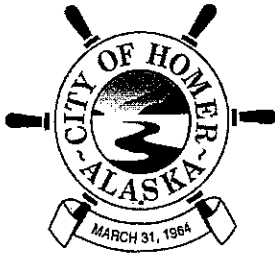
**PLANS & PROGRESS:** All four road projects are recommended in the 2005 Homer Area Transportation Plan.

Cost: \$500,000

Schedule: 2010-12

Priority Level 2





## City of Homer Capital Improvement Plan • 2011 – 2016

### TOWN CENTER INFRASTRUCTURE

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**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. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

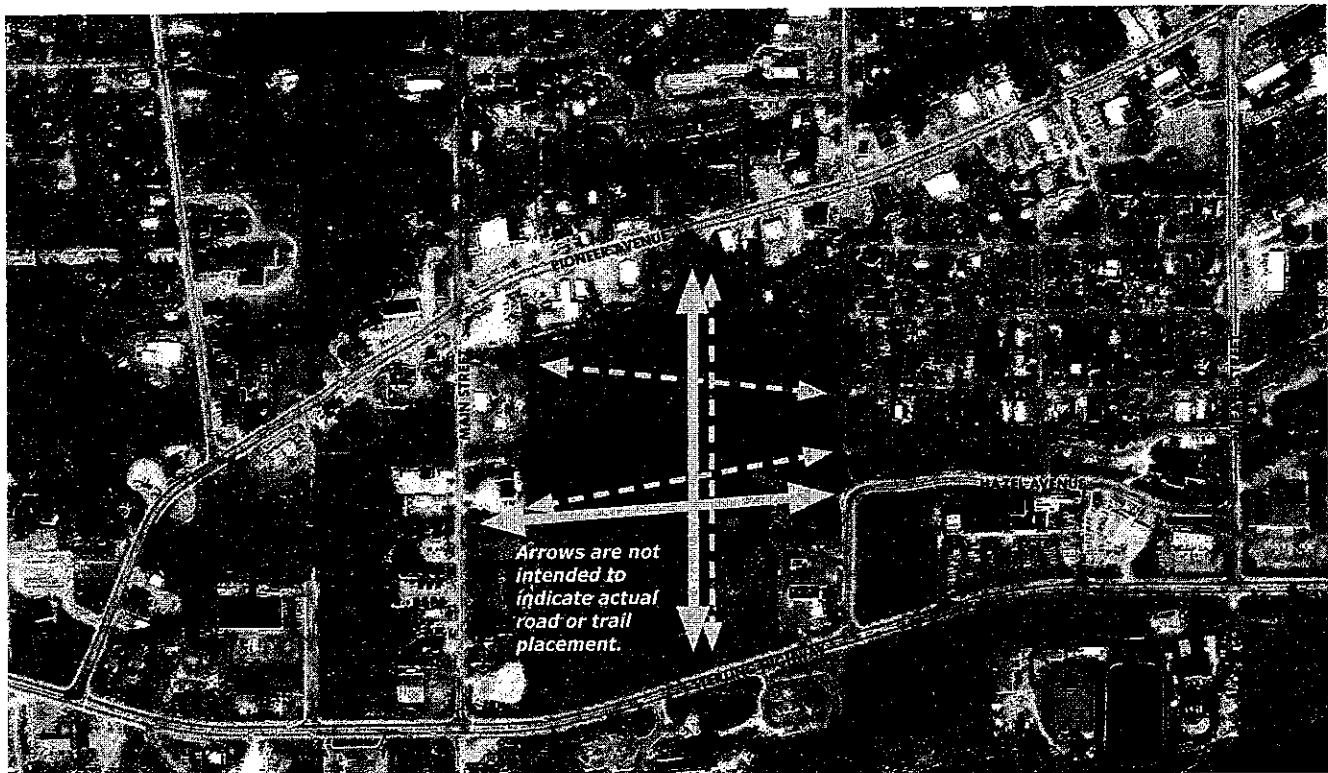
The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. Specifically, it will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property 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."

In April 2006, the Homer Town Center Development Plan was adopted by the City Council as a component of the Comprehensive Plan.

**SCHEDULE AND COST:** 2010-2011 (DESIGN)—\$250,000

2011-2012 (CONSTRUCTION)—\$1.75 M Priority Level 1



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



## City of Homer Capital Improvement Plan • 2011 – 2016

### BELUGA SLOUGH TRAIL RECONSTRUCTION

**PROJECT DESCRIPTION & BENEFIT:** This project will reconstruct a major portion (approximately 850 feet) of the Beluga Slough Trail, which connects Bishop's Beach Park and "Old Town" with the Alaska Islands and Ocean Visitor Center. It will replace portions of the built trail that are missing entirely, meet ADA requirements for accessibility, and eliminate harmful impacts to the estuarine environment of Beluga Slough. The popularity of the I&O Center (70,000 visitors a year) and Bishop's Beach Park have helped make the Beluga Slough Trail the most highly used in Homer.

The original Beluga Slough trail material, installed in 1997, was designed to float with the tide. However, it does not work properly, and instead over the years has become mired in the mud and has buckled in numerous places. This has created a very uneven walking surface. Because the plastic material can become slippery, it is particularly hazardous when wet. The buckling and the narrowness of the trail present challenges and create safety hazards to wheelchair users and others with mobility limitations. Placement of the heavy plastic trail material directly on the ground has also destroyed habitat and interfered with the natural processes of the tidal ecosystem.

The new trail will be constructed as an elevated walkway built on a foundation of helical piers which are specifically designed for use in wetlands and other environmentally sensitive areas. The trail surface will be grated galvanized steel that will provide good traction and allow light and precipitation to pass to the ground below, thus encouraging restoration of native saltwater marsh plants. The trail will be almost maintenance free. When snow clearing is necessary, the 8-foot width will easily accommodate the City's "Toolcat" used for this purpose. The elevated design will also allow City maintenance workers access to the underside of the trail, in the event that such access is needed for adjustments or repairs.

**PLANS & PROGRESS:** The Beluga Slough Trail crosses both City of Homer and U.S. Fish and Wildlife (USFW) property. In 2003, the City of Homer requested and received a preliminary design for "Beluga Slough Boardwalk Replacement" from a local construction company. Although some changes are desired (for example, widening the trail and thus eliminating the need for turnouts), the preliminary design gives the City a headstart in preparing an RFP and in estimating costs. USFW has pledged to provide personnel to demolish the existing trail prior to reconstruction.

Cost: \$400,000

Priority Level 1

Schedule: 2010

*Delete*



The Beluga Slough Trail has been plagued with problems and is difficult to repair. Some parts of the original trail are missing altogether.



## STRUCTURES

### SUMMARY OF PROJECTS BY YEAR AND COST

PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Ben Walters Park Improvements	200,000						200,000
Deep Water Dock Expansion	1,250,000	1,750,000	26,000,000				29,000,000
Downtown Restroom #1			400,000				400,000
East Boat Harbor	1,520,000		78,500,000	20,600,000			100,620,000
End of the Road Park, Phase 1				1,075,000			1,075,000
Fire Training Facility			285,000				285,000
Fishing Lagoon Improvements	325,000						325,000
Harbor Entrance Erosion Control			600,000				600,000
Homer City Hall/Town Square				1,200,000	9,800,000		11,000,000
Jack Gist Park Improvements, Phase 1			100,000				100,000
Karen Hornaday Park Improvements, Phase 1	1,200,000	950,000	950,000				3,100,000
Mariner Park Improvements, Phase 1		475,000		325,000		175,000	975,000
Port and Harbor Building	375,000	2,500,000					2,875,000
Public Restroom - Fish Dock		400,000					400,000
Skyline Fire Station	150,000	1,200,000					1,350,000
<b>TOTAL \$</b>	<b>5,020,000</b>	<b>7,275,000</b>	<b>106,835,000</b>	<b>23,200,000</b>	<b>9,800,000</b>	<b>175,000</b>	<b>152,305,000</b>

*Add Gasline  
Anchor Point to Homer?*



## City of Homer Capital Improvement Plan • 2011 – 2016

### BEN WALTERS PARK IMPROVEMENTS, PHASE 2

**PROJECT DESCRIPTION & BENEFIT:** Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer's most frequently visited parks.

Phase 1 of the park improvement project, to replace the dock, was funded in 2008.

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

Cost: \$200,000

Priority Level 2

Schedule: 2011

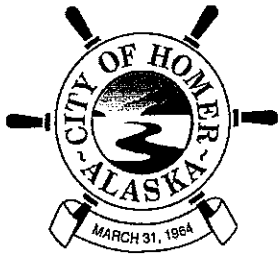


*need  
new  
photo*

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







## DOWNTOWN RESTROOM

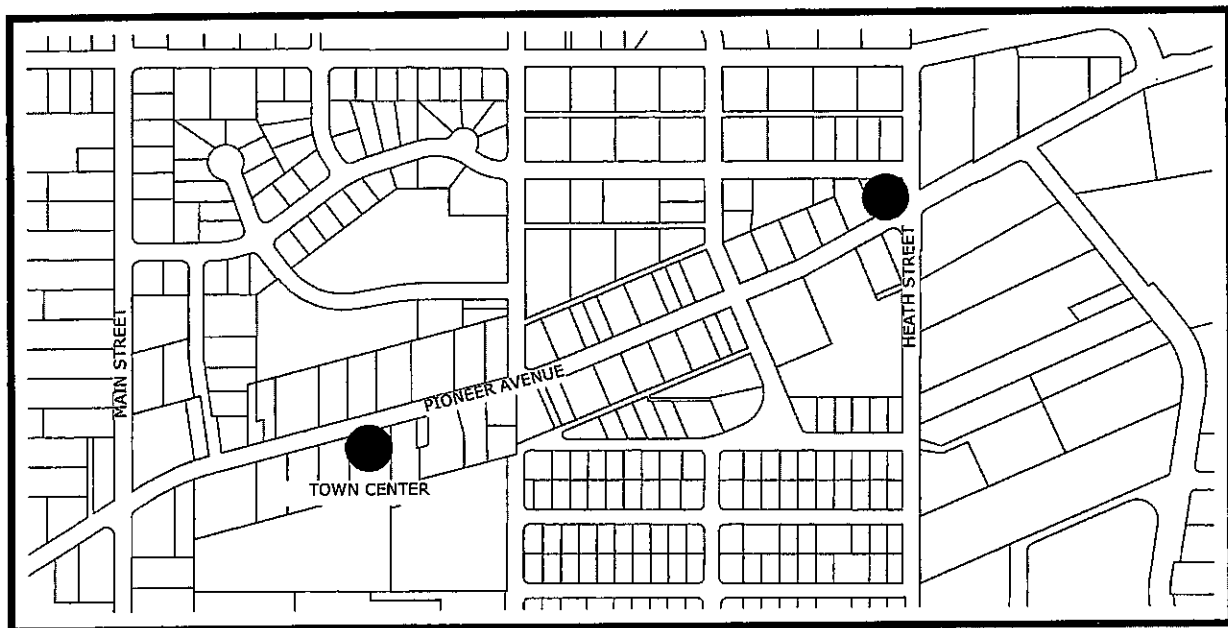
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**PROJECT DESCRIPTION & BENEFIT:** This project will provide the first of two public restrooms in downtown Homer, for the benefit of residents and visitors. Currently, the only public restroom facilities on Pioneer Avenue are in City Hall. With proposed Town Center development, the need for restroom facilities will increase as more people frequent the downtown area. Specific locations proposed for the new restrooms are at the pedestrian trail entrance to Town Center and at WKFL Park, as shown below.

Cost: \$400,000

Priority Level 1

Schedule: 2012





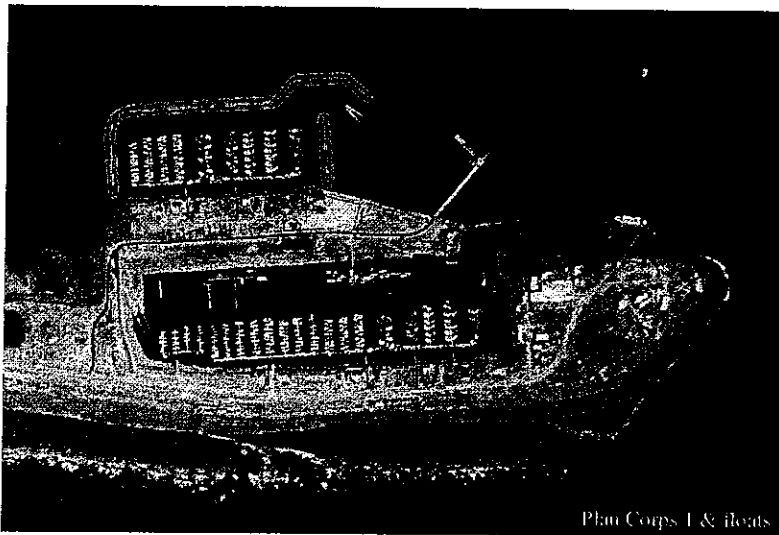
## City of Homer Capital Improvement Plan • 2011 – 2016

### EAST BOAT HARBOR

**PROJECT DESCRIPTION & BENEFIT:** In 2004, the U.S. Army Corps of Engineers completed a reconnaissance study and determined there is a federal interest in constructing a new boat harbor at Homer. The proposed new harbor would range 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.



Plan Corps I & floats

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 and has begun a feasibility analysis. The City of Homer is requesting that the Alaska Department of Transportation and Public Facilities cover 50% of the non-federal share (25% of the total) of the feasibility study.

**Schedule and Cost:** 2010-11 (design and permitting)—\$1.52 million  
2012 (breakwater construction and dredging)—\$78.5 million  
2013-2014 (inner harbor improvements)—\$20.6 million

*What do we do with this one?*

**Funding:** Federal/direct appropriation as Corps of Engineers construction project; Federal/Homeland Security for TSA U.S. Coast Guard Security; State and Local

Priority Level 1



END OF THE ROAD WAYSIDE, PHASE 1

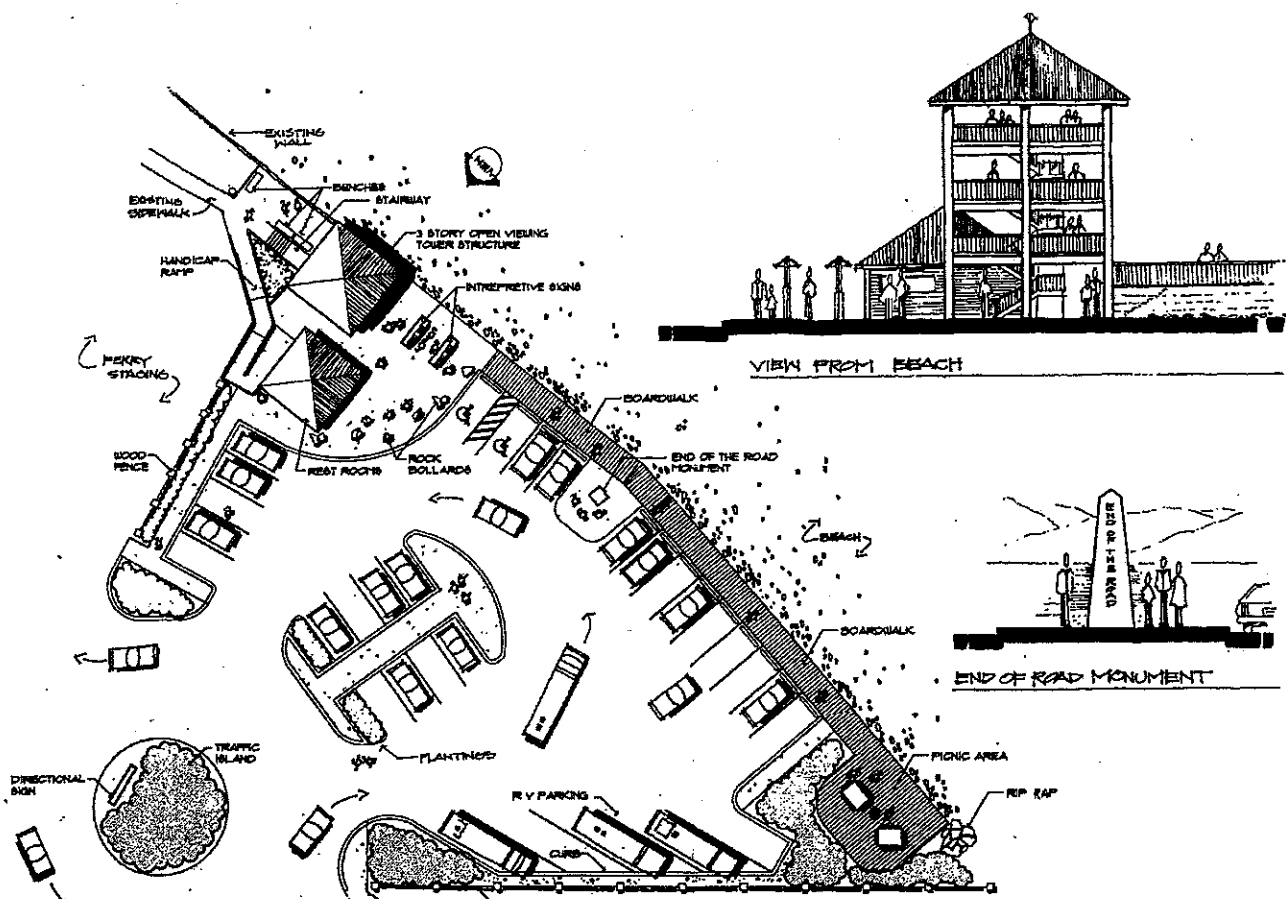
**PROJECT DESCRIPTION & BENEFIT:** An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction with a marine highway ticket office. But in 1995, the two projects were separated and the park was never built. Since that time, activity on the Homer Spit has increased dramatically, especially in the summer. It is time to replace the existing dusty parking lot with an attractive multi-purpose park that will include landscaping, and comfortable seating for those who want to enjoy the view in this unique and spectacular setting. Phase 2 of this project will construct a restroom facility. *mention turnaround function.*

**PLANS & PROGRESS:** The Alaska Departments of Transportation and Natural Resources have provided planning and design assistance in the past for this project, which was expected to serve as the terminus for the Homer Spit Trail. The City of Homer received FY 2010 funding to complete the Spit Trail from the fishing lagoon to the ferry terminal. It is possible that some of that funding can be used for improvements at End of the Road Wayside.

Total cost: \$1,075,000

Priority Level 3

Schedule: 2013



This design for End of the Road Park prepared by ADOT in 1994 features a boardwalk, landscaping, picnic area, restrooms, interpretive signs, and viewing tower along with paved parking.



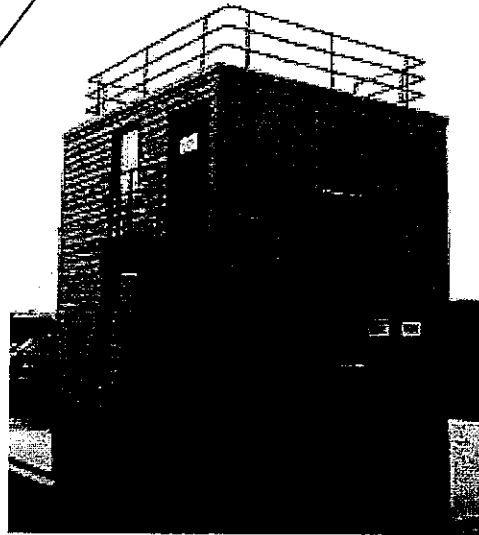
## FIRE TRAINING FACILITY

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**PROJECT DESCRIPTION & BENEFIT:** It is true in firefighting as in many other endeavors; If skills are not practiced, they quickly deteriorate. However, the City of Homer does not have a fire training facility and cannot afford to send personnel up to the Kenai Fire Training Center as often as needed to maintain proficiency, due to the cost and the manpower shortages created when groups of local firefighters are out of the response area for 8-12 hours for each training session. In addition, the Kenai training does not accurately replicate the types of fires that HVFD firefighters are most likely to encounter. Thus, local firefighters do not have the benefit of training as part of an HVFD team, nor do they have the opportunity to use equipment and apparatus on "real" fires in a training situation. The lack of local training puts firefighter safety and public safety at risk. The lack of a live fire training site was also partly responsible for Homer's less favorable PPC rating during the 2008 ISO review.

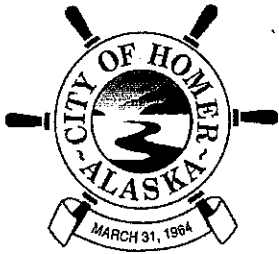
This project will fund the purchase of land and construction of a small building that includes live-burn rooms. Live-burn rooms are constructed of heat resistant materials and have engineered safety controls that allow firefighters to train in a realistic burn environment while minimizing risk of injury. Such exercises would enable Homer to meet state and national standards for firefighter training. The facility could also be used by other public safety agencies and fire departments in the area. A possible location for the facility would be adjacent to the proposed Skyline Fire Station; however, a small burn building located anywhere in the HVFD response area would improve Homer's ISO score and ensure that critical firefighting skills are maintained.

**PLANS & PROGRESS:** The Homer Volunteer Fire Department Member Association has pledged up to \$35,000 in matching funds to see this project proceed.



*Delete*

A structure of this type will help provide valuable firefighting training in Homer.



## FISHING LAGOON IMPROVEMENTS

**PROJECT DESCRIPTION & BENEFIT:** The Nick Dudiak Fishing Lagoon (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters work to ensure robust salmon runs in the lagoon.

Buying salmon smolt is only one of the challenges faced by Fishing Lagoon supporters. The lagoon embayment itself is in need of maintenance work. This project will accomplish the following:

- Dig out (with a backhoe) the gravel bar that has formed inside the north side of the entrance. Estimated cost: \$15,000 if accomplished at the same time as harbor dredging.
- Lengthen and increase the height of the northern-most terminal groin using rip-rap armor stone from the City's small stockpile. Rebuild the north berm using beach nourishment methods recommended by ADOT engineers by moving material that is deposited near the entrance mouth, the gravel bar from inside the lagoon, and from a deposit that has formed near the north berm. Estimated cost: \$55,000.
- Dredge the lagoon approximately 3 feet to remove deposits from tidal action, from settling of the inside banks, and from dead organic matter. Estimated cost: \$250,000. *Bryan will check w/ Rich on status/cost.*
- Plant wild rye grass sprigs to stabilize the inner basin slope. Estimated cost: \$5,000.

*remove these?*

Total cost: \$325,000

Priority Level 2

Schedule: 2010-2011

*update:  
Entrance was cleared out,  
groin work done,  
north berm rebuilt in 2009.  
and 2010(?)*



The gravel bar that has formed at the entrance to the Nick Dudiak Fishing Lagoon is clearly visible here.



## City of Homer Capital Improvement Plan • 2011 – 2016

### HARBOR ENTRANCE EROSION CONTROL

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

Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense. A rip-rap revetment is being proposed that will extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal. (Note: This project could be completed in conjunction with the proposed East Boat Harbor or Harbor Pathways construction.)

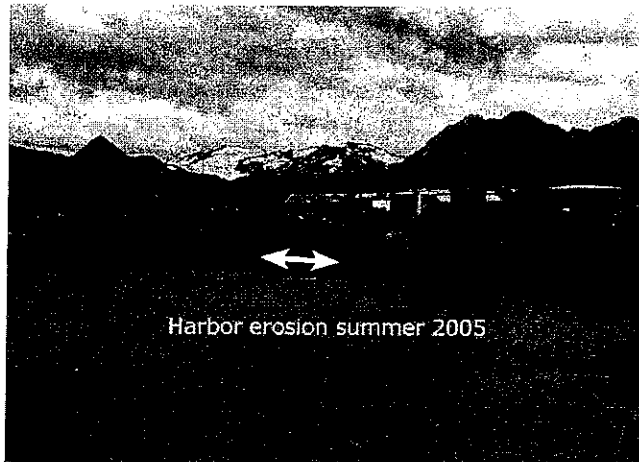
Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor and is located for maximum efficiency. Erosion control is needed to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

Cost: ~~\$600,000~~

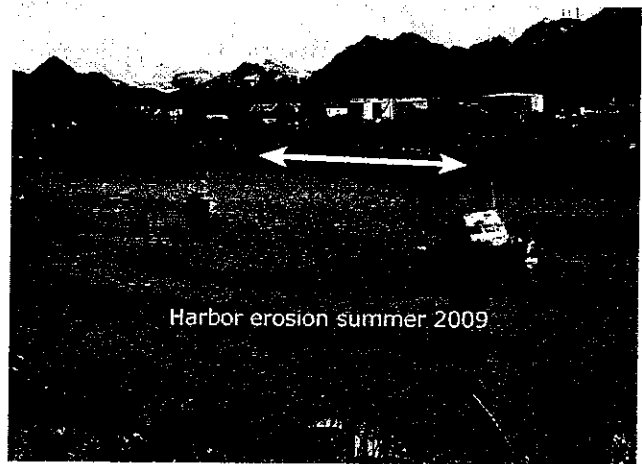
Priority Level 2

Schedule: 2012

*Bryan will get back to me  
has been working w/ADOT*

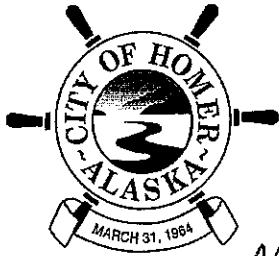


Harbor erosion summer 2005



Harbor erosion summer 2009

A large section of the temporary wooden cribbing built to protect the shore from erosion has been destroyed by wave action. Each year the extent of damage increases.



## City of Homer Capital Improvement Plan • 2011 – 2016

### HOMER CITY HALL/TOWN SQUARE

*Make City Hall expansion/renovation a separate project:*

**PROJECT DESCRIPTION & BENEFIT:** This project will replace Homer's current City Hall with a new building and grounds that include a large outdoor plaza (Town Square). The project will serve several important purposes:

- The new City Hall will eliminate cramped conditions that are impacting services in the current building.
- A new City Hall and Town Square will form the civic anchor for Homer's Town Center, helping to create a vibrant, pedestrian-friendly downtown district in the heart of Homer. Both City Hall and Town Square will feature public art and design features that will be attractive as well as functional. Town Square will serve as the focal point for outdoor gatherings such as the Summer Street Fair and Winter Carnival activities, and will provide a place for residents and visitors to relax and enjoy themselves in proximity to shops, restaurants, parks, and trails. Together, City Hall and Town Square will generate pride among Homer residents and enhance Homer's reputation as a town with a great quality of life. The Town Square is envisioned as Homer's "50 Years of Statehood" Legacy project.
- With a new City Hall, the City of Homer can make the existing City Hall building available for expansion of the local college, another community priority.

Homer's current City Hall on Pioneer Avenue was built in 1979 as a retail store. It was enlarged to 9,145 square feet in 1985-86 when it became City Hall. Use by the public is extensive. Despite efforts to manage growth, most areas of the facility are now cramped, creating inefficiencies in daily operations. Meeting space, including the City Council Chambers, is inadequate for staff and public needs. Lack of storage space has become a serious problem. A new facility is badly needed to meet the needs of a growing community.



This drawing depicts the east end of a new Homer City Hall. In this view, Council Chambers open onto the Town Square, only a portion of which is shown here. Broader goals of the project are to spur economic development in downtown Homer and make the existing City Hall available for college expansion.

**PLANS & PROGRESS:** The 2006 Homer Town Center Development Plan recommends that a new City Hall serve as the civic anchor for Town Center development. A preliminary space needs study determined that a building of approximately 20,000 square feet is needed to house existing City Hall programs and services. In 2006, the Alaska Legislature appropriated \$2 million for a new Homer City Hall. In 2007, the legislature approved funding for UAA to purchase and renovate the existing City Hall building. It is expected that the sale of City Hall will net approximately \$1.5 million. The City of Homer is also committed to providing \$500,000 in cash for the project in addition to the land and water and sewer service to the site.

A site for City Hall/Town Square was selected in 2007 and a design/construction team began work on the project, reaching 35% completion in March 2008. The project stalled in April when a ballot measure to authorize the sale of bonds failed to win voter approval.

Schedule and Cost: 2013 (complete design)—\$1.2 M 2014 (commence construction) \$9.8 M Priority Level 1





## JACK GIST PARK IMPROVEMENTS, PHASE 1

**PROJECT DESCRIPTION & BENEFIT:** Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park.

The proposed project will complete Phase 1 of Jack Gist Park by expanding the parking area and constructing a concession stand adjacent to the softball fields, along with a maintenance equipment storage building. Phase 2 of the project will provide a restroom facility.

**PLANS & PROGRESS:** In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, two out of three infields were resurfaced. Volunteer efforts to improve dugouts and accomplish other improvements are planned for 2010.

Cost: \$100,000

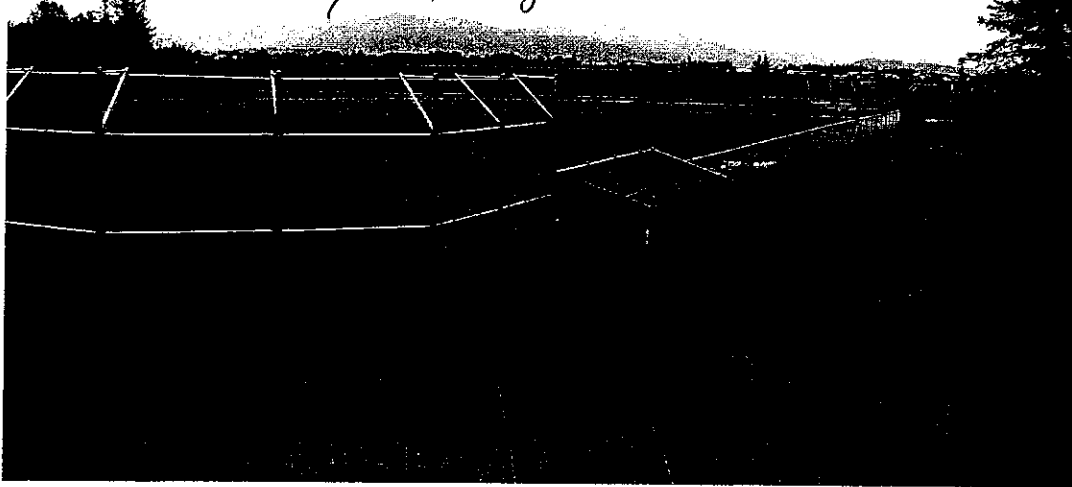
Priority Level 2

Schedule: 2012

*Has this happened?*

*\$55,000 earmarked by Council  
for to finish ballfields & parking*

*Still need restroom/concession/  
W&S/storage*



One of the new softball fields at Jack Gist Park



## City of Homer Capital Improvement Plan • 2011 – 2016

### KAREN HORNADAY PARK IMPROVEMENTS, PHASE 1

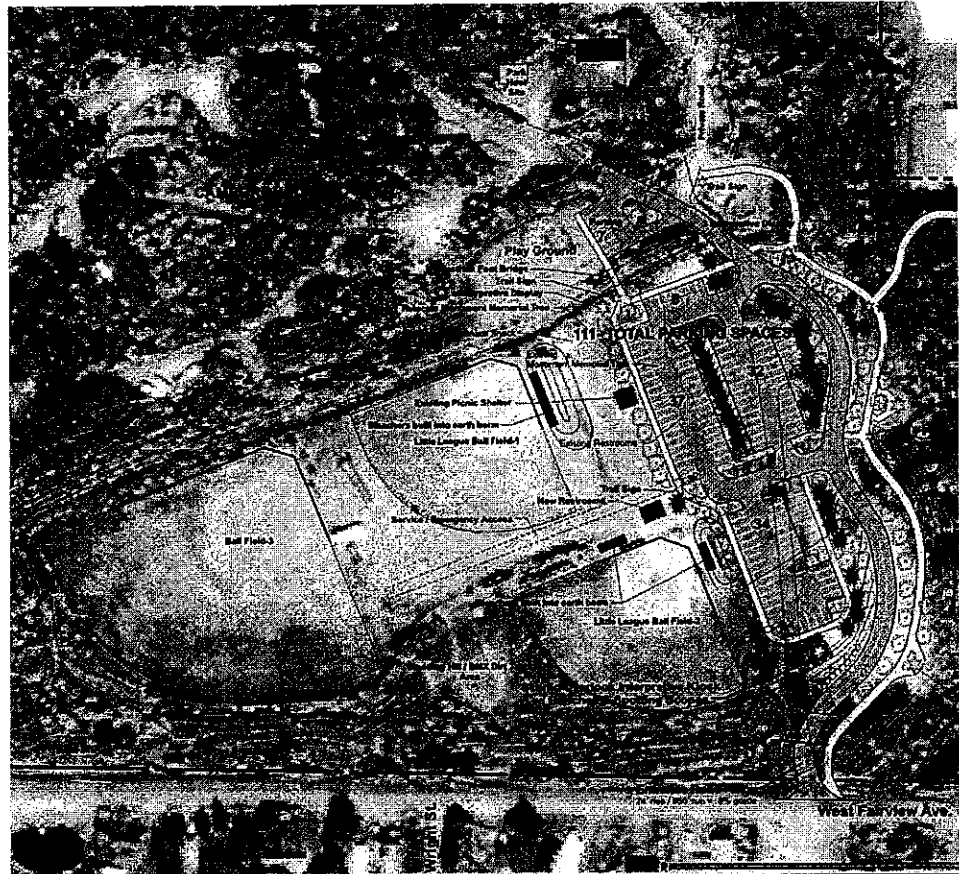
**PROJECT DESCRIPTION & BENEFIT:** Homer's popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. Phase 1 projects include road, parking, and drainage improvements, a new restroom facility and concession stand, playground and campground upgrades, improvements to the ballfields, and landscaping.

Total Cost: \$3.1 million

Schedule: 2010 - 2013

Priority Level 1

PLANS & PROGRESS -  
\$250,000 by app.  
55,000 COH  
75,000 COH ?



The Karen A. Hornaday Hillside Park Master Plan, approved by the City Council in 2009, includes this concept design.



## City of Homer Capital Improvement Plan • 2011 – 2016

### MARINER PARK IMPROVEMENTS, PHASE 1

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**PROJECT DESCRIPTION & BENEFIT:** This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. 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.

Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The following have been identified as specific areas for improvement in the next six years:

- Construct a plumbed restroom facility (\$475,000)
- Develop a bike trail from "Lighthouse Village" to Mariner Park (\$325,000)
- Expand the park and move the vehicle entrance to the north, away from the curve in the Spit Road where the existing entrance is (\$175,000)

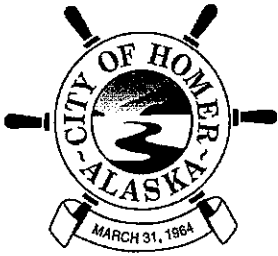
Phase 2 improvements, to be undertaken in later years, will include construction of a tunnel under the Spit Road to provide safe access to the Homer Spit Trail, fee camping sites, and a picnic/barbeque area.

Schedule and Cost: 2011-2015—\$975,000

Priority Level 1 (restroom facility)/2



At the base of the Homer Spit, Mariner Park provides access to the beach, to the Homer Spit Trail, and to spectacular views.



## City of Homer Capital Improvement Plan • 2011 – 2016

### PORT & HARBOR BUILDING

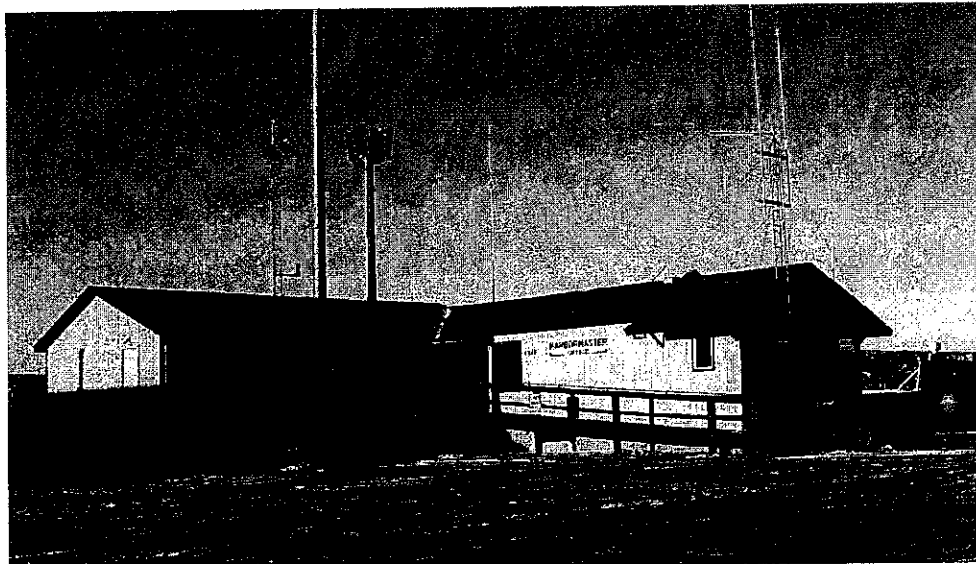
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**PROJECT DESCRIPTION & BENEFIT:** The Port and Harbor Office was constructed in 1983 by relocating two old buildings and adding another section. The present building is substandard with electrical, lighting, and heating deficiencies, and does not meet current codes and standards for occupancy as an office building. The building had a new roof installed in 2004 to extend its life a few more years; however, the need for a new building remains critical.

Construction of a new port and harbor office will eliminate the safety concerns of the existing building and will also allow better observation of the entire harbor. If constructed as overslope development, a new Port and Harbor building will set the standard for such development, encouraging future construction to the benefit of the harbor area and the Homer economy, addressing the need for additional space for commerce and parking on the Homer Spit.

Schedule and Cost: 2010 (design)—\$375,000

2012-2013 (construction)—\$2,500,000 Priority Level 1



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

*Bryan recommends  
changing project to Phase 1 - Design only (shovel  
ready)*



## City of Homer Capital Improvement Plan • 2011 – 2016

### PUBLIC RESTROOM - FISH DOCK

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**PROJECT DESCRIPTION & BENEFIT:** With increased activity on the Homer Spit the need for restroom facilities has also increased. The most urgently needed restrooms are in the vicinity of the Fish Dock and at Mariner Park. (The Mariner Park restroom is addressed in this plan under "Mariner Park Improvements.")

A new restroom in the vicinity of the Fish Dock will provide a public facility for commercial fishermen, cash buyers, dock workers, truck drivers, and others who catch, unload, process, and transport millions of pounds of seafood across the dock annually.

**PLANS & PROGRESS:** \$120,000 has been set aside to help pay for the restroom at the Fish Dock. Funding secured for completion of the Homer Spit Trail (FY 2010 state appropriation) is another possible source of funding for the restroom.

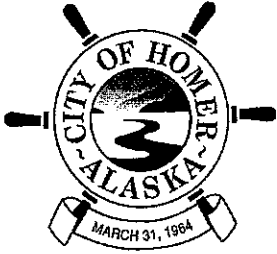
Cost: \$400,000

Priority Level 1    Schedule: 2011



The Homer Fish Dock is one of the busiest places in the Homer harbor, but currently has no restroom facility.

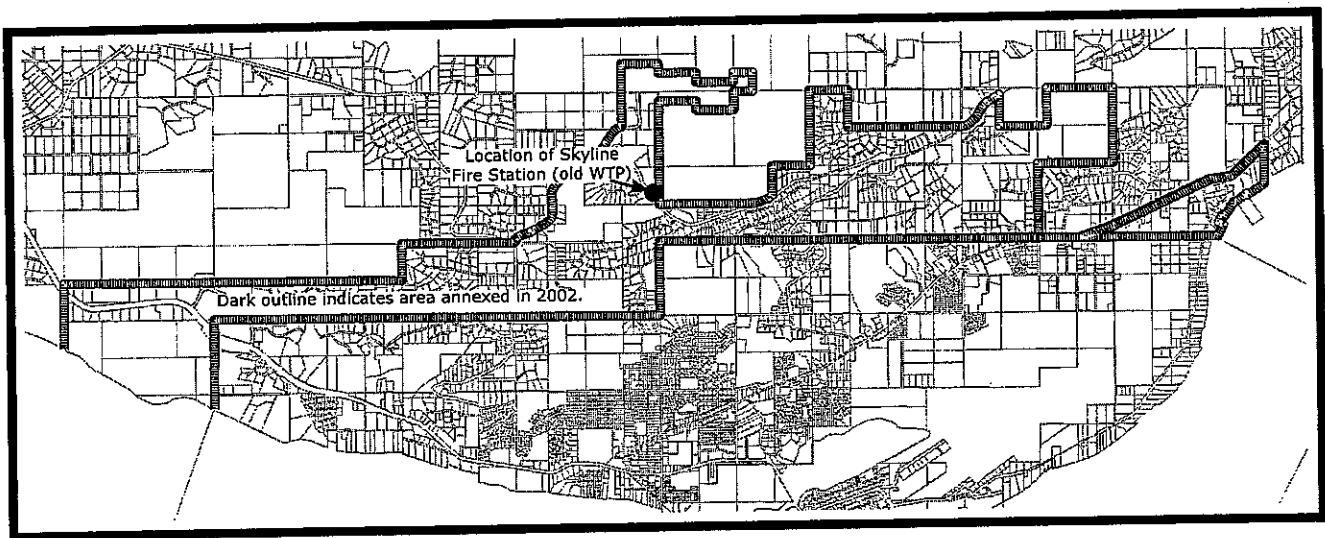
*Carey questioned  
this one*



## SKYLINE FIRE STATION

**PROJECT DESCRIPTION & BENEFIT:** This project, which is included in the Transition Plan for annexation, will provide a new substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. It will house an engine/tanker, ambulance, and brush truck and provide for more efficient response to fires on Skyline Drive, Diamond Ridge, and other areas accessible from those roads. An additional benefit of the station will be to assist the Kachemak Emergency Service Area in responding to emergencies.

**Schedule and Cost:** 2010 (engineering and design)—\$150,000 2011 (construction)—\$1.2 million Priority Level 1



**Agency: Commerce, Community and Economic Development**

**Grants to Municipalities (AS 37.05.315)**

**Grant Recipient: Homer**

**Project Title:**

**Project Type: New Construction and Land Acquisition**

# Homer - Anchor Point to Homer Natural Gas Pipeline

**State Funding Requested: \$4,800,000**

**House District: 35 / R**

**One-Time Need**

**Brief Project Description:**

Ab 8 inch diameter plastic distribution line to serve Homer. A distribution rated line would enable picking up home and business needs en route. The pipeline would be able to supply 5 million cuft/day to Homer which is adequate for a 30 year customer base buildout.

Cost for 14 miles 8 inch plastic pipe	\$4.5 million
Cost for Regulator Station to feed both Anchor point and Homer	\$300,000

**Funding Plan:**

**Total Cost of Project: \$4,800,000**

*There is no other funding needed*

**Detailed Project Description and Justification:**

This request is for an 8 inch diameter plastic distribution line to serve Homer with a steady supply of Natural Gas. Enstar recently recieved approval from the Regulatory Commission of Alaska on a Gas Supply Contract with Armstrong Alaska for gas from Armstrong's North Fork Unit. Under the Gas Supply Contract current North Fork gas will not be sent to Homer, where there is growing market demand for natural gas, but is currently limited to diesel and propane for home heating purposes.

A distribution rated line would enable picking up home and business needs en route to Homer. The pipeline would be able to supply 5 million cu ft/day to Homer which is adequate for a 30 year customer base buildout.

Cost for 14 miles 8 inch plastic pipe	\$4.5 million
Cost for Regulator Station to feed both Anchor point and Homer	\$300,000

**Project Timeline:**

Fall 2010/Spring 2011

**Entity Responsible for the Ongoing Operation and Maintenance of this Project:**

City of Homer

*For use by Co-chair Staff Only:*  
**\$4,800,000**  
 Approved by  
 Legislature - All but  
 \$525,000 vetoed by  
 Governor  
 5:00 PM 6/9/2010

**Grant Recipient Contact Information:**

Name:	Walt Wrede
Address:	491 E. Pioneer Ave. Homer, AK 99603
Phone Number:	(907)235-3102
Email:	wwrede@ci.homer.ak.us

Has this project been through a public review process at the local level and is it a community priority?  Yes  No

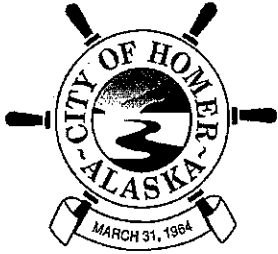
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**UTILITIES**  
**SUMMARY OF PROJECTS BY YEAR AND COST**

CATEGORY/PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,000,000				16,750,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Kachemak Bay Tidal Power Feasibility/Conceptual Design	1,258,935						1,258,935
Sewer Treatment Plant Bio-solids Treatment Improvements	525,000	4,720,000					5,245,000
Water Storage/Distribution Improvements		390,000	3,510,000				3,900,000
<b>TOTAL \$</b>	<b>2,733,935</b>	<b>5,310,000</b>	<b>18,710,000</b>	<b>200,000</b>	<b>200,000</b>		<b>27,153,935</b>

*Update*



## City of Homer Capital Improvement Plan • 2011 – 2016

### ALTERNATIVE WATER SOURCE

---

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



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

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

Schedule and Cost: 2010 (feasibility study)—\$750,000

2010 (design and permitting)—\$1,000,000

2012 (construction)—\$15 million

Priority Level 1



# City of Homer Capital Improvement Plan • 2011 – 2016

## BRIDGE CREEK WATERSHED LAND ACQUISITION

**PROJECT DESCRIPTION & BENEFIT:** Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the Bridge Creek 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 261 acres in the Bridge Creek watershed. The most recent acquisition (2009) was three parcels totaling approximately 31 acres immediately adjacent to Bridge Creek above the reservoir.

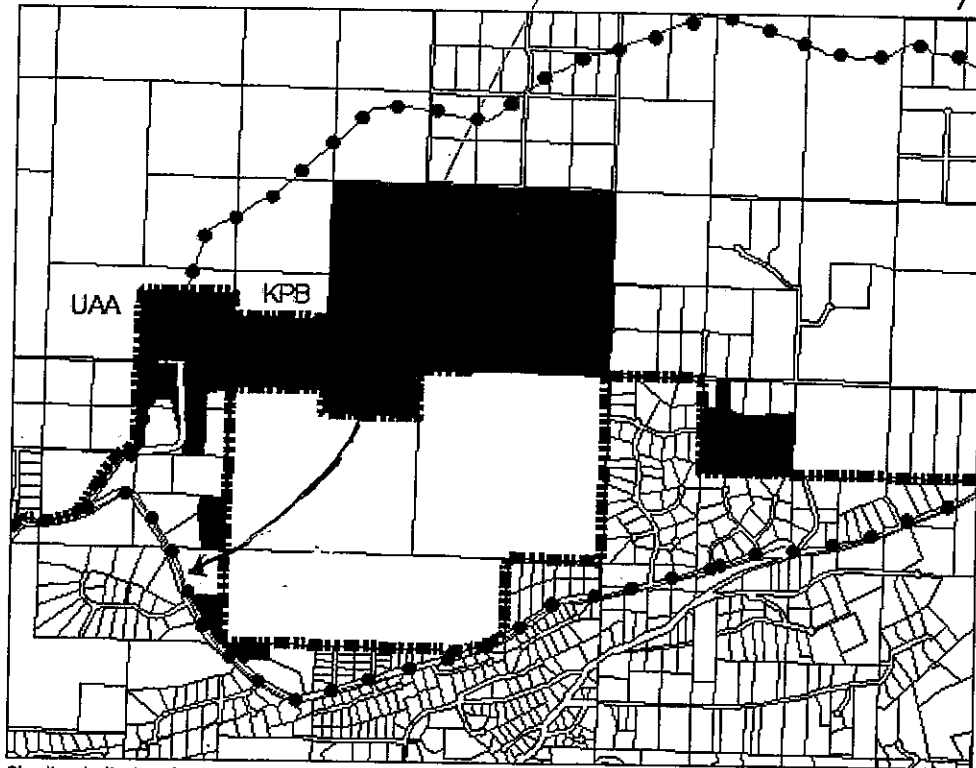
Cost: \$1 million

Priority Level 1

Schedule: 20010 - 2014

*Any more land purchased? Yes*

*How many acres?*



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed, as of August 2009.



## KACHEMAK BAY TIDAL POWER

### FEASIBILITY AND CONCEPTUAL DESIGN

**PROJECT DESCRIPTION & BENEFIT:** It is widely recognized that Alaska has some of the best potential in the world for generating tidal energy, a far more constant and predictable source of energy than either wind or solar. The proposed project will help to establish an Alaska-based industry and global leadership in tidal power while reducing dependence on fossil fuels.

The City of Homer proposes to work with multiple partners including the National Oceanic and Atmospheric Administration (NOAA) to assess the tidal energy potential and development feasibility of multiple sites within Kachemak Bay. The project will deploy stationary and roving Acoustic Doppler Current Profiling devices, conduct bathymetric mapping, and integrate other data to construct a comprehensive tidal, energetic, and circulation flow model of the entire Kachemak Bay region. A conceptual design for optimal tidal energy production will emerge from these studies.

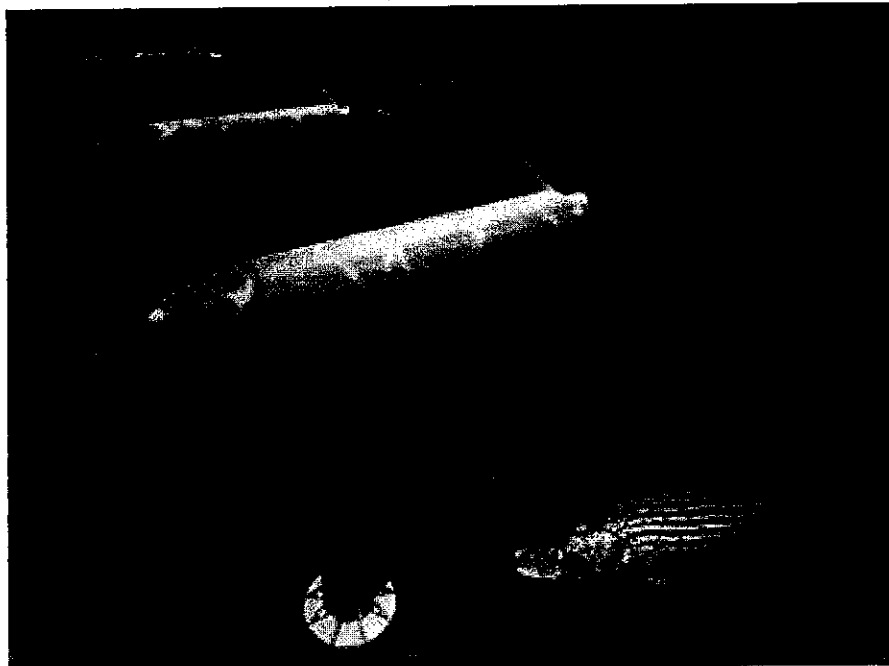
**PLANS & PROGRESS:** In 2008 the City of Homer submitted an application to the Alaska Energy Authority for funding to be appropriated by the Alaska Legislature for FY 2010. The application documented a 58% cost share, including \$650,000 in research assistance from NOAA. The project was slated to be funded before the budget for renewable energy projects was reduced by half from the amount originally proposed. The City updated and resubmitted the application in November 2009; however, legislative funding is uncertain.

*update w/ latest disappointment*

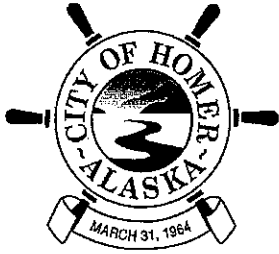
Cost: \$1.15 million

Priority Level 1

Schedule: 2010 - 2011



This illustration depicts turbines currently being used to harness tidal power in New York's East River. The most appropriate technology for use in Kachemak Bay will be determined through a feasibility study.



## SEWER TREATMENT PLANT

### BIO-SOLIDS TREATMENT IMPROVEMENTS

**PROJECT DESCRIPTION & BENEFIT:** Currently the Homer sewer treatment plant produces more sludge than the facility can treat or dispose. During wet weather, the collection system delivers more wastewater than the plant is designed to treat. This project is designed to solve both problems, with the following strategies:

- Install mechanical sludge de-watering equipment to provide adequate capacity to treat and dispose of sludge.
- Install a digester, allowing Public Works to abandon the existing sludge lagoon. Abandoning the lagoon will provide for the creation of a wastewater equalization basin, freeing up space for other sewer treatment support and operation activities. In addition, use of a digester opens up new possibilities for energy recovery.
- Slip-line the aging asbestos cement sewer collection mains to reduce infiltration and peak flows to the sewer treatment plant. This will prevent violations of the City's NPDES permit related to unacceptable flow and fecal coliform levels.

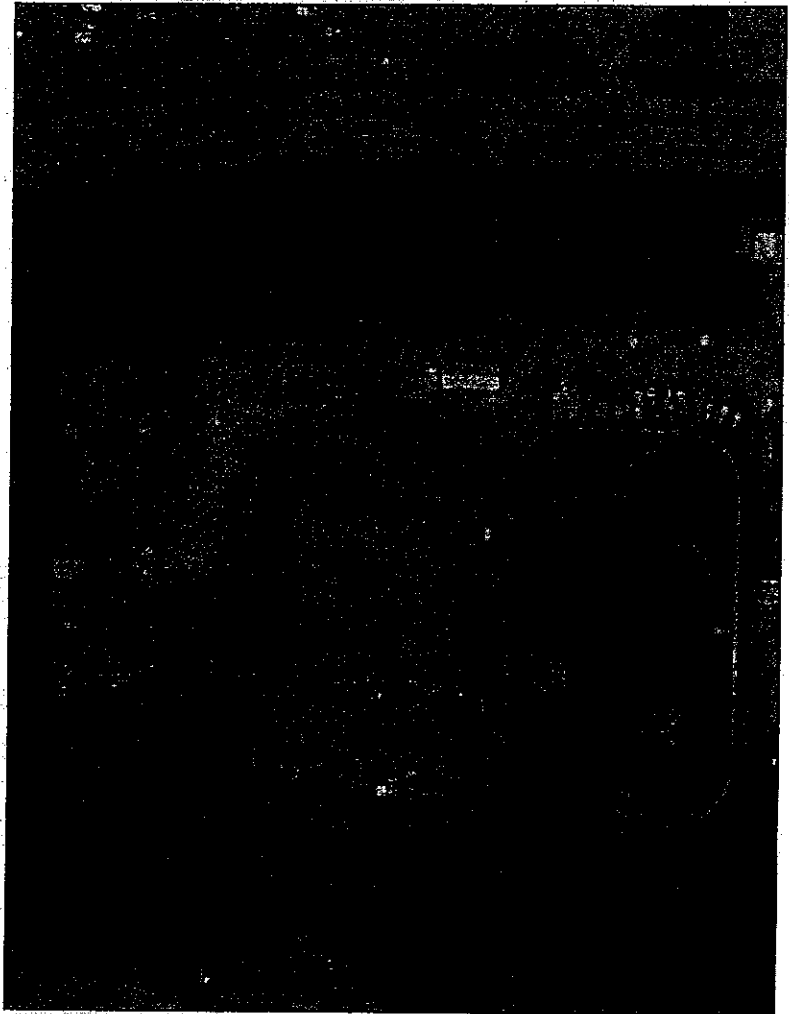
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

**Schedule and Cost:**

2010-2011 (Design)—\$525,000

2011-2012 (Construction)—\$4.72 million

Priority Level 1





## WATER STORAGE/DISTRIBUTION IMPROVEMENTS

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

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

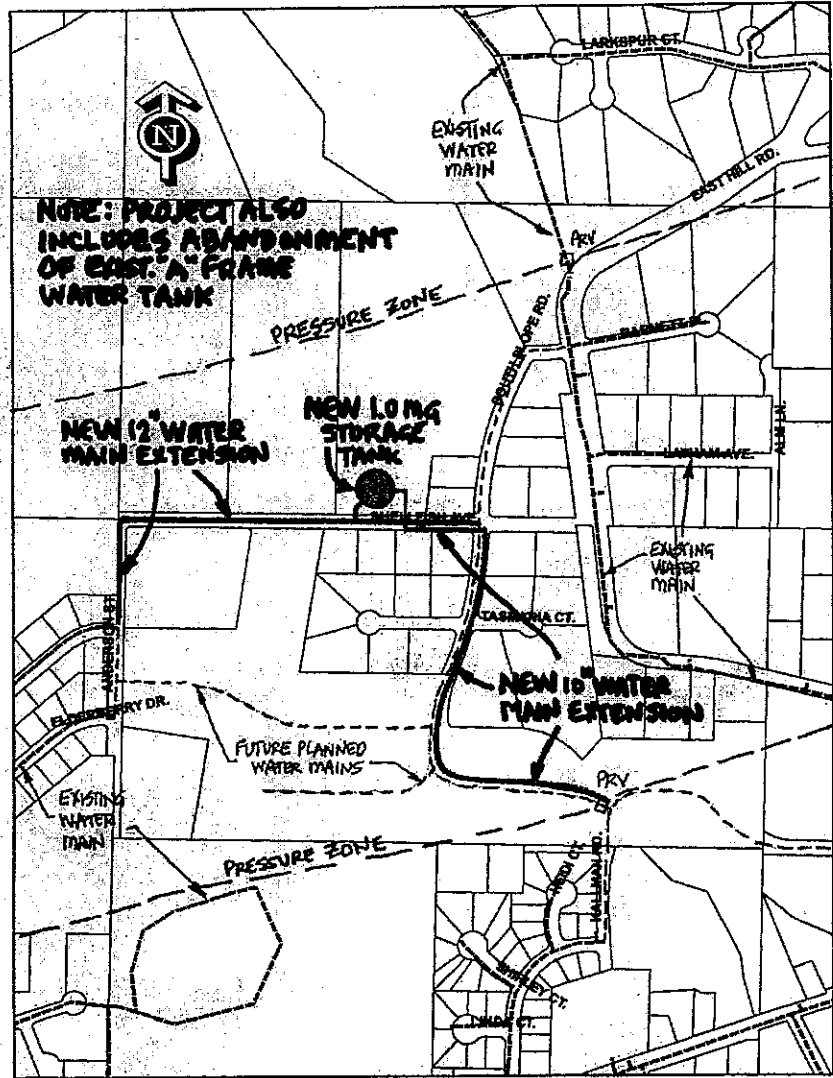
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006).

**Schedule and Cost:**

2011 (Design)—\$390,000

2012-2013 (Construction)—\$3.51 million

Priority Level 2



**EQUIPMENT**  
**SUMMARY OF PROJECTS BY YEAR AND COST**

PROJECT	2010	2011	2012	2013	2014	2015	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 Refurbishment	150,000						150,000
Firefighting Enhancement/ Aerial Truck	800,000						800,000
Fire Pump Testing Trailer	70,000						70,000
Harbor Float Replacement/Ramp 3 Gangway and Approach Replacement		3,550,000					3,550,000
Passenger Ship Gangway			150,000				150,000
Pioneer Dock Fenders	80,000						80,000
Tide Gauge/Meteorological Station		210,000					210,000
<b>TOTAL \$</b>	<b>1,100,000</b>	<b>3,880,000</b>	<b>150,000</b>				<b>5,130,000</b>

*Update*



## City of Homer Capital Improvement Plan • 2011 – 2016

### BRUSH/WILDLAND FIREFIGHTING TRUCK

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

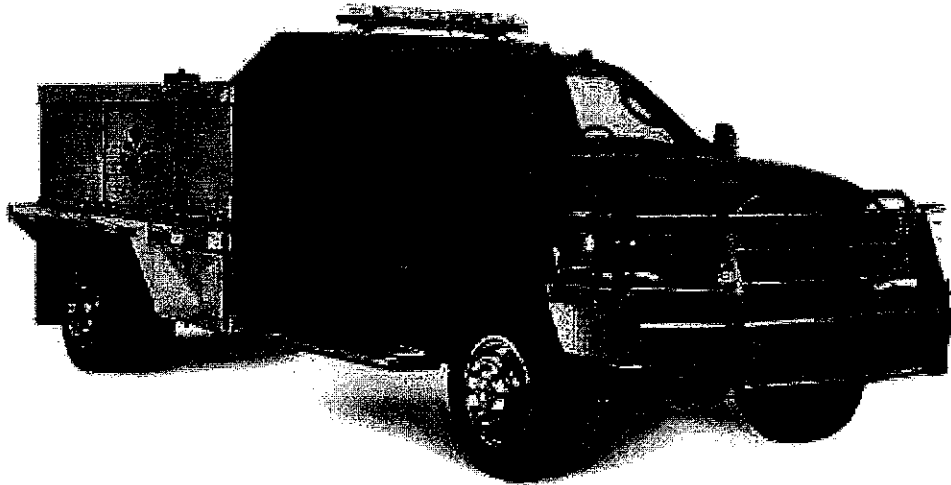
Although HVFD uses the term “brush truck,” in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access 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.

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. This truck is wearing out due to the weight of all the equipment and the age of the vehicle.

Cost: \$120,000

Priority Level 2

Schedule: 2011







## City of Homer Capital Improvement Plan • 2011 – 2016

### FIRE ENGINE 4 REFURBISHMENT

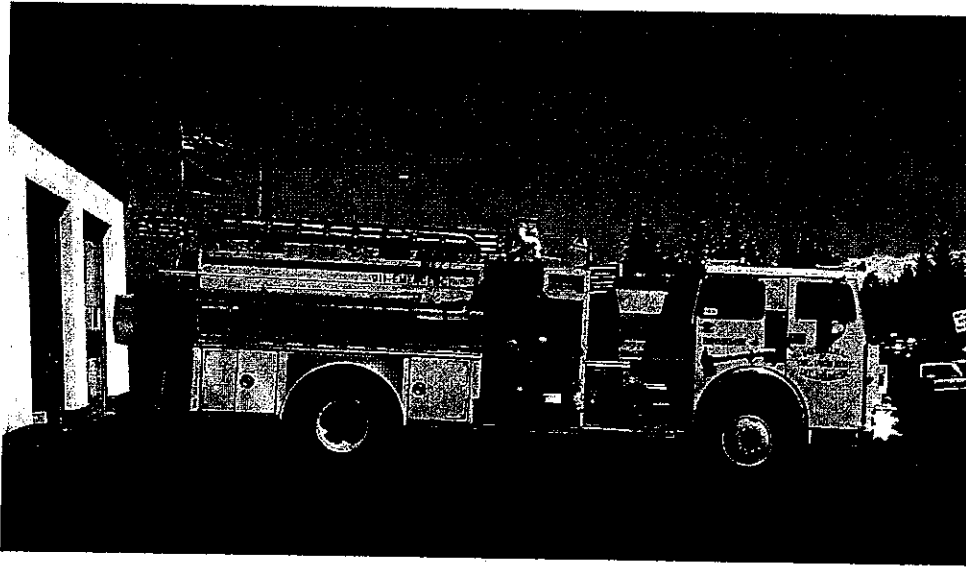
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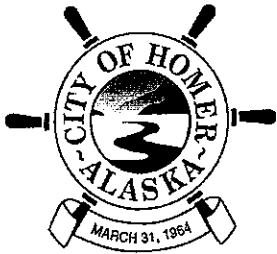
**PROJECT DESCRIPTION & BENEFIT:** With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station or the old (refurbished) water treatment plant. A reserve fire engine would help Homer qualify for an improved ISO rating, benefiting all households through reduced homeowner insurance costs.

Cost: \$150,000

Priority Level 1

Schedule: 2010



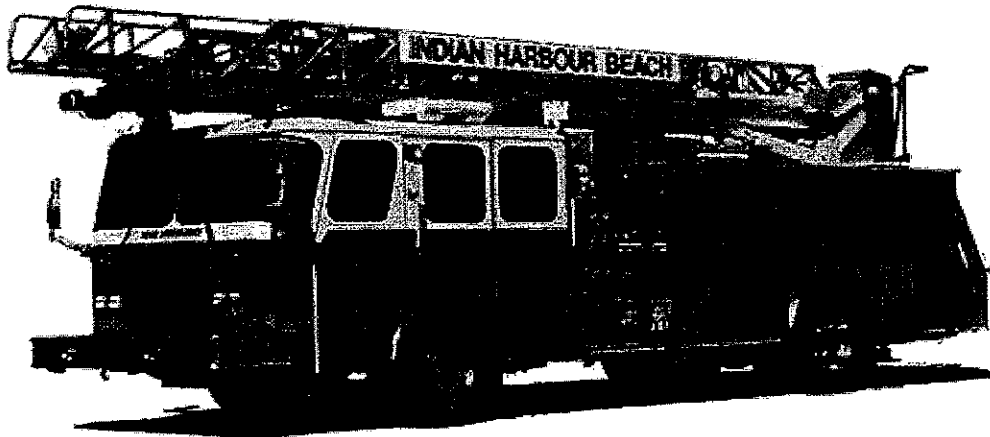


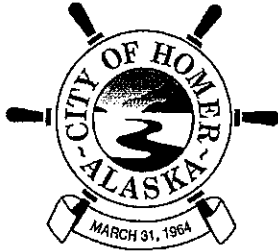
## FIREFIGHTING ENHANCEMENT - AERIAL TRUCK

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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





## FIRE PUMP TESTING TRAILER

---

**PROJECT DESCRIPTION & BENEFIT:** This project will provide the Homer Volunteer Fire Department with a mobile fire pump testing trailer to meet National Fire Protection Association requirements for annual pump testing and ensure that firefighting water pumps used throughout the southern Kenai Peninsula are in good working order when they are needed.

Acquisition of a pump testing trailer, manufactured and sold under the name Draft Commander, would eliminate problems associated with other testing methods. For example, using the City's hydrant system for testing can damage the system or cause erosion at the site. Using surface water from Beluga Lake necessitates getting the heavy fire apparatus close enough to reach the water. In some cases personnel must gain permission to use private land, which may require constructing improvements. There is also the risk of drafting contaminants into the pump, causing damage to the pump and/or engine.

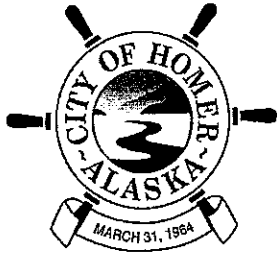
The Draft Commander is a completely self-contained system that can be taken "on the road" to where the apparatus are, such as to the McNeil Fire Station, Anchor Point, or even Ninilchik or Seldovia. This is truly a multi-jurisdictional project with the potential to assist several area fire agencies with mandated testing that they are either not currently doing or have difficulty performing.

Cost: \$70,000

Priority Level 2

Schedule: 2011





## HARBOR FLOAT REPLACEMENT/

# RAMP 3 GANGWAY & APPROACH REPLACEMENT

**PROJECT DESCRIPTION & BENEFIT:** This project will replace the most badly damaged floats in the Homer Harbor along with Ramp 3 and the Ramp 3 approach.

The floats to be replaced were originally installed in the 1970s. Age and heavy use have led to areas of marginal freeboard, worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. While on-going maintenance and emergency repairs have kept the floats in service, their condition is such that replacement is the only reasonable long-term solution. The following floats should be replaced as Phase 1 of the project: A Float, connecting E-J; J Float, R Float, and S Float. A combined total of 1,706 linear feet are involved.

Ramp 3 is the last remaining original ramp in the Homer Harbor, dating back to the mid-1960s. It is the steepest ramp and is the most difficult to use during low tides. Ramp 3 is also the most centrally located ramp in the harbor with access to the widest range of stall size classes. This makes Ramp 3 the best candidate for any ADA improvements that would make it easier for individuals with disabilities to access the harbor basin. A new aluminum ramp that is covered would help in keeping the ramp snow and ice-free for year-round access. (Many other harbors in Alaska now include covered ramps.) A 100-foot long ramp would reduce the angle at low tide and ensure that the ramp is adequate to meet future needs. ADA regulations require that ramp gangways be a minimum of 80 feet long.

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

Cost: \$3.3 million for float replacement; \$250,000 for Ramp 3 gangway and approach

Priority Level 1

Schedule: 2010-2011



Ramp 3 is the most centrally located ramp in the Homer Harbor, but it is also the oldest and the most challenging to use at low tide. The old wooden approach to the ramp is also in need of replacement.



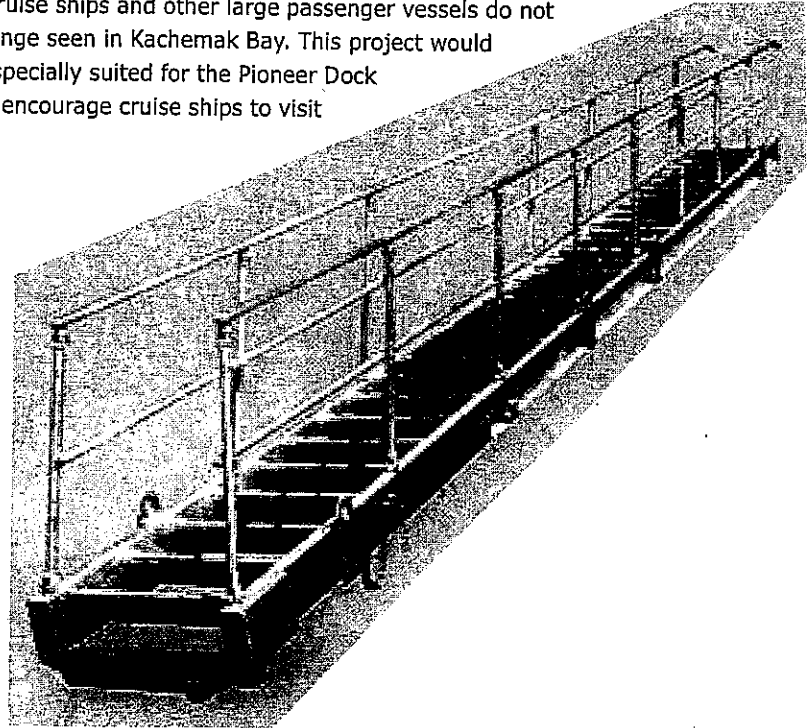
## PASSENGER SHIP GANGWAY

**PROJECT DESCRIPTION & BENEFIT:** Generally, cruise ships and other large passenger vessels do not carry a gangway that is adequate for the tidal range seen in Kachemak Bay. This project would allow the Port of Homer to provide a gangway especially suited for the Pioneer Dock and the large tidal fluctuations seen here. It will encourage cruise ships to visit Homer and help ensure passenger safety.

Cost: \$150,000

Priority Level 2

Schedule: 2012



*Bryan says  
"need to reevaluate  
this need"  
We have a small  
38' gangway and  
cruise lines are  
bringing their own -  
e.g. this summer*



## PIONEER DOCK FENDERS

---

**PROJECT DESCRIPTION & BENEFIT:** This project will provide the Port of Homer with three new non-streak vinyl fenders ("Yokohama" type) that could be placed as needed on existing fenders to provide sufficient "set off" for large flare-sided cruise ships docking at the Pioneer Dock. The new fenders will protect the dock and encourage cruise ships to visit Homer.

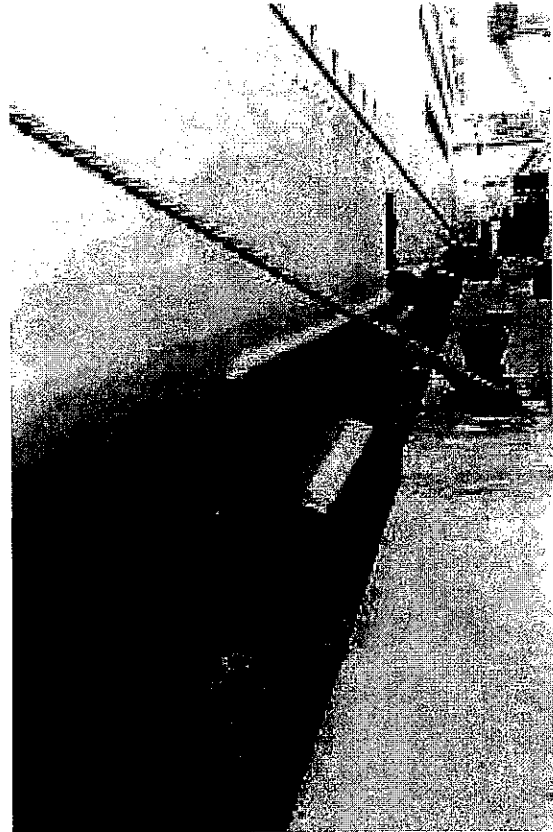
Cost: \$80,000

Priority Level 2

Schedule: 2011

*Bryan says change this  
to "outside dock fenders"  
not specific to Pioneer Dock.*

*See his other notes*





## TIDE GAUGE/METEOROLOGICAL STATION

**PROJECT DESCRIPTION & BENEFIT:** This project will install a Water Level Station (tide gauge) with meteorological sensing equipment at Pioneer Dock and current sensing equipment at the Deepwater Dock. The project will provide important benefits to the Port of Homer, including:

- Enabling the Port of Homer to better fulfill its role as a contingency “back-up” port for handling Port of Anchorage cargo in case of a catastrophic event;
- Enabling deep-draft ships to dock at Homer docks or anchor in the inner bay (the only “place of refuge” anchorage for Cook Inlet and Kennedy Entrance traffic) with more assurance of the actual water depth during minus tides;
- Enhancing navigational safety in the vicinity of the Homer docks and harbor;
- Providing a toll-free phone number plus Internet access for up-to-date tide, wind, atmospheric pressure, and temperature information;
- Providing a display box with electronic/digital readout visible to vessels passing Pioneer Dock;
- Assisting pilots in docking vessels at Homer docks, thus minimizing the damage potential of “hard landings.”

Installation of this equipment will result in the Port of Homer being listed along with the Port of Anchorage as participating in NOAA’s PORTS (Physical Oceanographic Real-Time System) program. Homer can then be listed as a reference station in published tide tables and tide books. With these improvements, Homer will be positioned for further growth as an operational port and better able to fulfill roles as a contingency port and a “place of refuge” for vessels needing assistance with safe navigation during the approach. This project has high potential for federal funding and has the support of the Southwest Pilots Association, Homer Port and Harbor Commission, many representatives of the local maritime community, and other regional stakeholders.

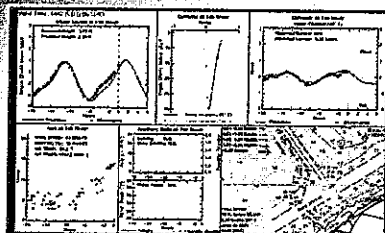
**PLANS & PROGRESS:** The National Oceanic and Atmospheric Administration’s National Ocean Service PORTS team visited Homer in June 2003 to develop cost estimates and study locations for optimal installation. Funding is now being sought to complete the project.

Cost: \$210,000

Priority Level 2

Schedule: 2012

**TYPICAL PORTS SITE PROVIDES:**



- ♦ Predicted and observed water levels
- ♦ Meteorological information including wind speed and direction, barometric pressure, air temperature
- ♦ Currents
- ♦ Access to the data in graphic and text format via internet and voice
- ♦ All data updated at 6-minute intervals





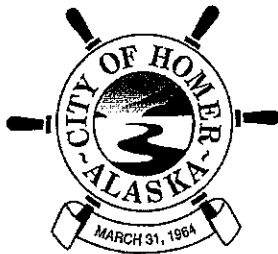
## STATE TRANSPORTATION PROJECTS

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

(Within city limits): Homer Intersection Improvements  
Kachemak Drive Rehabilitation/Pathway  
Main Street Reconstruction/Intersection  
Pioneer Avenue Upgrade

(Outside city limits): East End Road Rehabilitation, Kachemak Drive to Waterman Road  
Sterling Highway Reconstruction, Anchor Point to Baycrest Hill  
Sterling Highway Realignment, MP 150-157

See following pages for project descriptions.



# City of Homer Capital Improvement Plan • 2011 – 2016

## HOMER INTERSECTION IMPROVEMENTS

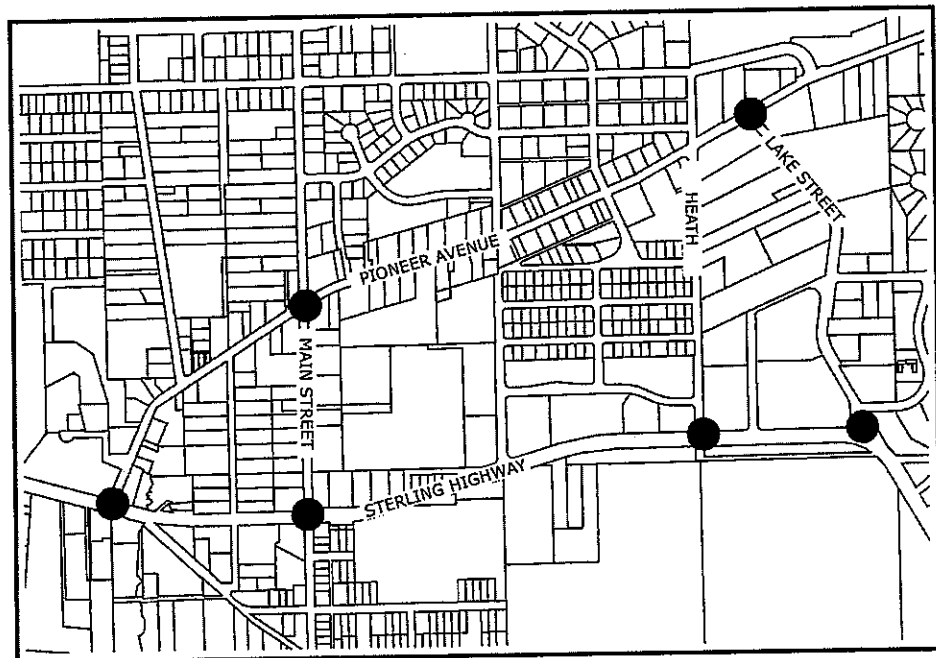
**PROJECT DESCRIPTION & BENEFIT:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection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

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

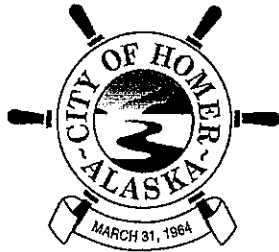
Problem intersections and recommended improvements noted in the study are as follows:

Sterling Highway and Lake Street	Roundabout or traffic signal now (Traffic signal was installed Dec. 2005)
Sterling Highway and Main Street	Roundabout or traffic signal now (\$2 M appropriated by Legislature for FY 2009; DOT estimates total cost at \$4 M)
Sterling Highway and West Hill Road	Add left turn lanes now
Sterling Highway and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Lake Street/East End Road	Roundabout or traffic signal now
Sterling Highway and Pioneer Ave.	Roundabout or traffic signal now
Sterling Highway and Kachemak Drive	Reevaluate in 2010 for roundabout or traffic signal
Pioneer Avenue and Main Street	All way stop before 2011; roundabout or traffic signal in 2011
East End Road and Fairview Avenue	Turn lane improvements in 2011
East End Road and East Hill Road	Reevaluate in 2010 for roundabout or traffic signal

**PLANS & PROGRESS:** The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection. (See separate project page.) However, ADOT estimates that the Main Street intersection alone will cost \$ million.



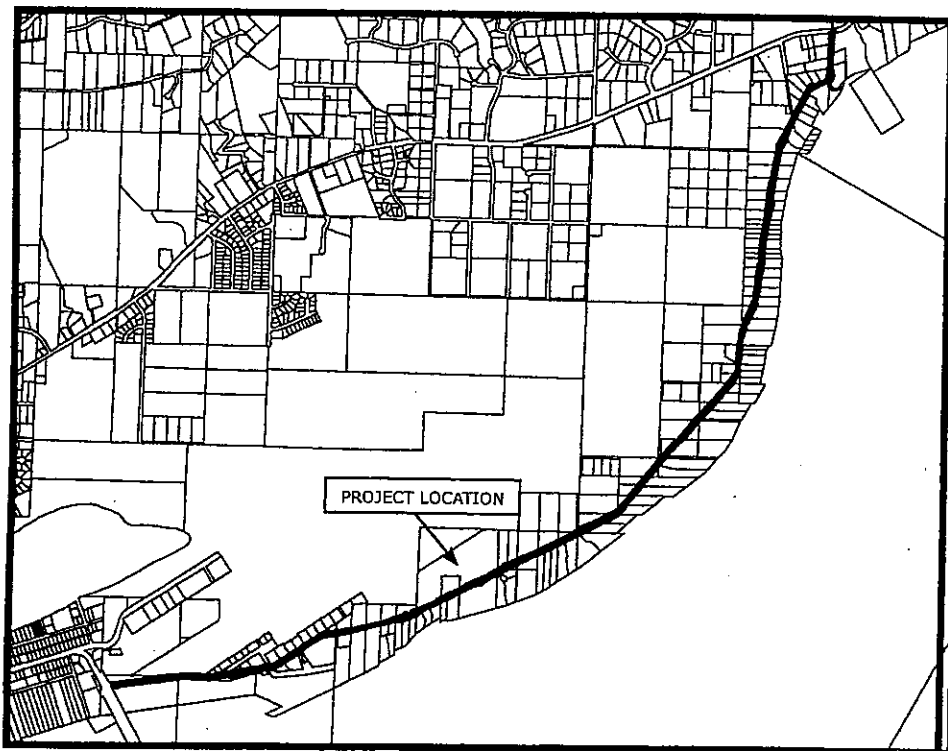
ADOT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.



## KACHEMAK DRIVE REHABILITATION/PATHWAY

**PROJECT DESCRIPTION & BENEFIT:** Kachemak Drive provides an alternate route for east-of-Homer traffic to the airport, Spit and harbor, and Ocean Drive commercial district (approximate daily traffic 1,500 vehicles). The road accesses the largest industrial marine storage repair and boat launch complex on the southern peninsula, passes residences, light commercial/ industrial businesses, and moose wetlands. Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements.

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, the project to build a separated pathway along Kachemak Drive will take several years to complete.





## MAIN STREET RECONSTRUCTION/

### INTERSECTION

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

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

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

**PLANS & PROGRESS:** Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The City of Homer already has plans to upgrade its portion of Main Street with a pedestrian/bicycle lane in summer 2006. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that ADOT "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

The Alaska Legislature appropriated \$2 million to the City of Homer for FY 2009 for this project. However, the Alaska Dept. of Transportation estimates that the Main Street intersection alone will cost \$4 million. Hence, additional funding is needed to complete the project.



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.



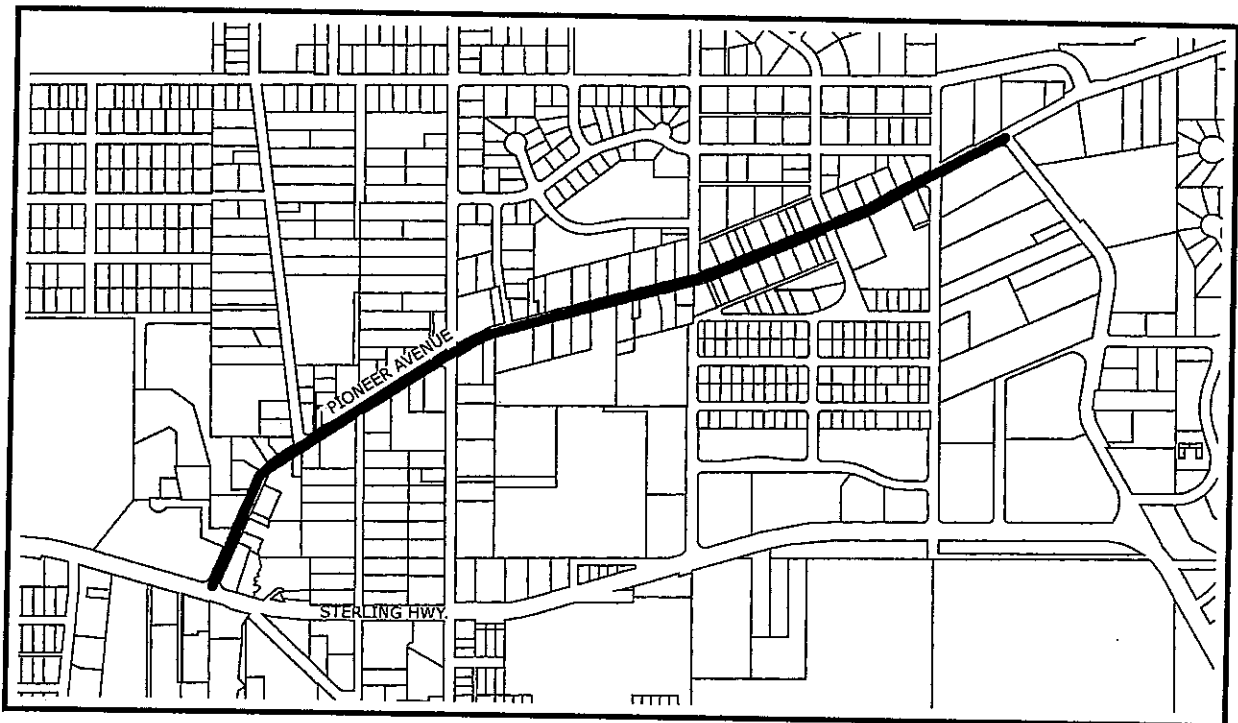
## PIONEER AVENUE UPGRADE

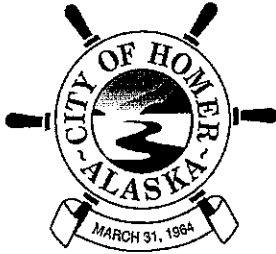
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**PROJECT DESCRIPTION & BENEFIT:** "Complete streets" are defined as streets which are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists. Pioneer Avenue is a mile-long arterial road in the part of Homer 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 Draft 2010-2013 Alaska Statewide Transportation Improvement Program.





## City of Homer Capital Improvement Plan • 2011 – 2016

### EAST END ROAD REHABILITATION - KACHEMAK DRIVE TO WATERMAN ROAD

**PROJECT DESCRIPTION & BENEFIT:** This project will rehabilitate East End Road from Kachemak Drive to just past Waterman Road. The project will include widening the road to 32 feet, including 4-foot wide shoulders, and constructing a separated shared-use pathway, along with drainage improvements.

Completion of this project will improve the road surface and help protect the road against erosion. It will also provide opportunities for walking and biking for recreation and as an alternative to driving.

**PLANS & PROGRESS:** The project as originally described in the 2006-2009 State Transportation Improvement Plan was to rehabilitate East End Road all the way out to McNeil Canyon School. Due to cost increases, reduced federal funding, and opposition from some Fritz Creek residents, the plans were scaled back.

Right-of-way acquisition will begin in late 2009 and is expected to take over a year. Construction is anticipated to begin in 2011.



East End Road is an important transportation corridor for several thousand Homer area residents.

*Check  
w/ DOT*



## STERLING HIGHWAY RECONSTRUCTION - ANCHOR POINT TO BAYCREST HILL

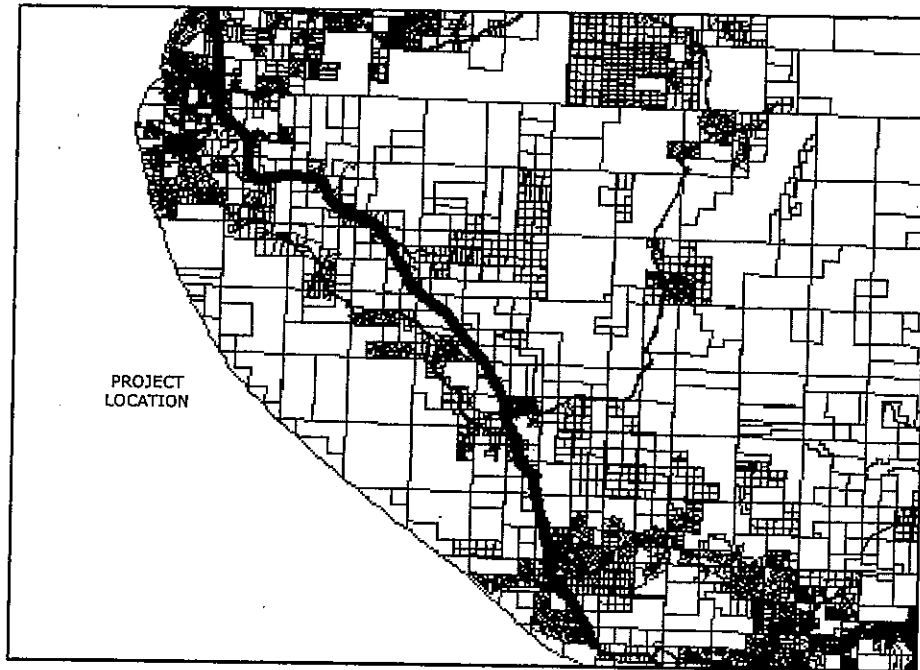
**PROJECT DESCRIPTION & BENEFIT:** This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills, and blind spots on the existing road. The project has been identified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

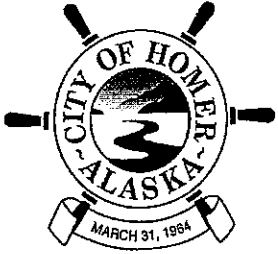
Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more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

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

**PLANS & PROGRESS:** This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") is included in the Draft 2010-2013 Alaska Statewide Transportation Improvement Program (STIP). In September 2009, the Kenai Peninsula Borough reported sufficient funding has been identified for preliminary design and environmental documents, but additional funding will be necessary to proceed. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.

*check w/ DOT*





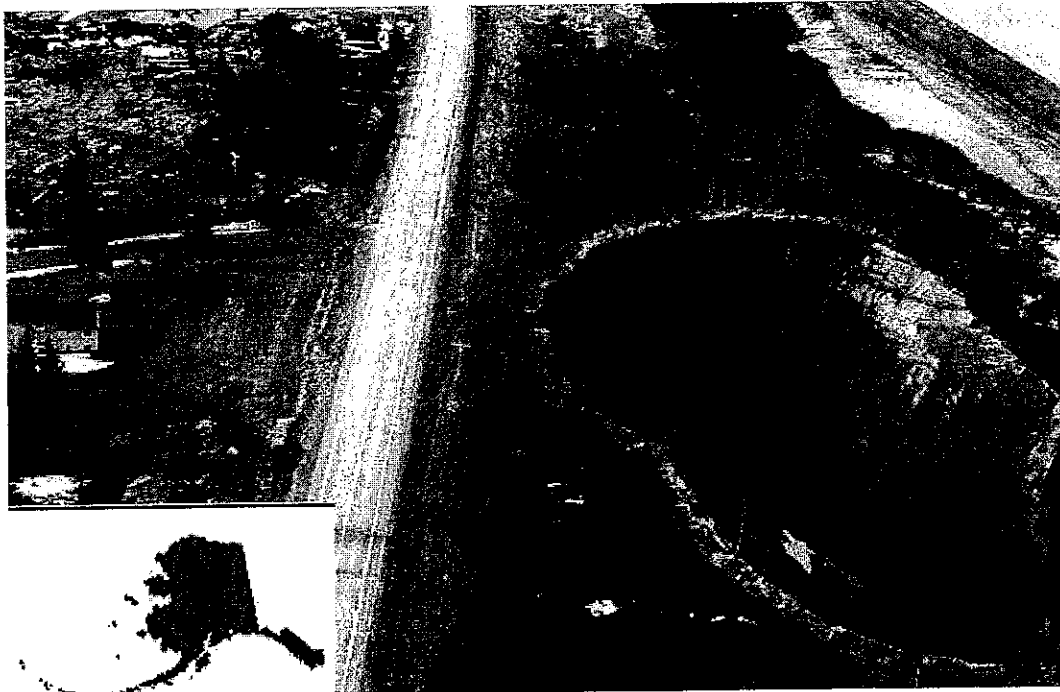
## City of Homer Capital Improvement Plan • 2011 – 2016

### 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 Draft 2010-2013 Statewide Transportation Improvement Program (STIP).



This image is taken from the Draft 2010-2013 Alaska Statewide Transportation Improvement Program, which includes "Sterling Highway Erosion Response MP 150-157." This particular area is at MP 153-154.



## PROJECTS PROPOSED BY OTHER ORGANIZATIONS

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

Cottonwood Horse Park  
Haven House Sustainability/Energy Efficiency Projects  
Kevin Bell Arena Floor Upgrade  
Pratt Museum Renovation  
Roger's Loop Trailhead Land Acquisition  
Senior Independent Housing  
South Peninsula Hospital: New Surgery Doors  
South Peninsula Hospital: Bariatric Equipment  
South Peninsula Hospital: Enhanced Communication System  
South Peninsula Hospital: Fire Suppression System Booster Pump  
Visitor Information Center Parking Lot

See following pages for project descriptions.

*Waiting to hear from all these orgs.*



## COTTONWOOD HORSE PARK

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

Development of Cottonwood Horse Park began in 2007, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. Since then, additional progress has been made (see Plans and Progress, below). In the 2008 and 2009 summer seasons, events at the horse park drew 638 participants and 949 spectators. The growing popularity of the horse park can be seen in the 27% increase in participants and 85% increase in spectators from 2008 to 2009.

The Horse Park fulfills a goal identified in past Homer recreation plans (e.g., as part of Jack Gist Park), providing a place for instruction, training, and recreational use for many who own or simply want to ride horses or watch horses and riders in action. The park also has broad community benefit by serving as a multi-use trailhead linking a variety of recreational facilities such as the East End Road bike trail, Jack Gist Park, and the proposed Beluga Lake trail network.

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 provided KBEA raises the necessary funds to complete the horse park. KBEA is now seeking to raise the remaining funds needed to acquire full title to the existing property. With acquisition of this property, KBEA can enhance the multi-use park with an additional picnic area, a natural playground, and green space with a neighborhood trail connector.

**PLANS AND PROGRESS:** As of September 2009, KBEA has raised \$90,000 towards land purchase and approximately \$69,810 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. 3.29 acres of land were acquired in 2007 through a purchase agreement. Initial development of the property included a 130x200 foot arena, a round pen, horse pens, and handicapped-accessible restrooms.



A young rider competes in a barrel-racing event at Cottonwood Horse Park in September 2007.

In spring of 2008, KBEA was awarded a \$25,000 grant from the Rasmuson Foundation for construction of a parking lot, which was completed in June.

In May 2009 KBEA received a Homer Foundation grant of \$2,470 to upgrade restrooms and build picnic tables and benches. Water is provided through the City water system. Homer Electric Association donated cable to provide electrical service to the property.

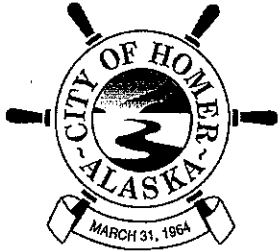
KBEA has sponsored numerous revenue-generating events including cowboy cabarets, chili cook-offs, garage sales, horse shows, pony club camps, Western riding nights, and horse and riding clinics.

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000

Amount needed to complete land purchase: \$129,720

*They will update*



## HAVEN HOUSE SUSTAINABILITY/ ENERGY EFFICIENCY PROJECTS

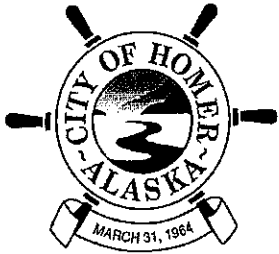
**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy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

The proposed project seeks to enhance sustainability and reduce costs at Haven House by 1) establishing a greenhouse to produce fresh vegetables (and provide a soothing, nurturing activity for shelter residents); 2) replacing 27 drafty windows with more secure, insulated windows; and 3) modifying the current entry way and replacing entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures, and education about recycling, composting, and basic gardening.

Cost: \$5,000 for greenhouse kit, \$8,000 for entry way modifications, \$20,000 for 27 replacement windows, and \$3,000 for ten window quilts. Total: \$36,000.





## KEVIN BELL ARENA FLOOR UPGRADE

**PROJECT DESCRIPTION & BENEFIT:** The Homer Hockey Association, Inc. (HHA), as owners of an ice rink facility known as the Kevin Bell Arena, is requesting capital improvement funds for the purpose of converting the rink area floor from sand to concrete, thus allowing multiple uses in a year-round facility.

The Kevin Bell Arena was built in 2005 by Homer Spit Properties, LLC (HSP) and leased to HHA under a long-term lease agreement. HHA has recently purchased the facility from HSP through an owner-finance transaction based on a 30-year note. During the design and construction phase, HHA secured grant funds to purchase and install all of the mechanical components of the refrigeration system, boards, glass, and all of the finish work on the interior of the building at a cost of \$1.2 million. In order to stay within budget, the decision was made at the time to install a less expensive sand based floor for the ice area rather than concrete.

The conversion process from sand to concrete requires a demolition phase to remove the existing rink tubing, sand and insulation as well as the excavation of an additional 3.5 inches of sand. The installation phase includes compacting the sand under the rink floor, re-installing the insulation and vapor barrier, installation of reinforcing steel bars, mesh and expansion joint around the rink, re-installation of distribution manifolds across the rink center, and installation of new rink tubing and concrete pour. Once the concrete is cured, reinstallation of the boards, glass and ice can commence.

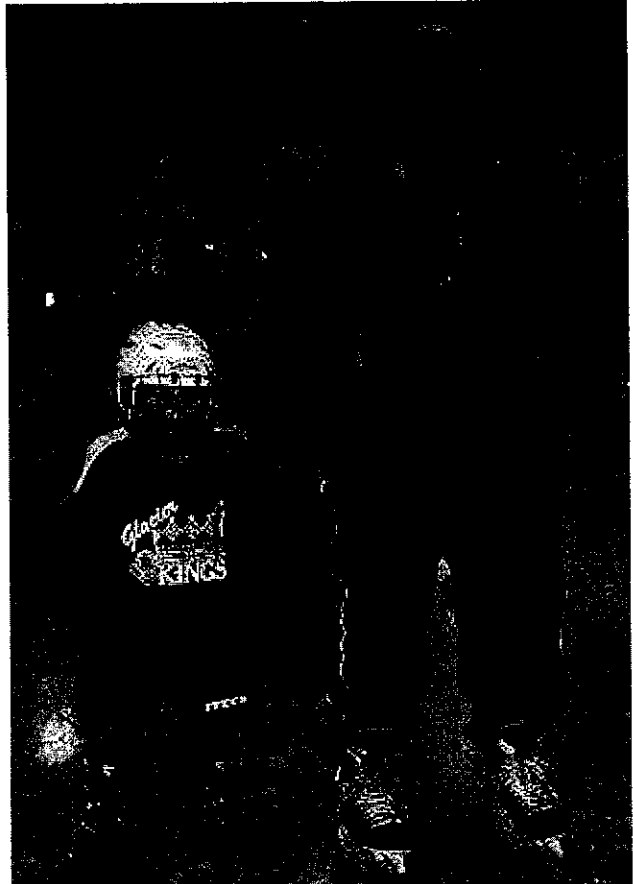
The Kevin Bell Arena provides residents of the southern Kenai Peninsula with an indoor ice facility as well as programs and activities including Learn to Skate through Hockey, youth and adult hockey programs, as well as figure skating, broomball, public skating, teen skating events and much more. The arena currently allows Homer to host hockey games, tournaments, and other events, providing an economic boost to the community.

The installation of a concrete floor will provide opportunities for year-round use for a variety of groups and events, especially during the off-season, April through August. Possibilities include home, car, and boat shows; concerts, and conventions. The space would attract statewide interest in Homer as a viable venue for such events and enhance Homer's attraction as a destination for tourism and commerce. In addition, it would provide HHA with summer revenue estimated at \$30,000 over a 4-month period.

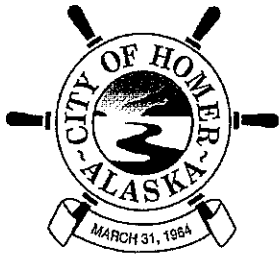
**PLANS & PROGRESS:** Detailed discussions with an experienced private contractor have provided a clear understanding of the scope of work and costs involved. While the bulk of the demolition can be accomplished with volunteer labor, the installation of the concrete would be done by a contractor. The cost of this project is \$350,000 which includes a \$50,000 contingency for the cost of materials inflation and involvement of an engineer and architect.

Cost: \$350,000

*HHA is revising this project and may nominate new project for wind energy*



Kevin Bell inspired hockey players of all ages since he began coaching in Homer in 1992. After his death in January 2008, the Homer ice rink was named in his honor. Coach Bell is shown here with one of his "Micro-Bells," the future of Homer Hockey.

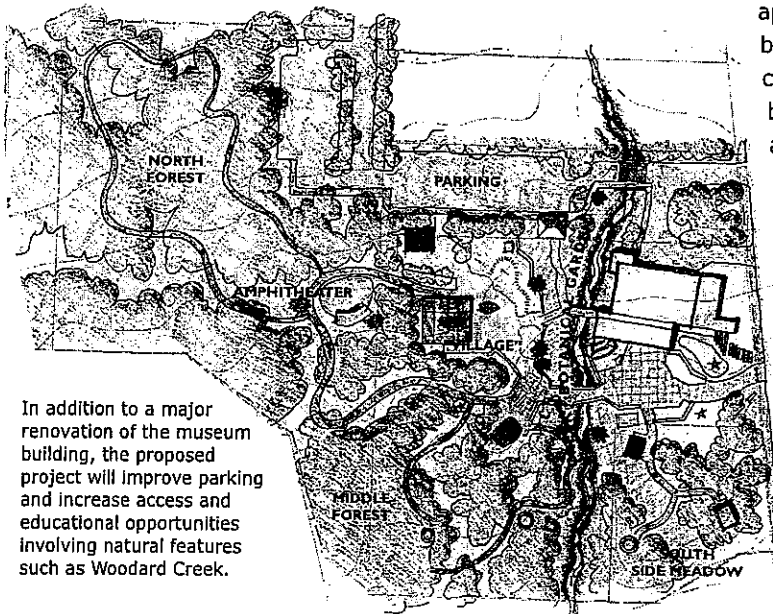


## PRATT MUSEUM RENOVATION

**PROJECT DESCRIPTION & BENEFIT:** The award-winning Pratt Museum is dedicated to helping people explore the Kachemak Bay region through the sciences, arts, and humanities. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves more than 35,000 visitors and engages more than 4,000 students in its programs. One of only five accredited museums in Alaska and the recipient of the National Award for Museum Service, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum finds itself in a structure that doesn't meet the Museum and community's needs. The existing 10,500 square foot building is more than 41 years old and is in need of repair and equipment upgrade. Likewise the galleries, collections storage, public meeting, and education spaces don't support the Pratt's goals or embrace current opportunities. The Pratt is now working with its community on a project to achieve long-term financial sustainability for the Museum and better serve the community and visitors long into the future. Benefits of this project will include: 1) improved education programs and exhibits; 2) addition of a community learning space to promote education and community dialogue; 3) expanded trail system, outdoor exhibits, and stewardship of Woodard Creek; 4) ability to serve larger visitor groups; 5) greater investment by and representation of diverse community groups; and 6) full disability accessibility. The Planning Phase is Fall 2007–March 2010. The Design Phase will run April 2010–March 2011. Construction is planned to begin in April 2011 and conclude in 2013. The total budget of this project is \$8.5 million.

### PRATT MUSEUM – CONCEPT SITE PLAN "Take Greater Advantage of the World Outside the Museum Door"



In addition to a major renovation of the museum building, the proposed project will improve parking and increase access and educational opportunities involving natural features such as Woodard Creek.

**PLANS & PROGRESS:** The Pratt Museum has addressed building deficiencies with a systematic approach through professional assessments—in building conditions, handicap accessibility, and collections storage—which found that the current building is sound but in need of expansion and repair. In Fall 2007, the Pratt entered the Pre-Development program of the Rasmuson Foundation and its partners, which has provided critical project planning and support services. As a result, the Pratt has in-hand draft architectural and site concepts, resulting in substantial cost savings.

In addition, the Pratt has taken a number of critical steps to lay the groundwork for successful completion of this project: 1) \$763,000 funds have been secured or pledged; 2) More than \$200,000 additional funds have been secured for project planning, to support activities including community and stakeholder involvement as well as ramp-up

of the Pratt's development efforts; 3) The Museum has engaged the fundraising consultation services of Joy Atrops-Kimura, director of the Anchorage Museum's \$106 million capital campaign; 4) The Pratt will have developed a Business Plan and a 2010-2015 Strategic Plan by the end of April 2010; 5) The Pratt is working with the Army Corps of Engineers to plan the rehabilitation of Woodard Creek, a key component of the draft site plan; 6) The Museum has acquired 9.3 contiguous acres of urban greenspace, all owned debt-free; and 7) The Pratt has the internal capacity to take these next steps: the Museum is debt-free, has consistently operated with a budget surplus, has an energetic development office of 1.5 FTE, and has full commitment and strategic leadership from its Board and staff.

Cost: Design and campaign—\$1 million      Construction—\$7.5 million

*will be revised*



## City of Homer Capital Improvement Plan • 2011 – 2016

### ROGER'S LOOP TRAILHEAD LAND ACQUISITION

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**PROJECT DESCRIPTION AND BENEFIT:** This project will provide a parking/staging area at the Roger's Loop trailhead, greatly improving access to the Baycrest ski trails maintained by the Kachemak Nordic Ski Club (KNSC).

KNSC hopes to take advantage of the opportunity to purchase 7.5 acres of land currently available on Roger's Loop Road. The property would be developed to provide parking for up to 100 vehicles, including school buses.

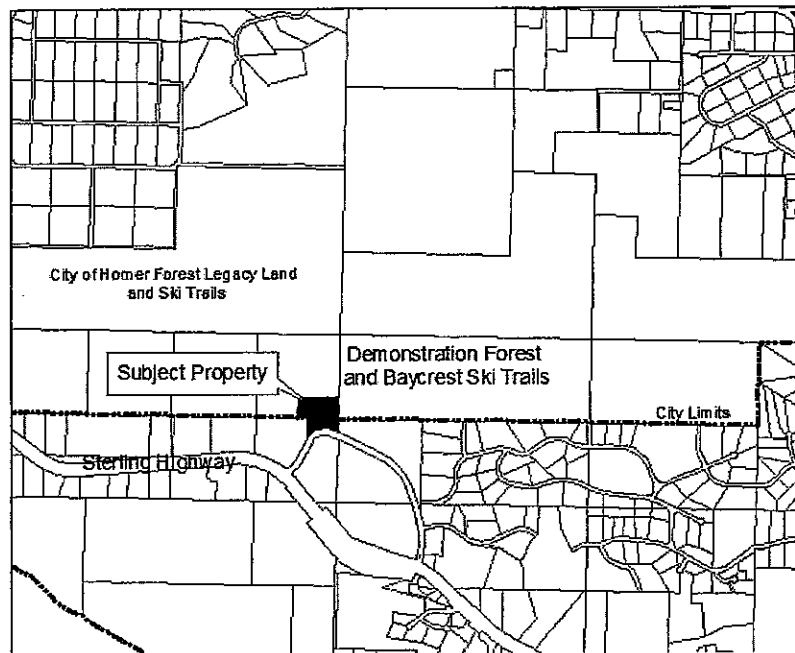
Currently the only parking at the popular Roger's Loop trailhead is on the shoulder of Roger's Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

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 Homer 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 Roger's Loop property to the City of Homer as well.

**PLANS AND PROGRESS:** KNSC board members have met with the landowners and discussed purchase of all or part of 7.5 acres. KNSC hopes to purchase the entire 7.5 acres but the landowners would be willing to sell a smaller area (e.g., 3 acres) if funding constraints require it. The KNSC board has approved the concept of purchasing land for parking and trail access on Roger's 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 also designated \$1,500 for a fundraising/grantwriting effort.

Cost: \$240,000 for 7.5 acres





## City of Homer Capital Improvement Plan • 2011 – 2016

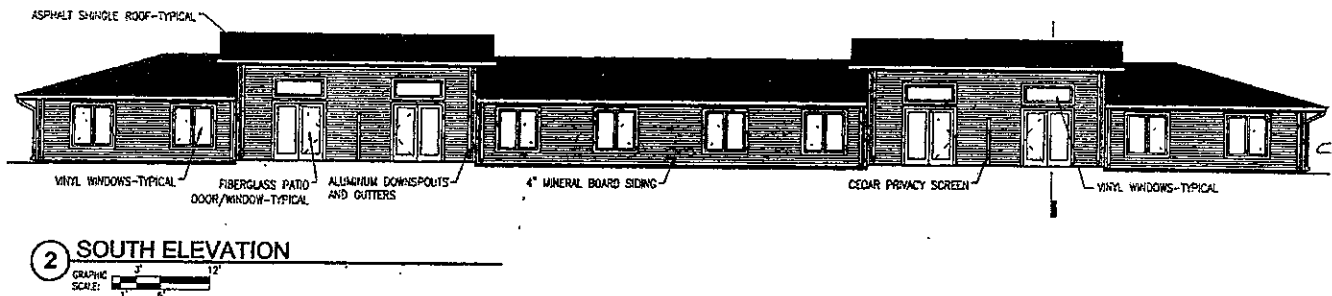
### SENIOR INDEPENDENT HOUSING

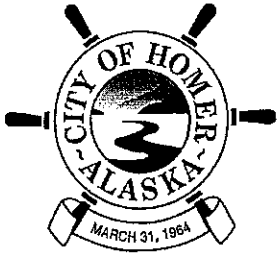
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**PROJECT DESCRIPTION & BENEFIT:** This project will construct a 4-unit senior independent housing rental complex. The single story complex will be located on property currently owned by Homer Senior Citizens (HSC) on Swatzell Street. Approximate size will be 5,620 square feet. The complex will consist of four 2-bedroom units which will be rented at market rate to seniors 55 years and older. All units will be handicapped equipped.

At present, all of HSC's 42 units of independent rental housing are full and there is a waiting list of 45 individuals who wish to move into rental housing. This project will provide safe, affordable rental housing to a rapidly increasing segment of Homer's population. It is important that these units be built because most rental units that are available in Homer, other than those owned by HSC, are not handicap accessible. The housing is also important because it allows seniors to remain in the community. Senior citizens typically shop locally, provide expertise in a variety of fields, and provide more volunteer hours than any other age group. In addition, their contributions as friends and family members are of great value to the social fabric of the community.

**PLANS & PROGRESS:** This project is presently in the preliminary planning stages. Land for the project has been acquired by HSC. A preliminary application for construction funds was submitted to Alaska Housing Finance Corporation (AHFC) in June 2008. If the preliminary application is approved, a full grant proposal will be prepared and submitted in October 2008. It is anticipated that funding for the project will come from Alaska Housing Finance Corporation, the Denali Commission, private loans, private donations, and HSC funds. Final approval for AHFC funding requires approval of the Legislature and the Governor.





## SOUTH PENINSULA HOSPITAL:

### BARIATRIC EQUIPMENT

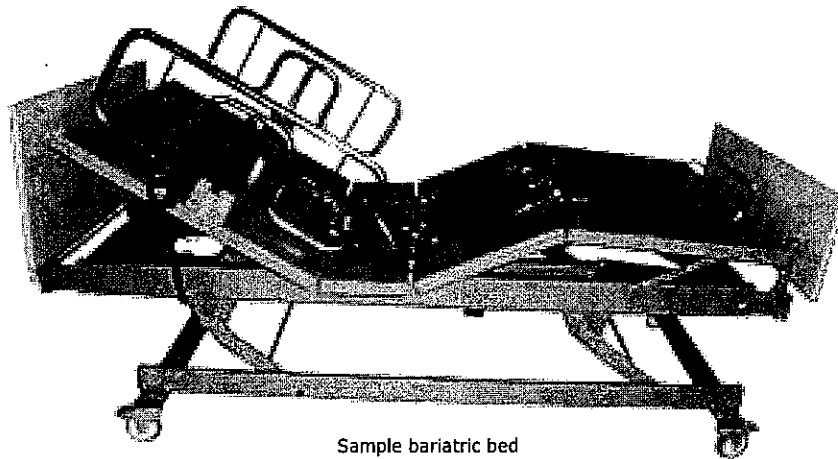
**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital (SPH) is in need of appropriate equipment to better serve the growing population of obese patients in the SPH service area. Specifically needed are a ceiling lift, bed, and commode to best accommodate these patients.

The hospital has seen a marked increase in the number of obese patients served over the last two years, and the expectations are that this number will continue to grow as the population served ages. Recent projections show an 80% growth in the senior population over the next ten years, and a growing incident of chronic illness, often which leads to frequent hospitalizations. South Peninsula Hospital is the only hospital in a 75 mile radius and wants to meet the needs of the residents in the service area.

Management of an obese patient without the proper equipment involves significant challenges and risks to both the patient and staff. A bariatric patient's visit to the hospital without appropriate equipment creates the need for four additional staff on duty during the entire patient's stay. Staff risk injury when moving and comforting the patient and the patient risks injury by using equipment that isn't appropriate for his/her size. The hospital currently rents such equipment when accommodating patients over 600 pounds, but this unfortunately takes time to put into place (and there is rarely advance notice) and generates additional charges for the patient.

**PLANS & PROGRESS:** New patient rooms in the recently constructed patient wing have been designed to accommodate bariatric equipment. Equipment to accommodate heavier patients not greater than 600 pounds has been purchased and installed. Price quotes have been received for the equipment yet to be purchased.

Cost: \$55,000 (includes one bed, one commode, and ceiling lift)



Sample bariatric bed





## SOUTH PENINSULA HOSPITAL:

### ENHANCED COMMUNICATION SYSTEM

**PROJECT DESCRIPTION & BENEFIT:** An Enhanced Hospital Communication System is needed to provide immediate and continuous communication for clinical healthcare workers at South Peninsula Hospital. The hospital encourages physicians and nursing staff to be at patient bedside; however, that time is limited due to the need for staff to confer with each other and document the needs of the patient. A new system will allow physicians and staff to talk with each other without being in the same room; hence, more time can be spent with patients.

An Enhanced Hospital Communication System will allow clinical staff to better respond to the needs of patients and fellow staff. It is facilitated by a small device which can be clipped to a uniform or identification badge. It enables instant 2-way voice communication, the transmission of data, the ability to send alerts or text messages, and the ability to make phone calls. On command, the information is integrated directly into the patient's electronic health record, resulting in fewer errors and better quality of care.

Such a system increases efficiency since work can be performed from all locations in the hospital without waiting to get to a designated work station. Not only is this system critical for the quality of patient care, improved customer service, and improved staff efficiencies on a daily basis, it will be invaluable as an emergency response communication system.

**PLANS & PROGRESS:** Systems have been researched and price quotes obtained. Pricing here is based on the Vocera brand. The existing hospital information system is being altered to integrate with this system.

Cost: \$31,000 (includes system software and hardware purchase and installation)



An Enhanced Hospital Communication System allows staff to communicate with each other at the touch of a button on a device clipped to a pocket or ID badge or worn on a lanyard around the neck. Shown here are staff at Memorial Healthcare in Owosso, Michigan, which touts its use of



## SOUTH PENINSULA HOSPITAL:

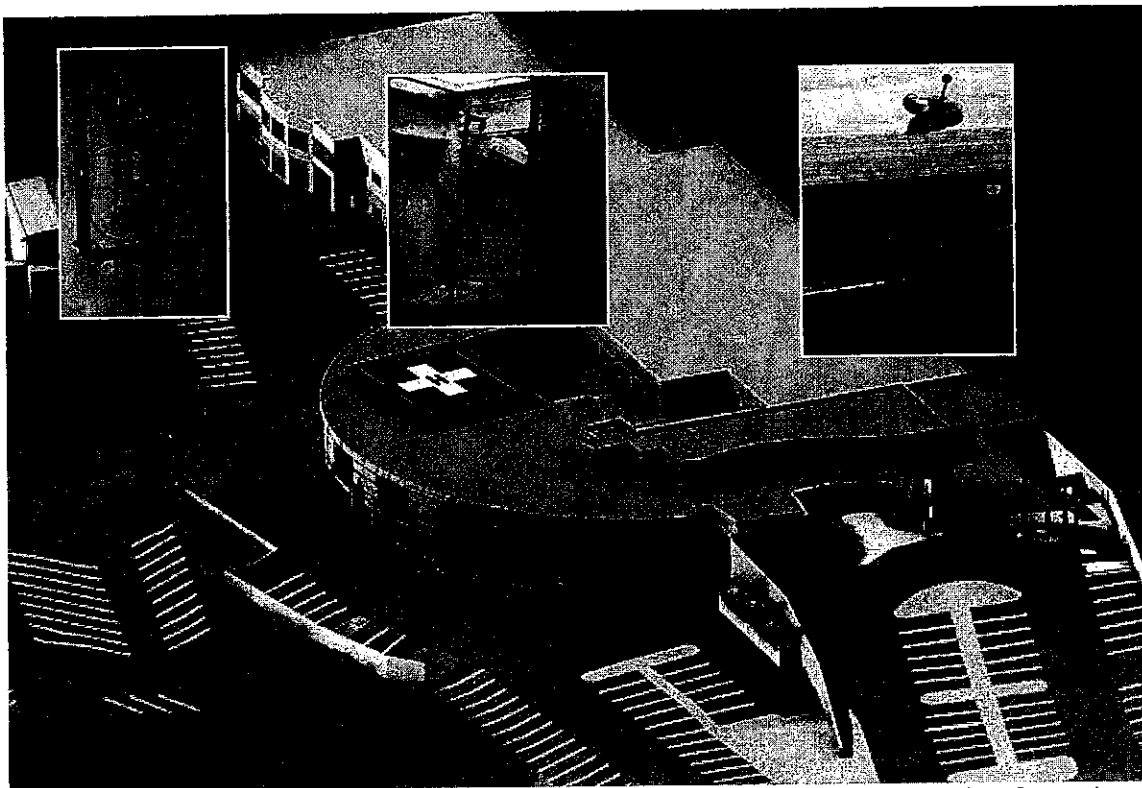
### FIRE SUPPRESSION SYSTEM BOOSTER PUMP

**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital is near completion of the second phase of construction of a new patient wing which includes a rooftop helipad for medical emergency transport. Although the type of craft landing there is permitted to use a cart-mounted fire suppression system, all entities involved agree an automated AFFF Foam Fire Suppression System is the preferred system for safety to hospital personnel, patients, and firefighters. City water pressure at this location is insufficient to run this type of system, however. A booster pump is needed to generate the level of pressure required.

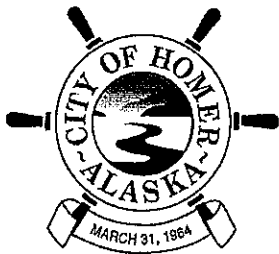
Without this system in place the hospital must lease or purchase hand-carts (mobile suppressant units) which are difficult and expensive to acquire and do not provide the preferred level of response.

**PLANS & PROGRESS:** The helipad will open for use in November 2009. The AFFF system has been designed and all components have been pre-built and/or installed, with the exception of the booster pump and valve work. No remodel work will be required to accommodate this. Space for the pump is reserved.

Cost: \$90,000 (includes valving, cost of pump, and installation)



Architectural drawing of completed project with insets of work completed to date to accommodate the AFFF Foam Suppression System.



## SOUTH PENINSULA HOSPITAL:

### NEW SURGERY DOORS

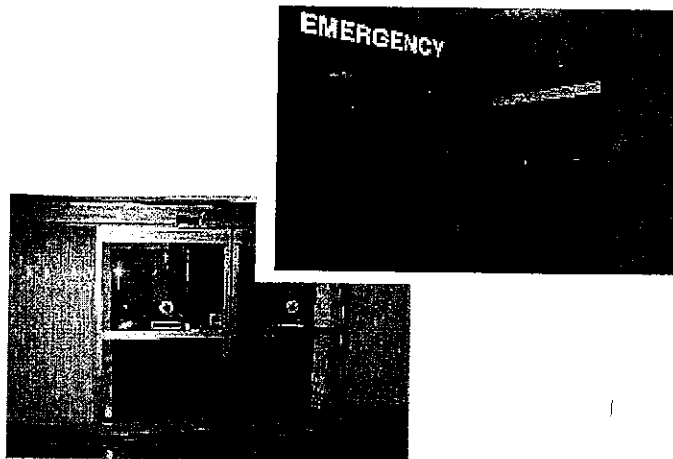
**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital's Surgery Department has a need for ergonomic, hospital-grade automatic operating room doors for to reduce the risk of injury to patients, staff, and surgeons and to comply with fire safety codes. The project consists of replacing the door in each of two operating rooms at the hospital with automatic doors constructed of metal and glass that meet new safety standards.

The existing doors are of a swinging style which creates a risk for staff due to the way they are opened. Staff routinely open the doors with a foot or arm in the interest of maintaining a sterile environment. However, this awkward maneuver puts staff at risk of injury.

Automatic doors will also help prevent the staff injuries incurred while moving patient stretchers in and out of the room through the manually operated doors currently in place. New, automatically opening doors will provide a significant improvement for a vital 30-year old section of the hospital to comply with current industry standards.

**PLANS & PROGRESS:** Door types have been researched and a preferred model has been selected.

Cost: \$32,000 for two doors, including installation. South Peninsula Hospital staff will provide site prep to make the project construction-ready.



Proposed automatic opening surgery doors at South Peninsula Hospital would be similar to the models shown here.



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.

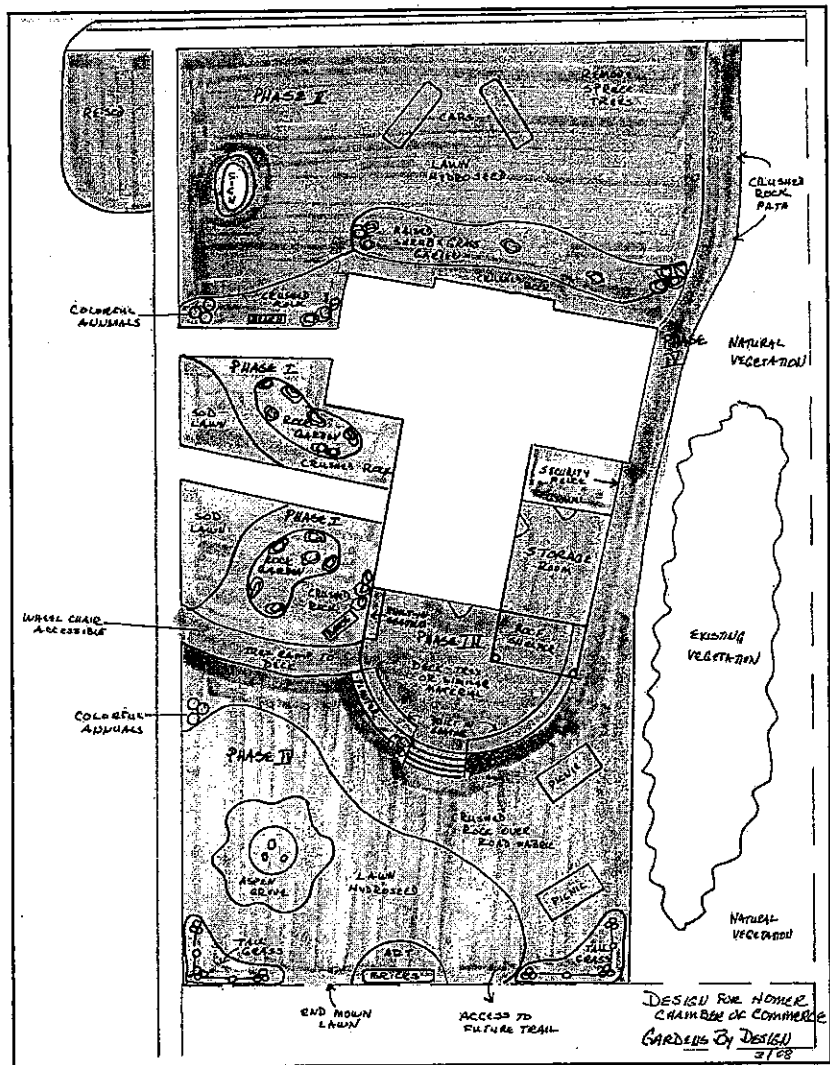
Paving the Visitor Information Center parking lot will improve the appearance of the area, allow better access for the influx of visitors during the summer season and at year-round Chamber events, ensure handicap accessibility, and provide improved overflow parking for neighboring businesses. In addition, 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, gardens, artwork, and other landscaping. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

**PLANS & PROGRESS:** The HCOC has completed excavation, grading, and backfill at a cost of \$40,000 raised specifically for this project.

Cost: \$140,000



## APPENDICES

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

CIP Development Schedule

CIP News Release

Public Hearing Notice



## PROJECT TABLE – EXPLANATION

<b>Category:</b>	Type of project: Road/Trail, Structure, Utility, Equipment
<b>Project:</b>	Title of project
<b>Cost:</b>	Total project cost
<b>Priority Level:</b>	<p>The numbers in this column refer to Priority Level 1 (highest), Priority Level 2, or Priority Level 3. In setting a priority level, the Homer City Council considers such questions as:</p> <ul style="list-style-type: none"><li>• Will the project correct a problem that poses a clear danger to human health and safety?</li><li>• Will the project significantly enhance City revenues or prevent significant financial loss?</li><li>• Is the project widely supported within the community?</li><li>• Has the project already been partially funded?</li><li>• Is it likely that the project will be funded only if it is identified as being of highest priority?</li><li>• Has the project been in the CIP for a long time?</li><li>• Is the project specifically recommended in other City of Homer long-range plans?</li><li>• Will the project provide significant economic benefits to the community?</li><li>• Is the project strongly supported by one or more City advisory bodies?</li></ul> <p>These factors are weighed in combination to arrive at a priority determination.</p>
<b>Year:</b>	An X in one or more years indicates when the project is scheduled for implementation.
<b>Year to CIP:</b>	Year when project was first included in the City of Homer Capital Improvement Plan

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		Priority Level	\$ Cost	YEAR						Year To CIP
				2010	2011	2012	2013	2014	2015	
<b>LOCAL ROADS and TRAILS</b>										
Heath Street, Pioneer to Anderson		1	4 M	X	X	X	X			2001
Land Acquisition for New Roads		2	500,000							2007
Town Center Infrastructure		1	2 M	X	X					2005
Beluga Slough Trail Reconstruction		1	400,000	X						2009
<b>STRUCTURES</b>										
Ben Walters Park Improvements, Phase 2		2	200,000							2006
Deep Water Dock Expansion		1	29 M	X	X	X	X			1989
Downtown Restroom		1	400,000			X				1996
East Boat Harbor		1	100.6 M	X	X	X	X			2004
End of the Road Park, Phase 1		3	1 M				X			2008
Fire Training Facility		2	285,000			X				2001
Fishing Lagoon Improvements		2	325,000	X	X					2009
Harbor Entrance Erosion Control		2	600,000			X				1998
Homer City Hall/Town Square		1	11 M					X	X	2003
Jack Gist Park Improvements, Phase 1		2	100,000			X				2006
Karen Hornaday Park Improvements, Phase 1		1	3.1 M	X	X	X	X			1984
Mariner Park Improvements, Phase 1		2	975,000		X	X	X	X		2004
Port & Harbor Building		1	2.875 M	X	X	X	X			1985
Public Restroom: Fish Dock		1	400,000		X					2001
Skyline Fire Station		1	1.35 M	X	X					2003
South Peninsula Firearms Training Facility			1 M						X	1997
<b>UTILITIES</b>										
Alternative Water Source		1	16.75 M	X	X	X				2005
Bridge Creek Watershed Land Acquisition		1	1 M	X	X	X	X			1992

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.



CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		\$ Cost	Priority Level	YEAR							Year To CIP
				2010	2011	2012	2013	2014	2015		
Kachemak Bay Tidal Power -- Feasibility and Conceptual Design		1.15 M	1	X	X						2009
Sewer Treatment Plan Bio-solids Treatment Improvements		5.245 M	1	X	X	X					2009
Water Storage/Distribution Improvements		3.9 M	1	X	X	X	X				2009
<b>EQUIPMENT</b>											
Brush/Wildland Firefighting Truck		120,000	2		X						2009
Fire Engine 4 Refurbishment		150,000	1	X							2009
Firefighting Enhancement /Aerial Truck		800,000	1	X							1992
Fire Pump Testing Trailer		70,000	2		X						2009
Harbor Float Replacement / Ramp 3 Gangway and Approach		3.55 M	1	X	X						2006
Passenger Ship Gangway		150,000	2			X					2003
Pioneer Dock Fenders		80,000	2		X						2003
Tide Gauge/Meteorological Station		210,000	2			X					2004

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.

## CITY OF HOMER LONG-RANGE CAPITAL PROJECTS

The following projects have been identified as long-range capital needs but have not been included in the 2009-2014 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-year period covered by the CIP.

As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the 6-year CIP.

Within each category below (Roads and Trails, Structures, Utilities), projects are listed in alphabetical order.

### ROADS AND TRAILS

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

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

Cost: \$1.75 million          Priority Level 3

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

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

Cost: \$3 million          Priority Level 3

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

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

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

Cost: \$250,000          Priority Level 3

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

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

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

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

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

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

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

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

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## STRUCTURES

Downtown Restroom. It is expected that one public restroom facility will be built in a downtown location before 2014. This project will provide an additional downtown restroom for the benefit of residents and visitors. Currently, the only public restroom facilities along Pioneer Avenue are in City Hall. With proposed "Town Center" development, the need for restroom facilities will increase as more people frequent the downtown area. The specific location will depend on Town Center development and on where the first downtown restroom is located.

Cost: \$400,000      Priority Level 3

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

Cost: \$400,000      Priority Level 3

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

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

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

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

Cost: \$5 million

Priority Level 3

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

Examples of deficiencies in the current facility include:

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

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

Cost: Site acquisition/concept design—\$800,000

Final design/site prep—\$800,000

Construction—\$5.5 M

Priority Level 2

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

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

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

Cost: \$400,000

Priority Level 3

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

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

- Inadequate training and exercise spaces
- Shortage of storage space
- Health and safety deficiencies primarily involving an inadequate ventilation system
- No area for evidence processing of large items
- No crisis cell for special needs prisoners.
- Poorly designed jail entry area, booking room, and jail office spaces
- Inadequate space for communications equipment required for dispatch operations
- Existing dispatch spaces are too small for current and projected operational needs
- Unsafe and improper juvenile holding area
- Lack of adequate outside parking, both open and garaged

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

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

Construction—\$4.5 million      Priority Level 2

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

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Jack Gist Park Restroom. Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park. The proposed project will construct a restroom facility at Jack Gist Park, completing Phase 1 development. (Other aspects of Phase 1 are to be completed before 2014.)

Cost: \$400,000

Priority Level 3

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Karen Hornaday Park Improvements, Phase 2. Phase 2 park improvements will include Woodard Creek restoration, park entrance road realignment, west side parking, east side parking, Woodard Creek Trail construction (including a bridge to South Peninsula Hospital), and further landscaping improvements.

Cost: \$570,000

Priority Level 2

Mariner Park Improvements, Phase 2. This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. 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. Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements.

Phase 1 improvements are scheduled for completion in 2010-2014. Phase 2 improvements will construct a tunnel under the Spit Road to provide safe pedestrian access to the Homer Spit Trail, develop a central pavilion to serve as a picnic/barbecue area, on the inside of the storm berm, develop fee camping sites on the side of the park closest to the road, with day-use parking on the ocean side, construct a kiosk with information about the Mariner Park area, and improve the appearance of Mariner Park through landscape architecture consistent with the natural environment.

Cost: \$450,000 for tunnel; \$150,000 for pavilion, camp sites, and kiosk; \$75,000 for landscaping.

Total: \$675,000                      Priority Level 3

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Public Restrooms – Homer Spit. With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2010. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- The restroom at Ramp 5 is in poor condition and needs to be replaced. It is used by campers as well as by harbor users.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

Cost: \$400,000 each; \$1.2 M total                      Priority Level 2 for Ramp 2; Level 3 for Ramp 5 and Spit trailhead

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

A new Public Works complex will include the following:

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

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

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

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

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

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#### **UTILITIES**

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

Cost: \$400,000            Priority Level 3

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

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

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

## CITY OF HOMER FINANCING ASSUMPTIONS CAPITAL IMPROVEMENT PROGRAM

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

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

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

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





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.

**Q: What advice do you have for someone 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.

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. Taxes are 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.

**GOOD LUCK!**