

**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 15, 2011 Page 1
- 6. VISITORS/PRESENTATIONS**
  - A. Dave Brann and Lynne Burt, Kachemak Drive Path
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
  - A. Update on Property Acquisition for Waddell Way
  - B. Update on Main Street and Bypass Progress Page 7
  - C. Update on Lake Street and Pioneer Intersection
- 10. NEW BUSINESS**
  - A. Kachemak Drive Path Page 11
  - B. FY 2012 HART Fund Request for Kachemak Drive Path Page 19
  - C. 2013 HART Projects Page 21
  - D. One Way Streets in Downtown Homer
  - E. Road Grades and Steep Slopes
  - F. Capital Improvement Project 2013-2018 Page 23
- 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 20, 2012 at 5:30 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.**



Session 12-01, a Regular Meeting of the Transportation Advisory Committee was called to order at 5:32 p.m. on May 15, 2012 by Chair Francie Roberts at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMITTEEMEMBERS HIGHLAND, ROBERTS, SMITH, VENUTI

ABSENT: COMMITTEE MEMBER VELSKO (EXCUSED)

STAFF: DEPUTY CITY CLERK KRAUSE  
PUBLIC WORKS DIRECTOR MEYER

### **APPROVAL OF AGENDA**

Chair Roberts requested for a motion to approve the agenda.

SMITH/HIGHLAND – MOVED TO APPROVE THE AGENDA.

There was no discussion.

The agenda was approved by consensus of the Committee.

### **PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**

There were no public comments.

### **RECONSIDERATION**

None.

### **APPROVAL OF MINUTES**

A. Regular Meeting Synopsis of November 15, 2011

SMITH/HIGHLAND – MOVED TO APPROVE AS PRESENTED.

There was a brief discussion.

The minutes were approved by consensus of the committee.<sup>1</sup>

### **VISITORS**

A. Homer Ocean Park, Dr. Bill Marley

Dr. Marley made a presentation to the committee on his concept of a park, performing arts center, cultural center and beach access on the property located along the Sterling Highway from West Hill to Soundview (approximately) down to the water. He was proposing the city purchase the property and use it for the purposes as outlined in his presentation. He was seeking the support and recommendation of the Transportation Advisory Committee to City Council.

There were brief comments and questions on the presentation.

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<sup>1</sup> The meeting synopsis included in the May packet was correct as shown on the agenda and not the August 2011 meeting synopsis as stated.  
Clerk's Office 5/24/2012 rk

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

Mr. Meyer reported on the following projects:

- Cruise Passenger Enhancement Project which encompasses trails and restrooms on the Spit and two restrooms downtown on Pioneer Avenue.
- Road & Paving Special Assessment Districts being formed in Ocean Drive Loop, Crittenden, Waddell Way, and
- Spit Trail Completion
- HART Program details
- Road Paving projects consists of Klondike Ave; Smokey Bay Way; Fairview Avenue – Bartlett – Mulligan; Fairview Avenue – Main to Hohe; Town Heights; Greatland St; and Airport Road.

## **PUBLIC HEARING**

There are no items for public hearing.

## **PENDING BUSINESS**

### **A. Update on Waddell Way**

Chair Roberts summarized the item for the committee.

Mr. Meyer provided an update he admitted that there is little information to relay. There are now two firms under contract for design. There has been some initial contact with the owner and some right of way or easement issues. He stated that he is behind on the schedule and will provide project details and budget information at the August meeting.

A brief discussion ensued to clarify the location of Waddell Way and Waddell Street off of Crittenden and the issue regarding property purchase, conceptual designs dealing with the right of way issues; and the state working on Lake Street; and issues with power lines.

### **B. Update on Main Street and Bypass Progress**

Chair Roberts brought this item to the floor.

Mr. Meyer stated that he did not have much to report on this project and he noted that the city is still waiting on the Department of Transportation. He added that he would love to tell them that if the state could not get this going they have the engineers now that the City could get this project started and done quicker.

Chair Roberts noted the article included in the packet under informational materials.

The committee commented on previous attempts to lighten the traffic congestion at Main and the Sterling Highway, and reducing the speed limit on the Sterling Highway through town. Further discussion by the committee on reducing the speed limit and what benefits would be gained; making a recommendation to council to reduce the speed to 25 mph through town and how successful that would be with the residents; impact on the DOT; renaming the Sterling Highway would lend itself to a lower speed limit also; the design of the road lends itself to speed.

Chair Roberts inquired if the committee was agreeable to have a discussion and recommendation on the August agenda and send a resolution to Council.

Further discussion was entertained on having public input on the reduction of the speed limit and writing articles as a private citizen that the committee will be having this on the August agenda. Those interested can submit emails to Clerk's office instead of attending the meeting; and why the city is very limited on put articles in the paper on an issue.

SMITH/HIGHLAND - MOVED TO PUT ON THE AGENDA A DISCUSSION ON REDUCTION OF SPEED LIMIT ON THE STERLING HIGHWAY AND THAT THE CITY SHOULD ADVERTISE OR PUT AN ARTICLE IN THE PAPER THAT THE TRANSPORTATION ADVISORY COMMITTEE IS POTENTIALLY ASKING THE STATE TO REDUCE THE SPEED LIMIT TO 25 MPH.

HIGHLAND/SMITH - MOVED TO AMEND TO HAVE A DEPARTMENT OF TRANSPORTATION ATTEND THE MEETING VIA SKYPE.

There was a brief discussion.

VOTE. (Amendment)YES. NON-OBJECTION. UNANIMOUS CONSENT.

There was no further discussion on the amended motion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Roberts clarified for the record the following:

- Discussion and recommendation to Council to Reduce the Speed Limit on the Sterling Highway
- Public will be encouraged to submit comment
- Forward a Resolution to Council

#### C. Update on Kachemak Drive Bike Path

Chair Roberts provided a summary of events on the resolution that was approved by City Council at the May 14, 2012 meeting.

A discussion centered on the proposed path along Kachemak Drive. Some important items of concerns pointed out were the following:

- Right of Way and Easement issues
- Mitigating the Wetlands
- Recommendation from Transportation Committee
- HART funds currently do not have the amount needed to construct this trail
- Construction costs and other project related costs

This will be on the August agenda for the trail committee to present information to this committee and the Clerk will extend the invitation to attend the meeting and forward the minutes to the committee.

### **NEW BUSINESS**

#### A. HART Fund and Gas Line Project

Chair Roberts provided a brief summary on this item and noted that the Governor did include the Gas Line in his budget. Ms. Roberts further referenced the Ordinances that City Council has already approved in preparation of the gas line.

Mr. Meyer stated that they are in the early stages of the project and as far as he knew the gas line is not included as a use in the HART program. He believed that would require a vote of the people.

The committee entertained a discussion on the proposed gas line through Homer. It was noted that a worksession discussion on the project is scheduled for June 4, 2012 at 5:00 p.m.

A majority of the committee voiced they did not approve of using the HART program for the proposed project.

A member of the committee started to express concern over the project and inquired about having it on a future agenda. Mr. Meyer noted that there were other venues that this project could be discussed and that this committee needed to concern themselves on the application of the HART program in relation to the gas line project. That is why it was on the agenda to get the committee's input on a suggestion to use the HART program for this project.

#### B. Homer Ocean Park

Chair Roberts noted that she missed this item on the agenda when Dr. Marley was present and inquired if the committee would like to postpone making a recommendation until the August meeting.

A brief discussion ensued on issuing a recommendation on the project. Some comments made were:

- eventual erosion of the bluff
- added traffic confusion to existing problems
- favorable to have park over condos, hotels, or storefronts being developed
- focus on what parks they have before adopting another
- the price tag is way too high in comparison to the usable land
- location is not supportive of a park

Chair Roberts inquired if the members would agree to recommend support of the concept.

Mr. Smith stated they should focus on Karen Hornaday Park and the other existing trails.

Ms. Venuti did not support the location and felt that it would add to the existing traffic problems.

Ms. Highland was supportive of the concept and location but could not agree with the City expending almost \$4 million dollars.

Chair Roberts did not voice any opinions on the proposed project.

The committee was split on making any recommendation of support for the project at this time. No recommendation will be issued from the committee but agreed that a letter thanking Dr. Marley for presenting his concept will be sent.

#### **INFORMATIONAL MATERIALS**

- A. City Manager's Report 4-23-12
- B. Acting City Manager's Report 5-14-12
- C. Ordinance 12-15 Re: Special Assessment Districts
- D. Ordinance 12-13 Re: Utility Use Rights-of-way
- E. Homer Tribune Article "Lower Speed Limits Could Save Tax Payers"

Chair Roberts summarized the informational materials for the record.

#### **COMMENTS OF THE AUDIENCE**

Mr. Slone commented on the presentation and proposed project by Dr. Marley; he further commented on the LID process for the natural gas pipeline; difficulty in lowering the speed limit on the "ByPass" too hard for people to slow down, he has a hard time doing 25 mph on Pioneer as others do. Thank you.

**COMMENTS OF THE STAFF**

Deputy City Clerk Krause commented on the informational packet that was provided to Council on the proposed Bike Pedestrian Path along Kachemak Drive and will inform the Path Committee that this will be on the August agenda and reducing the speed limit on the Sterling Highway through town.

Mr. Meyer commented that the City Council and community do not really care what the committee feels about parks or about gas lines and we should focus on transportation. The speed limit issue is far more appropriate than gas LID and where parks ought to be. He also noted that he gets frustrated with speed limits too on his trips to the dump and he goes really fast on Spruce wood Drive.

**COMMENTS OF THE COUNCILMEMBER/CHAIR**

Chair Roberts responded that she should have not allowed the park item on the agenda and will convey that to Dr. Marley also. The gas line topic was in relation to using HART funds for the project not the project itself. She noted that the meeting time is a standard they try to stick to but it is not mandatory.

**COMMENTS OF THE COMMITTEE**

Mr. Smith concurred with Mr. Meyers comments.

Ms. Venuti requested to have the One Way Map and discussion on the August agenda.

Ms. Highland noted that the gas line and the park were on the agenda and inquired if they should not have been in response to Mr. Meyer's comments. She also commented on the meeting length being limited to two hours when they only meet four times a year and may have a lot of things on the agenda that takes them over that time limit.

**ADJOURN**

There being no further business to come before the Committee Chair Roberts adjourned the meeting at 7:20 p.m. Next regular meeting is scheduled for August 21, 2012 at 5:30 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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Renee Krause, CMC, Deputy City Clerk I

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





## Julie Engebretsen

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**From:** Lynne Burt [lynneburt890@gmail.com]  
**Sent:** Friday, July 13, 2012 8:36 PM  
**To:** Julie Engebretsen  
**Subject:** interest in the Kachemak Drive non motorized pathway/committee member comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I have been walking along Kachemak Drive for about 18 years because my residence is behind the old Auto Clinic, just east of the Bay Club. I go both east and west along Kach Dr., East to Arctic Tern along the edge of the road and west along the "green belt"( the sewer/water line) to the beach access road at the airport parking lot. Until the water/sewer line was established, I was walking along the edge of the road to the airport lot also. I am very grateful for that greenbelt and have envisioned a safe pathway for both directions for myself and my dogs, other walkers, or bicyclists,all.. I also see bicyclists daily navigate the very curvy, narrow road while trying to remain safe while cars, trucks, delivery vehicles, boat hauling trailers, etc vie for their place also on that road that has a 35 mph speed limit but,I believe it is rarely observed. When I learned that a sub committee of Parks and Rec was being considered to possibly establish a pathway along Kachemak Drive I jumped at the chance to participate. This concept has been on the City's back burner for years and I hope to see it happen. Thanks for listening, Lynne Burt



## Justification and Rational Arguments for Establishing a Kachemak Drive Bike / Pedestrian Path

Alaska Bicycle and Pedestrian Plan, adopted 1991, due for revision 2011

### MISSION STATEMENT-ALASKA BIKE AND PEDESTRIAN PLAN

The mission of the Alaska Bicycle/ Pedestrian program is to provide a safe, well-designed, well-maintained, affordable, all-season, multimodal transportation system that affords users convenient access to neighborhoods, schools, recreation, commercial and industrial areas while protecting the integrity of communities and the environment to the extent practicable.

“It is the policy of the State of Alaska to promote the increased use and safety of bicycling and walking as year-round transportation choices by giving them full consideration in the planning, design, construction and maintenance of transportation facilities”.

“The Intermodal Surface transportation Efficiency Act of 1991 (ISTEA) requires each state to incorporate a long-term bicycle and pedestrian plan into its long range transportation plan.”

Goal 2 (under mission statement)

Provide a more bicycle and pedestrian friendly transportation network.

Objective F. Create a network of trails using corridors and greenways such as rivers, creeks, land and ocean shores, and utility easements, and barrier breaking structures (bridges, overpasses, tunnels, underpasses etc.

Engineering Good Designs

#3 Widen and Pave shoulders for use of bicyclists and pedestrians where appropriate; provide alternative routes where necessary.

“DOT & PF will work with state agencies and local governments to encourage walking and bicycling.”

### HOMER NON-MOTORIZED TRANSPORTATION PLAN

Sec. 3.0, pg. 17

To complete and connect the communities pedestrian system, walkways (referred to as separated pathways in the bicycle transportation section of this report) should be added to the following locations: Kachemak Drive Pathway

Sec.3.3 pg. 31

The Federal Highway Administration official bicycle policy is to “accommodate current use and encourage increased use while enhancing safety.”

“Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes.”

The Alaska Department of Transportation Preconstruction Manual states, “Expect bicycle traffic along most roads and streets. Where bicycles are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians.

Pg.31

While Homers existing roads should be maintained or upgraded to accommodate and encourage bicycle use, identification of key travel corridors and routes is important for the implementation of appropriate facility treatments.

Bicycle traffic can be accommodated in a number of different ways including bicycle lanes, wide outside lanes signed shared roadways, separated pathways and paved shoulders.

Pg. 33

Bicycle Lane

Bicycle lanes are designated portions of paved roadways intended for bicycle traffic. In Homer this type of facility is appropriate for arterial and collector roads and in locations where bicycle traffic is significant. Bicycle lanes are one-way only and travel with the flow of traffic. Possible locations for bicycle lanes include the following routes:

Kachemak Drive (until a separated pathway is constructed)

#### Wide Outside Lane

A wide outside lane is not differentiated from the vehicle travel way with striping. It is a paved travel lane that is wide enough to comfortably accommodate both bicycle and vehicular traffic. A wide outside lane measures 14 feet...

#### Paved Shoulder

Paved shoulders are connected to and on the same level as vehicular travel lanes. They are useful for bicycle travel, emergency stopping, and extending roadway life by reducing edge deterioration. Paved shoulders should be a minimum of 4 feet wide.

#### Separated Pathway

A separated pathway, also called a shared or multi-use pathway, is a travel route that is separated from the roadway and supports a variety of non-motorized transportation uses. These routes are usually recreational and often located along rivers, canals, ocean fronts, utility right-of-ways...

To complete and connect the existing system, separated pathways should also be constructed in the following locations: Kachemak Drive Pathway

#### Signed shared Roadway

Signed bicycle routes inform riders of preferred travel ways in comparison to alternative routes. ...the signed route reminds drivers that they are sharing the road with bicyclists. ...it may be a common route for bicyclists through a high demand corridor, it may serve as a connecting segment between a shared use path and a bike lane...

Homer's existing roadways are generally wide enough to accommodate this shared use.

In many cases significant safety improvements could be made to existing streets simply by striping bicycle lanes or paving shoulders.

### Policy and Institutional Framework

Sec. 4.0 Pg. 40,  
Policy 1.2, Action 1:

For each construction season a list of scheduled road construction upgrade and repair projects will be prepared.

Implement a review procedure for these projects to identify opportunities for improving the non-motorized transportation infrastructure and incorporate these improvements into project plans.

Policy 1.5

The Homer Non-motorized Trail Plan shall be recognized as a guide for transportation development.

Policy 5.5

Establish a method to allow existing utility and drainage easements to be used as pedestrian easements. Develop a set of guidelines to be used in evaluating existing utility and drainage easements for their use as pedestrian easements.

"Creating safer bicycling conditions on Homer's most traveled bicycle routes is a high priority. The routes include Kachemak Drive."

“To further the continuity of this route, Kachemak Drive must become safer for non-motorized transportation.”

“A rehabilitation project for Kachemak Drive that includes a separated multi-use pathway has been identified as an essential need of the City’s Capital Improvement Program. Because of the right-of-way- acquisition requirements and the significant cost of the project, it is not scheduled for completion until 2009. An interim solution, such as striping a bicycle lane should be considered for safe bicycle travel along this route.

#### Capital Needs Sec. 6.0

Some projects such as lane striping are inexpensive and can be installed quickly with relatively simple equipment.



To: Julie Englebritsen

### KACHEMAK DRIVE PATH

A review of Dave Brann's involvement with the goal of establishing a bike-pedestrian along Kachemak Drive.

1. First interest in a trail along Kachemak Drive when the road was rebuilt-year??
2. Active interest when I joined the Parks and Recreation Advisory Commission
3. Volunteered to be on the Kachemak Drive Path Committee as the project was too complex for the Commission to deal with considering the numerous other agenda items.
4. Lots of discussions as a committee about various possibilities: paving shoulders, narrowing travel lanes, lowering speed limits, creating a scenic byway.
5. A public survey was developed
6. A public meeting was held
7. Did research and review of:
  - Homer Non-Motorized Trail Plan
  - Homer Trail Design Criteria manual
  - Homer Spit Comprehensive Plan
  - Homer Transportation Plan
  - Homer Comprehensive Plan
  - Report of the Beach Policy Task Force
  - Alaska Bicycle and Pedestrian Plan
  - Federal Highway Administration Bike Policy
  - Alaska Department of Transportation Preconstruction Manual
  - Fairbanks Gold Lake Bike Trail plan
  - HART Policy-City of Homer
8. Review/studied trail construction manuals
  - U.S.F.S.
  - National Park Service
  - International Mountain Bike Association
  - Minnesota Department of Natural Resources Trails Manual
  - American Trails-trails criteria
  - Alaska Trails
  - Trail Hardening Manual-Kevin Meyers, Nat'l Park Service
9. Trail construction training

Participated in a three day trail construction workshop in Homer sponsored by the National Park Service and Fish and Wildlife

Participated in a two day trail construction workshop in Homer sponsored by Alaska Trails

30 years experience constructing and maintaining trails

10. Consulted with HEA , Kenai office, about use of power line easements for trail construction

11. Consulted with Walt Wrede about use of city utility easements for trails

12. Made trail information contacts with the following:

Kevin Jones, DOT Homer  
Joslyn Biloan, DOT Anchorage  
Scott Thomas DOT Traffic Safety Engineer, Anchorage  
Danika Simpson-Golden DOT Right of Way engineer  
Jennifer Witt DOT ??  
Jim Campbell ?? DOT Regional Manager  
Paul Seaton, State Representative  
Bill Smith , Borough Assembly  
Mako Haggerty, Borough Assembly  
Homer Bicycle Club

13. Found that a Kachemak Drive Path had been mentioned, supported in the:  
1986 Sidewalk and Trail Plan for the Homer area  
The City of Homer Bike Plan, 1993  
The Homer Area Transportation Plan 2001  
The Homer Non-Motorized Transportation Plan, 2004  
Has been listed on the CIP list since??

14. Trail listed under SCORP

15. Trail listed on STIP list

16. I helped Garry Betley survey the 26 foot tideline of Mud Bay from the spit to the Airport beach access road

17. Mud Bay and first portion of the trail along Kachemak Drive  
a. Asked and received permission from Carey Meyer to flag a possible route on city property along Mud Bay, from the spit to the Airport beach access road

b. Examined portions of flagged route with Carey M.



- c. Received permission from Carey to do initial brushing of proposed trail corridor
- d. Asked Angie Otteson to examine trail and note illegal camping along route
- e. Walked proposed trail with Steve Smith, with Chief Roble's permission, of Homer Police to determine disposition of abandoned campsite tents and garbage
- f. Cleaned up illegal campsites (with Beth and Lynn's help)
- g. Worked with Homer News, Lindsay Johnson, to publish a series of public service ads on "Share the Road"
- h. Met with Walt Wrede on "Share the Road" concept, shared materials
- i. Researched and pursued putting additional signage on K. Dr., Lie, Bicycles on the Road
- j. Researched and pursued putting "Driver Feedback" signs on K. Dr.
- k. Brushed and removed logs from Mud Bay Trail
- l. Made Mud Bay Trail signs, erected by Beth and Lynn
- m. Worked with Fish and Wildlife Student Conservation Corp team on trail construction techniques
- n. Researched property ownership in entire length of Kachemak Drive
- o. Worked with Kevin Walker to establish preliminary route on West Side of Kachemak Drive
- p. Worked with Kevin Walker, retired DOT engineer, to prepare a pre-engineering packet for the City Council as required by Trail Criteria Manual, included route maps, typical trail cross sections, suggested funding options, suggested maintenance options, construction options
- q. Researched various tax incentives, Borough, State, Federal; conservation easements etc. Made phone and email contacts with officials in King County, Wash. On tax incentives program
- r. Drafted a letter to landowners along Kachemak Drive about K. Dr. Path, passed it from the committee on to the Commission, then to the staff and city manager-no action or plan to contact landowners from the city that I know of
- s. Sent letters concerning tax incentives at the Borough level to Mako Haggerty and Bill Smith

t. Phone call teleconference with Joslyn Biloon and Scott Thomas, DOT about request for Hwy. Data Counter on Kachemak Drive, establishing crosswalks on K. Dr. and the STIP process

u. Contacted Coastal engineer, DOT about previous work on Spit Trail, potential needs for K. Dr. Path.

v. Visited Kenai River Center, permitting info

w. Site visits with K. Dr. Path Comm., Parks and Rec. Commission, Jeff Middleton

The above involves 1-1 ½ years worth of effort on my part, others have put in similar efforts. There are probably things I left out-esp. details of work done.



41 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council finds that  
42 assuming primary responsibility for construction of intersection improvements at Main Street  
43 and the Sterling Highway is in the public interest and it is willing to contribute the Legislative  
44 Grant for that purpose.

45  
46 BE IT FURTHER RESOLVED that the Council hereby authorizes the City Manager to  
47 negotiate a Transfer of Responsibility Agreement with ADOT/PF which designates the City as  
48 the entity responsible for engineering, design, and construction of traffic control improvements at  
49 the intersection of Main Street and the Sterling Highway.

50  
51 PASSED AND ADOPTED by the Homer City Council this 13<sup>th</sup> day of August, 2012.

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53 CITY OF HOMER

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JAMES C.HORNADAY, MAYOR

58 ATTEST:  
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62 JO JOHNSON, CMC, CITY CLERK

63  
64 Fiscal Note: \$2 Million Legislative Grant

## MEMORANDUM 12-127

TO: Mayor Hornaday / Homer City Council

FROM: Walt Wrede

DATE: August 7, 2012

SUBJECT: Main Street and Sterling Highway Intersection

At the last Council meeting, during the Manager's Report, I informed you that ADOT/PF was proposing to apply for HSIP Funds to construct traffic control improvements at the intersections of Main Street and the Sterling Highway and Main Street and Pioneer Ave. HSIP funds are available for improvements at dangerous intersections. There was discussion about how long it was taking to obtain improvements at this intersection and what the available options might be to get this done.

One available option to get improvements constructed quickly was for the City to assume responsibility for design and construction. It was agreed that I should bring a resolution forward that expressed support for this approach in order to get the issue on the table and generate further discussion and action. The Council also asked for more information about DOT/PF's intent, the scope of the project they were proposing, and how much money the City would be leaving on the table if it simply went ahead and did this work itself in order to save time.

This agenda contains a resolution authorizing the City Manager to negotiate a Transfer of Responsibility Agreement with ADOT/PF that makes the City the responsible party for engineering and construction. Since the last meeting, ADOT/PF, based upon the City's comments, has revised its application for HSIP funds and upgraded the budget (\$2.8 Million) and the scope of work (all desirable intersection enhancements including turning lanes on Main Street). DOT/PF says this work can be accomplished in three years or less. I think this development changes the landscape significantly.

If the City chooses to move ahead and build the improvements itself in the next year, it will potentially be leaving a significant amount of money on the table, not to mention an improvement that will be better than what the City can afford on its own (the legislative grant). This is after all, the intersection of two State roads and improvements here are ultimately a State responsibility. This of course, must be weighed against the public safety risks associated with waiting another 2 or 3 years.

In our view (Carey and I), the best option for the City may be to allow the State to go ahead with its proposal and for the City to pledge its \$2 Million toward the project and related improvements to Main Street. This would accomplish several things. First, it would insure that the City received good improvements there, not temporary or half baked ones. Second, the local match would help this project

score much higher and increase the likelihood of funding. Third, a higher priority, well funded project is more likely to be constructed quickly.

Other alternatives for discussion include 1) let DOT/PF move ahead as planned and use the legislative grant entirely for improvements on Main Street itself 2) seek a Legislative re-appropriation of the grant money and use it for City owned streets that are a high priority like the proposed new East-West Corridor from Lake to Bartlett, and 3) adopt this resolution and construct a traffic signal as quickly as possible.

**RECOMMENDATION:** Vote this resolution down, pledge the legislative grant toward the project and associated improvements to Main St. itself, and send a message to ADOT/PF that says the City is willing to pledge the funds provided that it gets reasonable assurance that the intersection improvements can be completed within 2 years. If not, request interim improvements like a blinking light / four- way stop.



# City of Homer

## Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

*Telephone* (907) 235-3106  
*Fax* (907) 235-3118  
*E-mail* [Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
*Web Site* [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

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To: Transportation Advisory Committee  
From: Julie Engebretsen, Planning Technician  
Date: August 14, 2012  
Subject: Kachemak Drive Path

**Please see the attached memo for a project description and background information!**

The City Council passed resolution 11-90 in May 2012. In the resolution, they asked the Kachemak Drive Path Committee (a committee of the Parks and Recreation Commission) to work with the TAC to answer some questions about building a pathway along Kachemak Drive. Staff drafted the attach memorandum to answer those questions, and provide basic information.

There has been a lot of citizen effort put into this project. There are probably over a hundred pages of backup materials for this project, if the TAC would like a copy. This is a complicated project, but staff recommends not getting caught in the details at this point. The big picture questions are, does the city want to take this project on, and should HART trails money be used?

Attached to this staff report is a memorandum, which has been recommended for approval by the Kachemak Drive Path Committee and the Parks and Recreation Advisory Commission. Your action on the memo is requested.

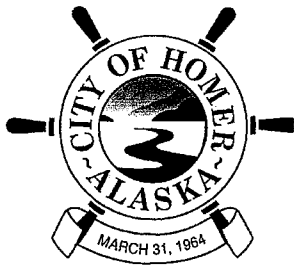
### Attachments

1. Memorandum from the Kachemak Drive Path Committee, and Parks and Recreation Advisory Commission.
2. Resolution 11-090(a)









# City of Homer Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

Telephone (907) 235-3106  
Fax (907) 235-3118  
E-mail [Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
Web Site [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

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## MEMORANDUM

To: Transportation Advisory Committee  
From: Kachemak Drive Pathway Committee, Parks and Recreation Advisory Commission  
Through: Julie Engebretsen, Planning Technician  
Date: August 10, 2012

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

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

**Requested Action 2:** Approve the concept of using HART funds. A budget request will be included in the 2013 budget.

### Introduction

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

The Parks and Recreation Advisory Commission, (P&R) and the Kachemak Drive Pathway Committee have worked hard to better define the project, and explore the idea of the City building the trail. Part of this request is for the city to move forward with the project – not to wait and hope the state will build it. The state can still help fund the project, but it would become a city project and expense.

### The Project

The project consists of approximately 3.5 miles of separated path, adjacent to Kachemak Drive. Most of the trail would be an eight foot wide compacted gravel trail, similar in design to the Homer Spit Trail. Its highly likely the project would be split into phases for design and construction. The first phase would be from the end of the current Spit Trail at Kachemak Drive, east along Kachemak Drive to the long term airport parking lot. The City and the State are the only two property owners in this section and it's the most heavily traveled section of road. The remainder of the trail would follow utility easements where possible. Property owners would need to grant trail easements to the City for most of the route. Requesting easements from property owners could take years and not all property owners may want to grant easements. This could affect the location and design of the trail.

### Maintenance

At this time, the City of Homer provides minimal winter maintenance on trails The State plows the paved East End Road separated path, and the City maintains the Spit Trail. In the summer, City maintenance is generally limited to trash removal and brush clearing.

### **Costs and funding**

*Costs* - Project costs are likely to exceed \$2,080,000. Some sections will likely be substantially more expensive than others. The section between Homer Spit Road and the airport maybe along the bluff and be more expensive. As with any project, design alternatives will be considered in those areas, or construction may be delayed. However, with a plan and a basic project design, the City can take advantage of funding opportunities as they arise. (Such as the Coastal Impact Assessment money award to the City to replace Beluga Slough Trail, over \$450,000).

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

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

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

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

**Requested Action 1:** P&R TAC (City Council) approval of the City pursuing construction of the trail

### **Question #2: If the City builds this trail, should Hart \$ be used?**

Staff always looks for grants and other funding sources to leverage Homer taxpayer dollars. HART Trail funds can be used to provide matching grant funds, pay for design, or pay for the whole project. This is a large project that will likely be planned and constructed in phases; its not necessary at this point to identify all funding sources. The question is, does the Transportation Advisory Committee and the City Council approve the use of HART funds for this project? (separate budget ordinance are required to allocate money to this project).

**Requested Action 2:** Approve the concept of using HART funds. A budget request will be included in the 2013 budget.

## **Permitting**

Acquiring federal, state and local permits for a trail is time consuming, and can be costly. But its not insurmountable. Please consider the permit process as simply part of the project cost.

### Examples of permits

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

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

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

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

Cost: Staff time.

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

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

3. Easement acquisition. Request easements from property owners.

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

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

1. Acquire permits

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

3. Acquire construction funds

4. Issue bid documents

4. Build!



**CITY OF HOMER  
HOMER, ALASKA**

Lewis/Zak/Parks and Recreation  
Advisory Commission

**RESOLUTION 11-090(A)**

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA, SUPPORTING THE CONCEPT OF NON-  
MOTORIZED PATHWAYS TO INCREASE THE SAFETY FOR  
MOTORIZED AND NON-MOTORIZED USERS ALONG  
KACHEMAK DRIVE LOCATED WITHIN THE CITY LIMITS,  
FROM THE BASE OF THE HOMER SPIT TO EAST END  
ROAD.

1  
2 WHEREAS, The Parks and Recreation Advisory Commission established a committee to  
3 specifically address possible solutions to the hazards presented to non-motorized and motorized users  
4 of Kachemak Drive; and  
5

6 WHEREAS, Public input was sought through a variety of channels for solutions to address  
7 these safety concerns; and recommendations to Lower the Speed Limit, Alter the Travel Lane  
8 Width and Shoulder, Increase the Use of Signage, Construct Separated, Non-motorized Paths  
9 paralleling Kachemak Drive using the existing Utility Easements will be contingent on available  
10 funding in the future; and  
11

12 WHEREAS, The Homer City Council has shown support in approval of the Homer Non-  
13 Motorized Transportation and Trail Plan, Homer Area Transportation Plan, Climate Action Plan,  
14 HART Policy Manual and inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital  
15 Improvement Plan; and  
16

17 WHEREAS, Increasing active transportation, motorized and non-motorized, offers the  
18 potential for improved public health, economic development, a cleaner environment, reduced  
19 transportation costs, enhanced community connections, social equity, and more livable  
20 communities.  
21

22 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska,  
23 hereby supports the concept of non-motorized pathways along Kachemak Drive in, over, and upon  
24 property within the City of Homer, and that said improvements are necessary for the use and benefit  
25 of the public; and  
26

27 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, further supports  
28 the actions increasing the safety for motorized and non-motorized users along Kachemak Drive  
29 in any or all of the following ways:

- 30 - Alteration of the existing Kachemak Drive and Shoulder
- 31 - Separated Paths paralleling Kachemak Drive using the Utility Easements
- 32 - Increasing the Use of Signage  
33

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

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

37

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

39

40


CITY OF HOMER

41

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44

  
JAMES C. HORNADAY, MAYOR

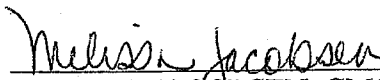
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ATTEST:

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47

48

  
MELISSA JACOBSEN, CMC  
ACTING CITY CLERK.

49

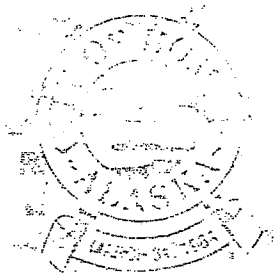
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51

52

Fiscal information: Funding not defined.

53





# City of Homer

## Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

Telephone (907) 235-8121  
Fax (907) 235-3118  
E-mail [Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
Web Site [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

---

To: Transportation Advisory Committee  
From: Julie Engebretsen, Planning Technician  
Date: August 14, 2012

### **Subject: FY 2012 Funding request for Kachemak Dr Trail**

*At the August 14<sup>th</sup> 2012 meeting of the Kachemak Drive Pathway Committee, the Committee planned to make a recommendation requesting HART funds be spent this year on surveying. The surveying would be mostly on City land, roughly between the end of the current spit trail and the airport parking lot. This funding request is separate from the recommendation the Commission previously made, and is for FY 2012. For this request an ordinance of the City Council is required.*

*The Parks and Recreation Advisory Commission was scheduled to act on this recommendation on Thursday the 16<sup>th</sup>, for your consideration at this meeting.*

**Requested Action:** Recommend the City Council approve an ordinance appropriating up to \$10,000 of HART Trails funds for the purpose of surveying the westernmost portion of the Kachemak Bay Drive Trail, currently known as the Mud Bay Trail.







# City of Homer

## Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

*Telephone* (907) 235-3106  
*Fax* (907) 235-3118  
*E-mail* [Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
*Web Site* [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

---

To: Transportation Advisory Committee  
From: Julie Engebretsen, Planning Technician  
Date: July 31, 2012  
Re: FY 2013 HART Trail projects

**Goal: Identify HART projects for 2013-15, for inclusion in the FY 2013 budget. Forward a recommendation to the City Council.** (The Parks and Recreation Advisory Committee recommended approval of these projects at their July 19<sup>th</sup> 2012 meeting)

### Introduction

The Homer Accelerated Roads and Trails program pays for improvements to City roads and trails. Taxpayers have approved a dedicated sales tax, with a portion going specifically to trails.

Planning for a trail project takes a huge amount of time. Just like water, sewer and road lids take time to engineer and estimate costs, well built trails take time and effort. Staff has found that having several projects that are on the shelf, ready to go, is important. When grant opportunities arise, there is not enough time to identify and design a project from scratch: that pretty much needs to already be done. We are finding that having a project that is fully planned is what it will take for the City to apply for grants. HART funds can be used for matching funds and for design work, and that has been successful for us.

There is a trail priority list that is approved by the P&C Commission, Transportation Advisory Commission, and City Council. That way staff can work on getting those projects ready to go, and take advantage of trail grants or other funding opportunities as they come up. Ideally, this list would have 3-5 projects on it, with the goal of constructing a project every year, or every two years. This list would be approved by the TAC or CC periodically, and include a wide variety of projects. This would NOT include projects like the spit trail, where we expect state DOT funding and legislative appropriation. The projects should be things we plan to build as a city without other funding. (If grants will help pay for it, great.)

### New Projects

All of the current projects have been completed. Its time for a new list of projects! The proposed list is:

1. Kachemak Bay Drive Trail, \$150,000
2. Greatland Street trail repair, \$10,000
3. Woodard Creek Trail within Karen Hornaday Park, \$5,000
4. Fairview Trail, \$10,000

## **Project Descriptions**

Kachekmak Bay Drive Trail. Funding request is for seed money to begin project design. This proposed path is a multimillion dollar project. Some design work needs to be completed before the City can ask for easements or lobby for construction funding. Budget Request is \$150,000, the estimates project design cost.

Greatland Street Trail repair. Greatland St between the Sterling Highway and Pioneer Ave is mostly constructed, paved, and has a sidewalk or wide shoulder. However, there is a 400 foot section of the street that is not constructed, nor does the City plan to construct it. There is an existing trail connection, but the south end is pretty wet. Brush clearing, possible culvert installation and basic tread work would improve the trail and walkability of the core business area of Homer. Budget request is \$10,000.

Woodard Creek Trail. The Karen Hornaday Park Master Plan discusses a trail across Woodard Creek, and access to the Creek. This proposed \$5,000 request is for basic clearing and creation of a footpath. The intent is to rough in the route that will be further improved in the future. Budget request is \$5,000.

Fairview Trail: There are no sidewalks on Fairview. This project would pay for clearing brush and beginning a trail along the south end of Karen Hornaday Park, between the park entrance road, west to Wright Street. The trail would eventually continue to Mullkian Street and beyond. Budget request is \$10,000.

## **The HART Fund**

The trails portion of the HART fund has its own account number, separate from roads. This is a reserve fund. Projects are funded for three years. If the money is not spent or needed in that timeframe, the money stays in the HART fund and can be used for another trail project. An ordinance of the City Council is required for spending money in the HART program.

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

by Anne Marie Holen, City of Homer Special Projects Coordinator

**Q: What is a CIP?**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# City of Homer Capital Improvement Plan 2013-2018



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

Draft

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







# City of Homer

City Manager  
491 East Pioneer Avenue  
Homer, Alaska 99603  
907-435-3102

Fax: (907) 235-3148 E-mail: [wwrede@ci.homer.ak.us](mailto:wwrede@ci.homer.ak.us) Web Site: [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

October 14, 2011

To The Honorable Mayor and Homer City Council:

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

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

The projects included in our 2012-2017 CIP were compiled with input from the public, area-wide agencies, and City staff as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Walt Wrede  
City Manager

Need Updated Letter from City Manager

placeholder

CITY OF HOMER  
HOMER, ALASKA

Mayor/City Council

RESOLUTION 11-096(A)

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

WHEREAS, A duly published hearing was held on September 26, 2011 in order to obtain public comments on capital improvement projects and legislative priorities; and

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

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2012-2017" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2013 State Legislative Request:

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

BE IT FURTHER RESOLVED that projects for the FY 2013 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2013 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 10<sup>th</sup> day of October, 2011.



ATTEST

  
JO JOHNSON, CMC, CITY CLERK

CITY OF HOMER

  
JAMES C. HORNADAY, MAYOR

To be replaced with new resolution.

## Funded Projects from 201-2017 CIP List

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

End of the Road Wayside Park, Phase 1

Fish Dock Restroom Expansion

Jack Gist Park Improvements, Phase 1

Karen Hornaday Park Improvements, Phase 1

Homer Area Natural Gas Pipeline, Phase 2

Sewer Treatment Plan Bio-solids Treatment Improvements

Homer High School Track Renovation



## Table of Contents

---

Funded Projects from 2011-2016 CIP List .....	ii
Introduction: The Capital Improvement Program .....	v
CIP Categories 2012-2017 .....	1
LOCAL ROADS AND TRAILS .....	3
Heath Street - Pioneer to Anderson .....	4
Horizon Loop Trail, Phase 1: Feasibility and Conceptual Design .....	5
Land Acquisition for New Roads .....	6
Town Center Infrastructure .....	7
STRUCTURES .....	9
Barge Mooring Facility .....	11
Ben Walters Park Improvements, Phase 2 .....	12
Deep Water/Cruise Ship Dock Expansion, Phase 1 .....	13
East Boat Harbor .....	14
End of the Road Wayside, Phase 1 .....	15
Fish Dock Restroom Expansion .....	16
Fishing Lagoon Improvements .....	17
Harbor Improvement Revenue Bond Projects .....	18
Harbor Sheet Pile Loading Dock .....	20
HH Float Improvements .....	21
Homer Spit Dredged Material Beneficial Use Project .....	22
Jack Gist Park Improvements, Phase 1 .....	23
Karen Hornaday Park Improvements, Phase 1 .....	24
Marine Ways Large Vessel Haulout Facility .....	25
Mariner Park Restroom .....	26
Skyline Fire Station .....	27
Truck Loading Facility Upgrades at Fish Dock .....	28
UTILITIES .....	29
Alternative Water Source .....	30

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Continued>

Bridge Creek Watershed Land Acquisition.....	31
Homer Area Natural Gas Pipeline, Phase 2.....	32
Sewer Treatment Plant Bio-solids Treatment Improvements.....	33
Water Storage/Distribution Improvements .....	34
EQUIPMENT .....	35
Brush/Wildland Firefighting Truck .....	36
Fire Engine 4 and Tanker 2 Refurbishment .....	37
Firefighting Enhancement - Aerial Truck .....	38
Ice Plant Upgrade .....	39
STATE PROJECTS .....	41
Homer Intersection Improvements .....	42
Kachemak Drive Rehabilitation/Pathway .....	43
Main Street Reconstruction/Intersection .....	44
Ocean Drive Reconstruction with Turn Lane.....	45
Pioneer Avenue Upgrade .....	46
Sterling Highway Reconstruction - Anchor Point to Baycrest Hill.....	47
Sterling Highway Realignment, MP 150-157.....	48
Alaska Maritime Academy .....	49
PROJECTS SUBMITTED BY OTHER ORGANIZATIONS.....	51
Cottonwood Horse Park .....	52
Haven House Sustainability/Energy Efficiency Projects .....	53
Homer High School Track Renovation .....	54
Pratt Museum New Facility and Site Redesign .....	55
Rogers Loop Trailhead Land Acquisition.....	56
South Peninsula Hospital Fire Suppression System Booster Pump .....	57
Visitor Information Center Beautification, Phase 1: Parking Lot.....	58
APPENDICES .....	A-1

## Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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

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

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

#### Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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



**CIP Categories 2012-2017**  
**Summary of Projects by Year and Cost**

CATEGORY	2012	2013	2014	2015	2016	2017	TOTAL \$
LOCAL ROADS & TRAILS	500,000	650,000	5,350,000	-	-	-	6,500,000
STRUCTURES	7,921,000	7,175,000	106,525,000	23,925,000	-	175,000	145,721,000
UTILITIES	11,528,000	6,310,000	18,710,000	200,000	200,000	-	36,948,000
EQUIPMENT	950,000	820,000	-	-	-	-	1,770,000
<b>TOTAL \$</b>	<b>20,899,000</b>	<b>14,955,000</b>	<b>130,585,000</b>	<b>24,125,000</b>	<b>200,000</b>	<b>175,000</b>	<b>190,939,000</b>



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

PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Heath Street, Pioneer to Anderson		400,000	3,600,000				4,000,000
Horizon Loop Trail Feasibility and Conceptual Design							0-
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure		250,000	1,750,000				2,000,000
<b>TOTAL \$</b>	<b>500,000</b>	<b>650,000</b>	<b>5,350,000</b>				<b>6,500,000</b>

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



## Heath Street - Pioneer to Anderson

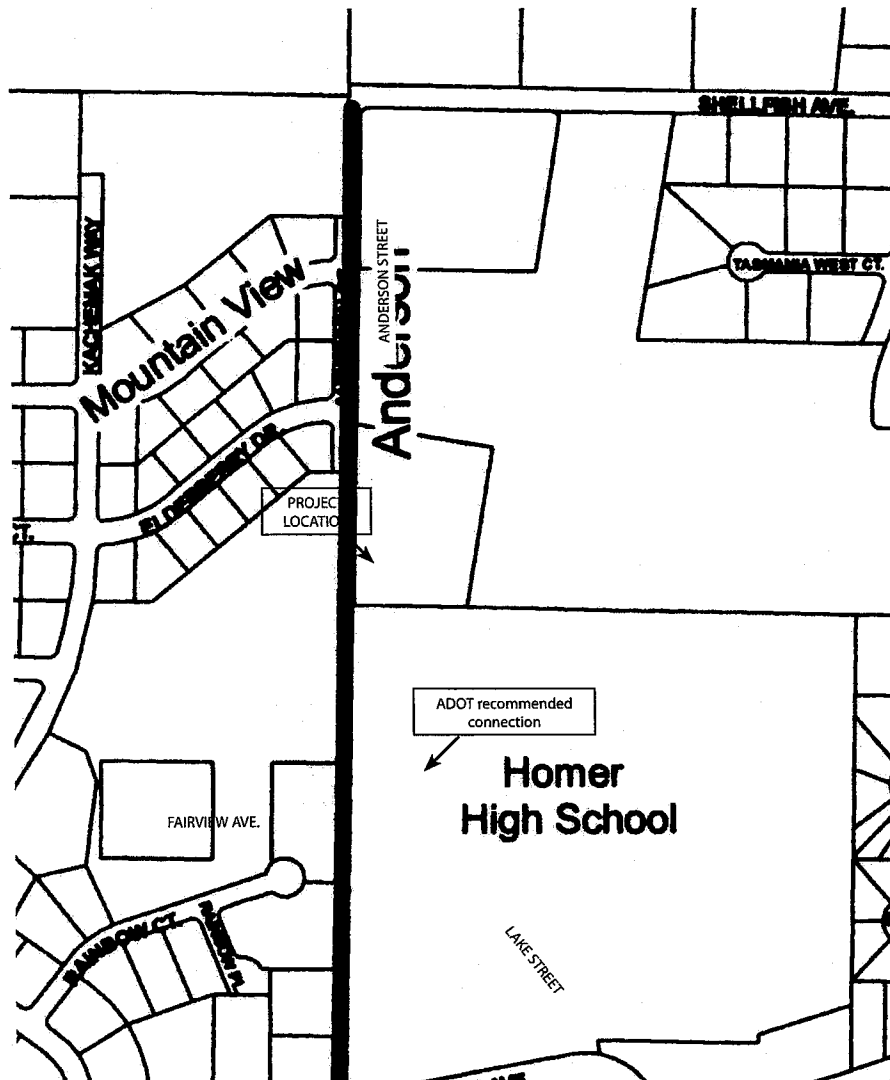
**PROJECT DESCRIPTION & BENEFIT:** This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska Department of Transportation and Public Facilities (ADOT&PF) regarding the Heath Street/Pioneer and Lake Street/Pioneer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

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

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

2018 (construction)—\$4 M

Priority Level 3

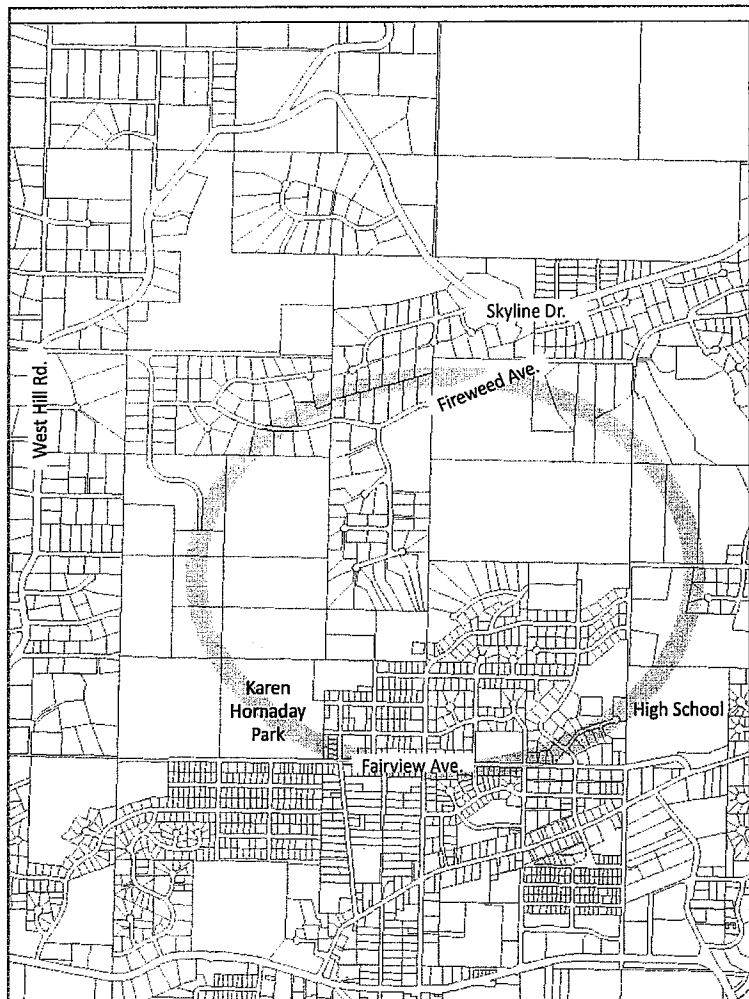




## Horizon Loop Trail Phase 1: Feasibility and Conceptual Design

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

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



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

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

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

Cost (Phase 1): Staff time

Schedule: 2017 Priority Level 3



## Land Acquisition for New Roads

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

Lake/Heath Street to Anderson Avenue

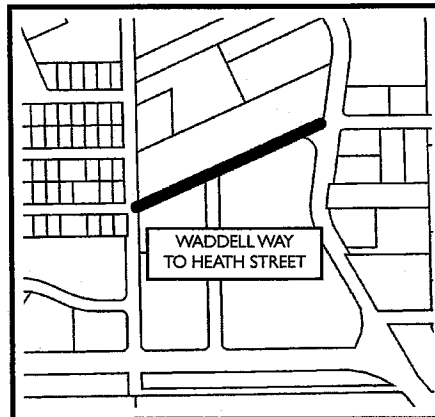
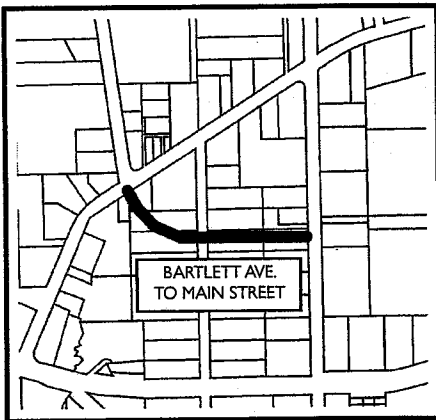
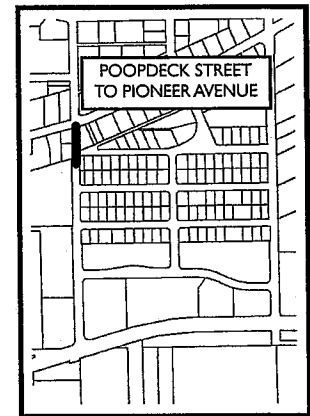
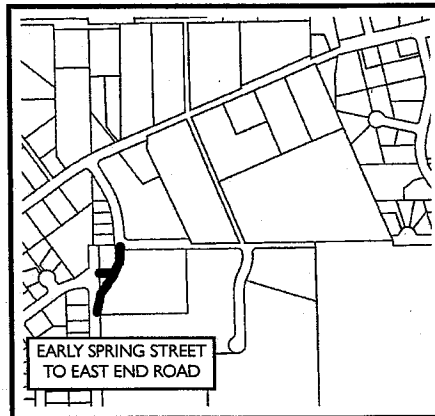
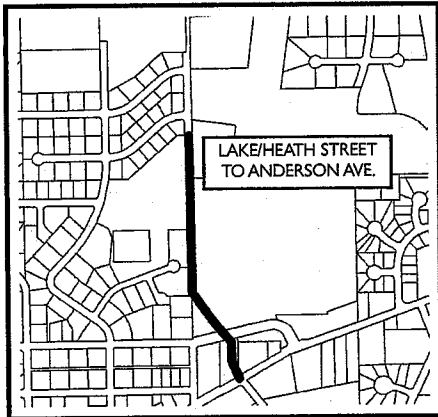
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

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

Cost: \$1 M

Schedule: 2013-15

Priority Level 1





## Town Center Infrastructure

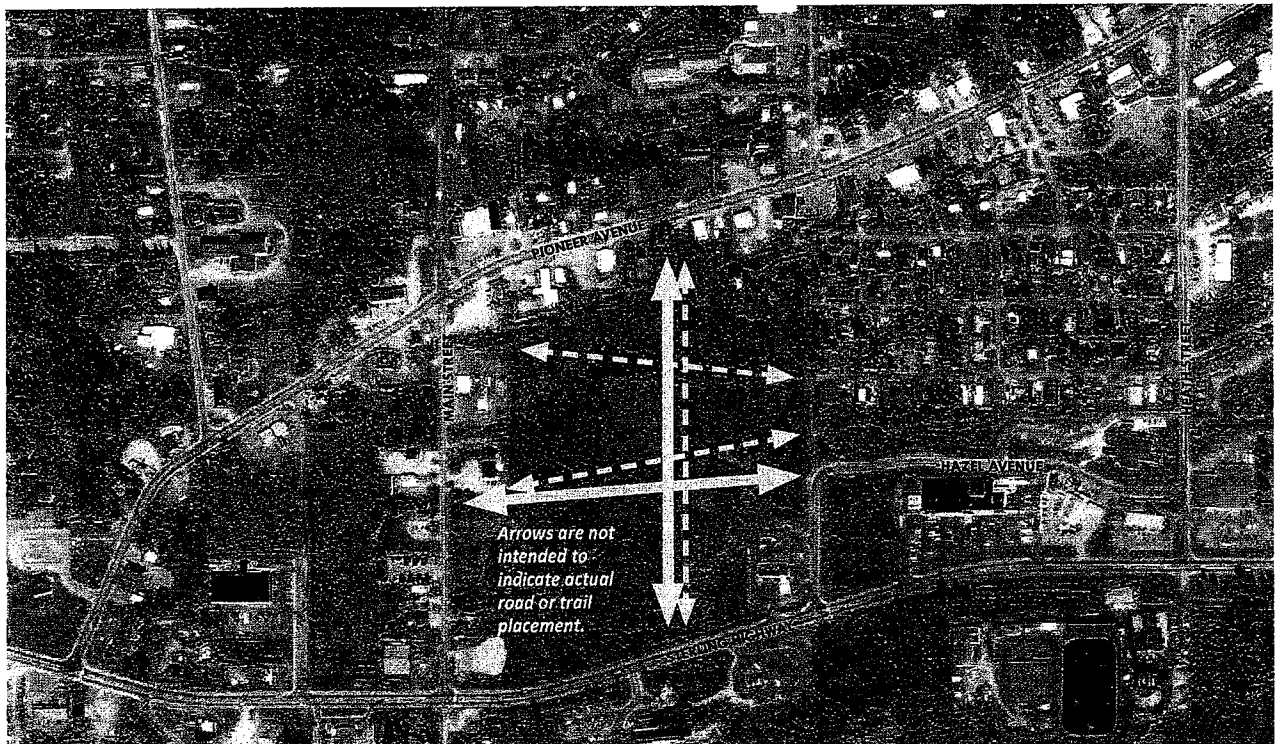
**PROJECT DESCRIPTION & BENEFIT:** In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of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

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

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

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

Schedule and Cost: 2014 (design)—\$250,000      2015 (construction)—\$2 M Priority Level 1



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





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

**Structures**  
**Summary of Projects by Year and Cost**

PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Barge Mooring Facility			400,000				400,000
Ben Walters Park Improvements		200,000					200,000
Deep Water Dock Expansion	1,250,000	1,750,000	26,000,000				29,000,000
East Boat Harbor		1,520,000	78,500,000	20,600,000			100,620,000
End of the Road Wayside, Phase 1			1,075,000				1,075,000
Fish Dock Restroom Expansion	86,000						86,000
Fishing Lagoon Improvements		255,000					255,000
Harbor Improvement Revenue Bond Projects	6,175,000						6,175,000
Harbor Sheet Pile Loading Dock		400,000					400,000
HH Float Improvements				3,000,000			3,000,000
Homer Spit Dredged Material Beneficial Use Project	10,000	970,000					980,000
Jack Gist Park Improvements, Phase 1		155,000					155,000
Karen Hornaday Park Improvements, Phase 1	250,000	250,000	250,000				750,000
Mariner Park Restroom		475,000		325,000		175,000	975,000
Skyline Fire Station	150,000	1,200,000					1,350,000
Truck Loading Facility Upgrade			300,000				300,000
<b>TOTAL \$</b>	<b>7,921,000</b>	<b>7,175,000</b>	<b>106,525,000</b>	<b>23,925,000</b>	<b>-</b>	<b>175,000</b>	<b>145,421,000</b>

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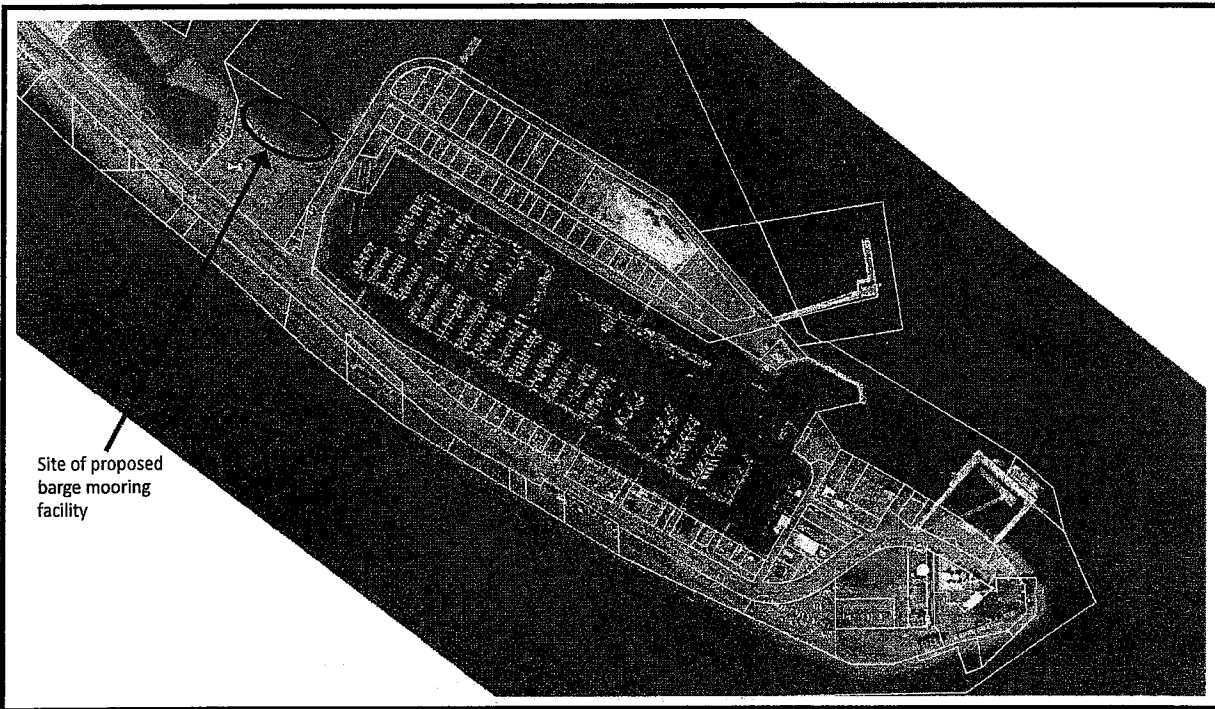


## Barge Mooring Facility

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

Cost: \$400,000    Schedule: 2013

Priority: 1





## Ben Walters Park Improvements, Phase 2

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

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

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

Cost: \$250,000

Schedule: 2014

Priority Level 2



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



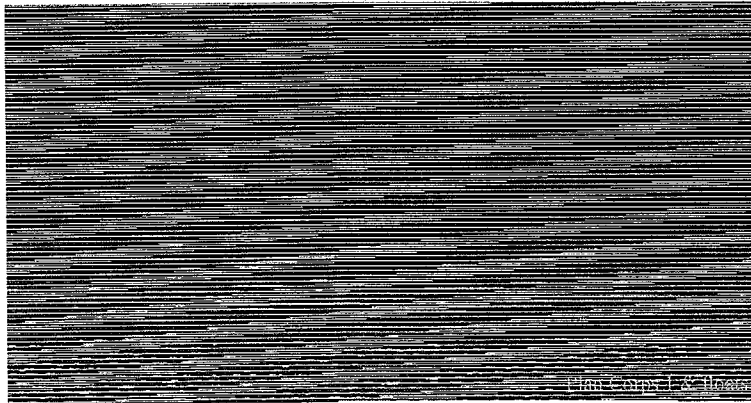


## East Boat Harbor

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

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

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



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

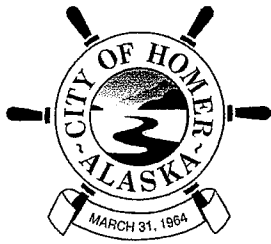
The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one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

**PLANS & PROGRESS:** The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the

cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

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

Priority Level 2



## End of the Road Wayside, Phase 1

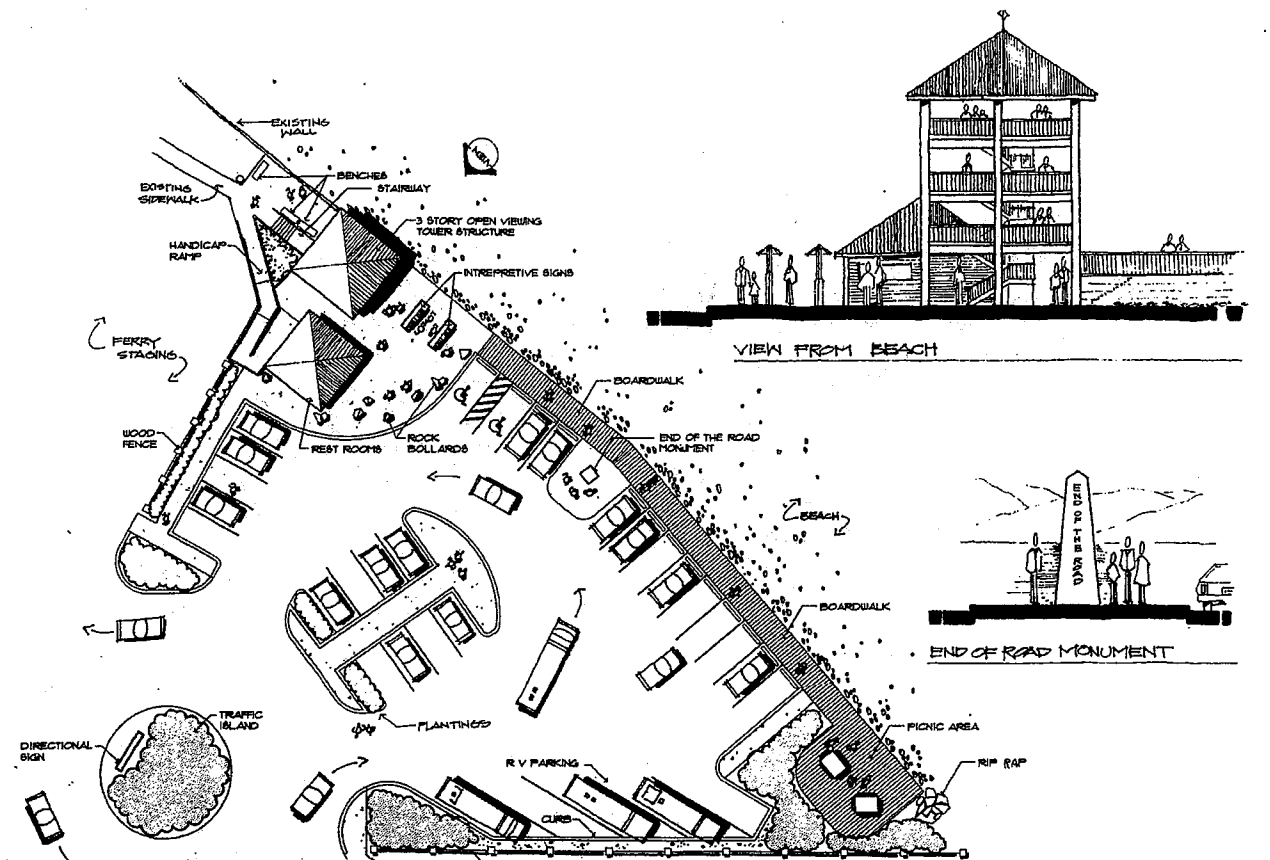
**PROJECT DESCRIPTION & BENEFIT:** An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction 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, provide comfortable seating, make the most of the view, and include pavement markings to facilitate traffic movement (e.g., turnarounds). Phase 2 of this project will construct a restroom facility.

**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

Schedule: 2014

Priority Level 2



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.

NOTE: Elements of this project have been funded with Cruise Ship Passenger Vessel Funds. The recommendation is to remove the project from the CIP.

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

Draft<sub>15</sub>



## Fish Dock Restroom Expansion

**PROJECT DESCRIPTION & BENEFIT:** This project will take advantage of new space available on the Fish Dock to meet the need for expanded restroom facilities used by 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.

In 2011, a new crane access (card reader) system was installed at the Fish Dock completely replacing the old system which occupied approximately 86 square feet next to the existing restroom. This space is now available for expansion of the restroom.

**PLANS & PROGRESS:** \$86,000 is available in grant funds to cover project costs.

Cost: \$86,000

Schedule: 2012

Priority: Level 1



The Homer Fish Dock is one of the busiest places in the Homer harbor.

NOTE: There is existing funding to complete this project. Recommendation is to remove it from the list.





## Fishing Lagoon Improvements

**PROJECT DESCRIPTION & BENEFIT:** The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. This proposed dredging and bank stabilization project is needed to improve water conditions and salmon returns to the Fishing Lagoon.

The stocking program provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m.

The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters have worked to ensure robust salmon runs in the lagoon. In 1990, the City of Homer, South Peninsula Sportsman’s Association, and Alaska Department of Fish and Game were corecipients of a national award recognizing the Nick Dudiak Fishing Lagoon as the best fishery enhancement project in the nation.

The Nick Dudiak Fishing Lagoon must be dredged to restore the original depth profile of the lagoon and stabilize the inner basin slope to mitigate future sediment filling. The conditions inside the lagoon now favor algal blooms harmful to young fish imprinting to the area while being held in net pens. Recent below-average salmon runs to the lagoon and associated decrease in sport fishing effort are partially attributed to these harmful blooms. In 2009, 2010, and 2011, algal blooms caused young fish to die and delayed stocking, which negatively impacts success of the stocking program.

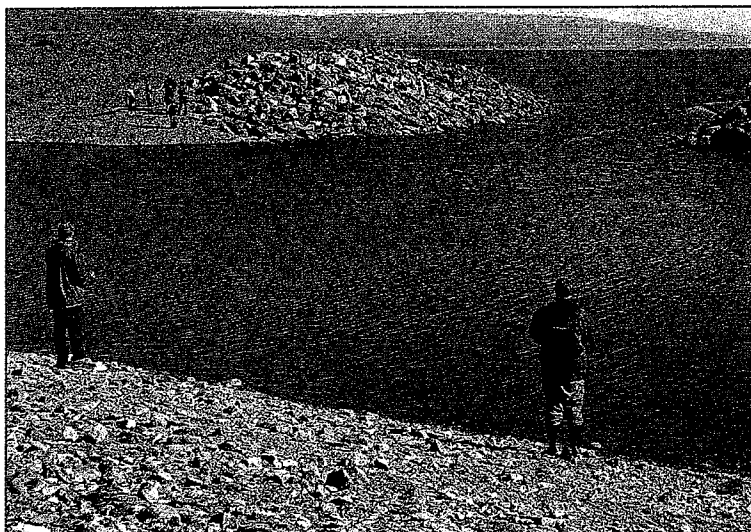
Hardening of the outer banks and dredging of some small areas of the lagoon occurred in the past 12 years. Now approximately 3 feet of sediment needs to be dredged from the entire lagoon to improve water conditions and fish health.

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

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

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

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



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

Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.



## Harbor Improvement Revenue Bond Projects

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

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

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

Total Project Cost: \$9,119,000

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

\$440,000 (Denali Commission grant – already secured)

\$32,000 KPB (Cruise Ship Passenger Vessel Funds - already secured)

\$4,206,000 (Municipal Harbor Facility grant – application submitted August 1, 2012)

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

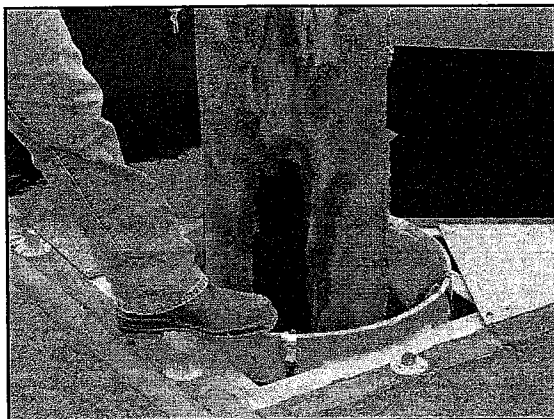
\$4,206,000 Revenue Bonds

\$235,000 Harbor Enterprise Fund Reserves

Schedule: 2012-2014

Priority Level: 1

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

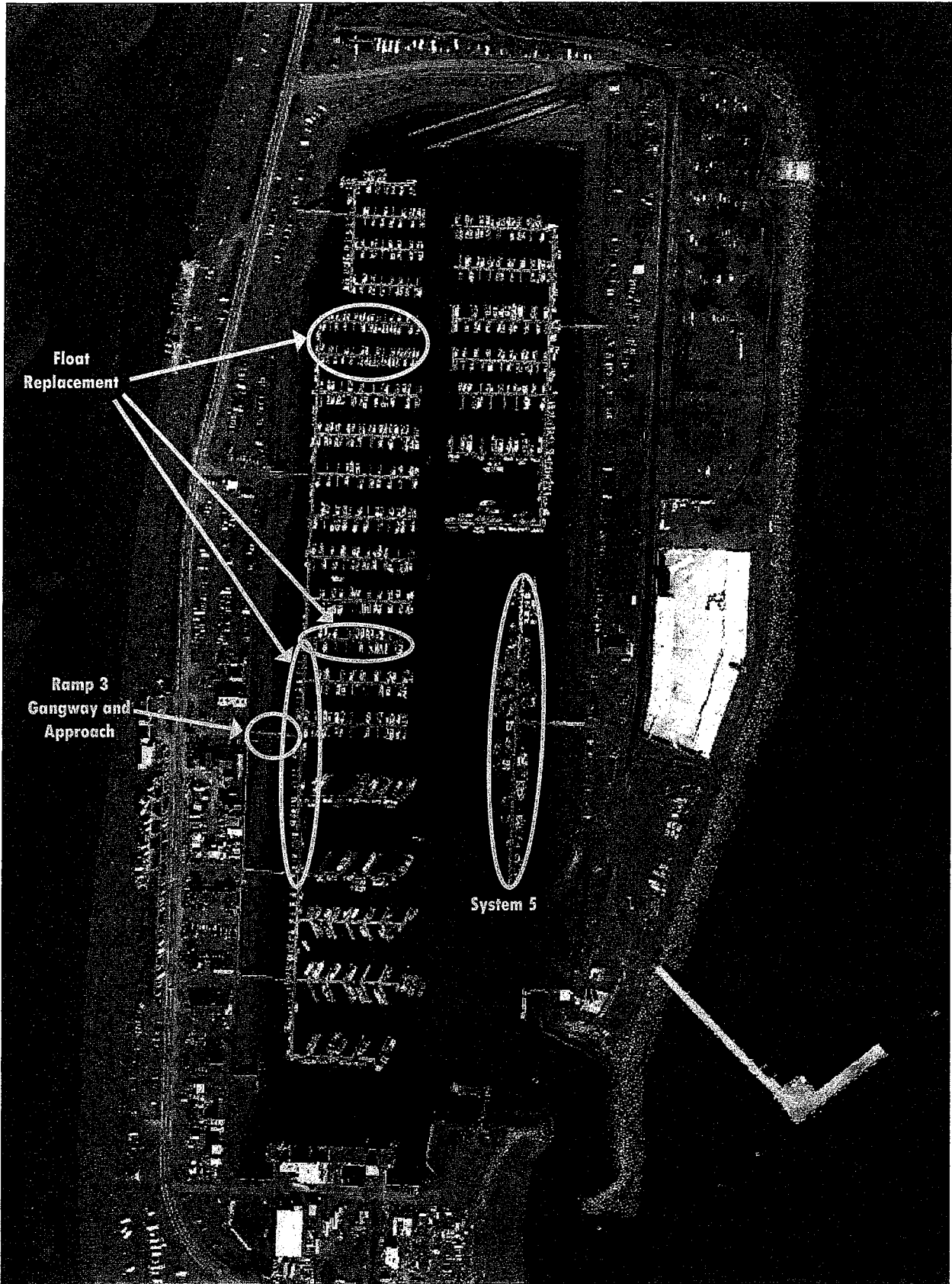


Hole in damaged piling that needs replacing



Tourists traversing Ramp 3 at low tide.

See following page for project map



Draft



## Harbor Sheet Pile Loading Dock

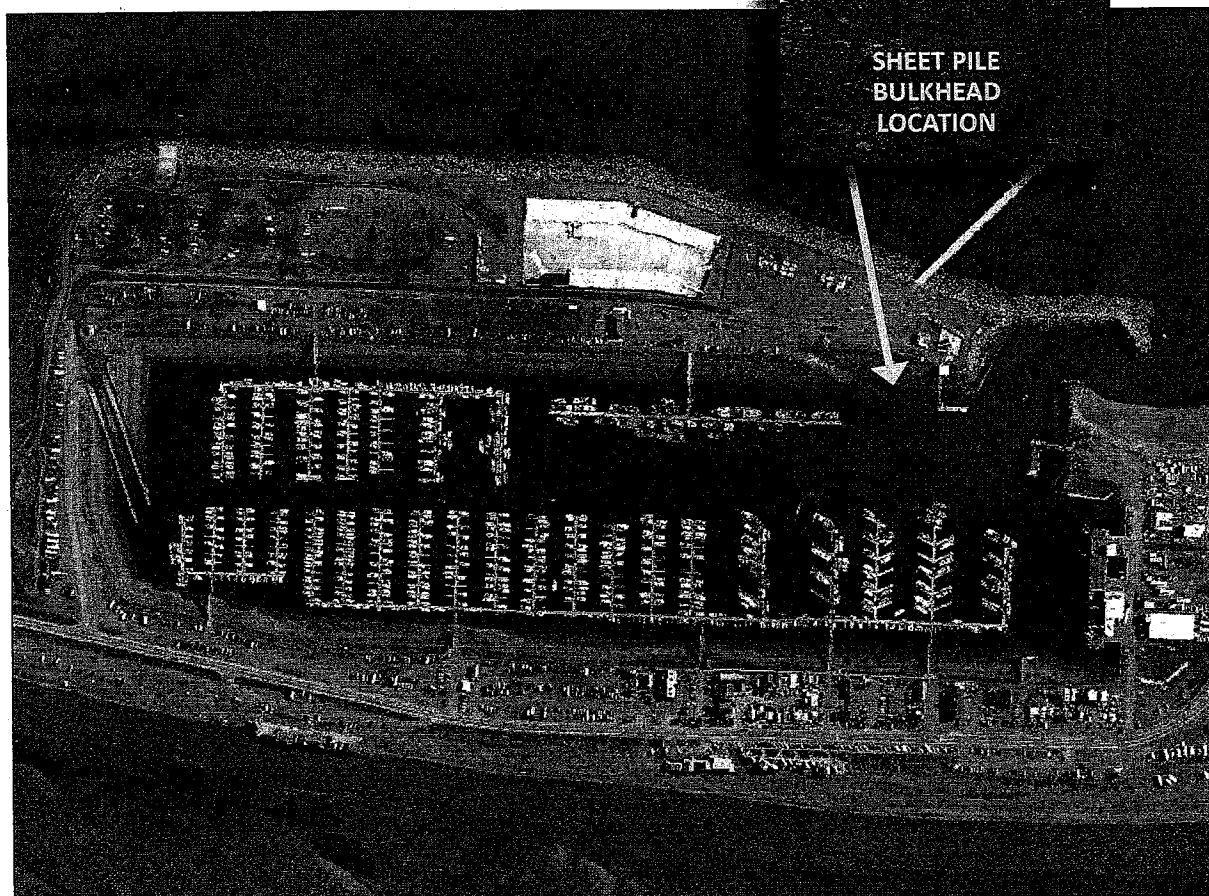
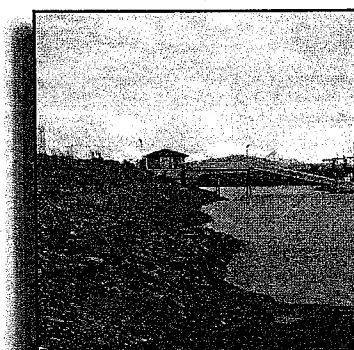
**PROJECT DESCRIPTION & BENEFIT:** This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy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

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

Cost: \$800,000

Schedule: 2014

Priority: 2





## HH Float Improvements

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

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

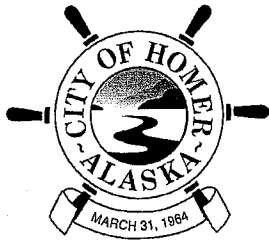
Cost: \$3 million

Schedule: 2015

Priority: 2



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



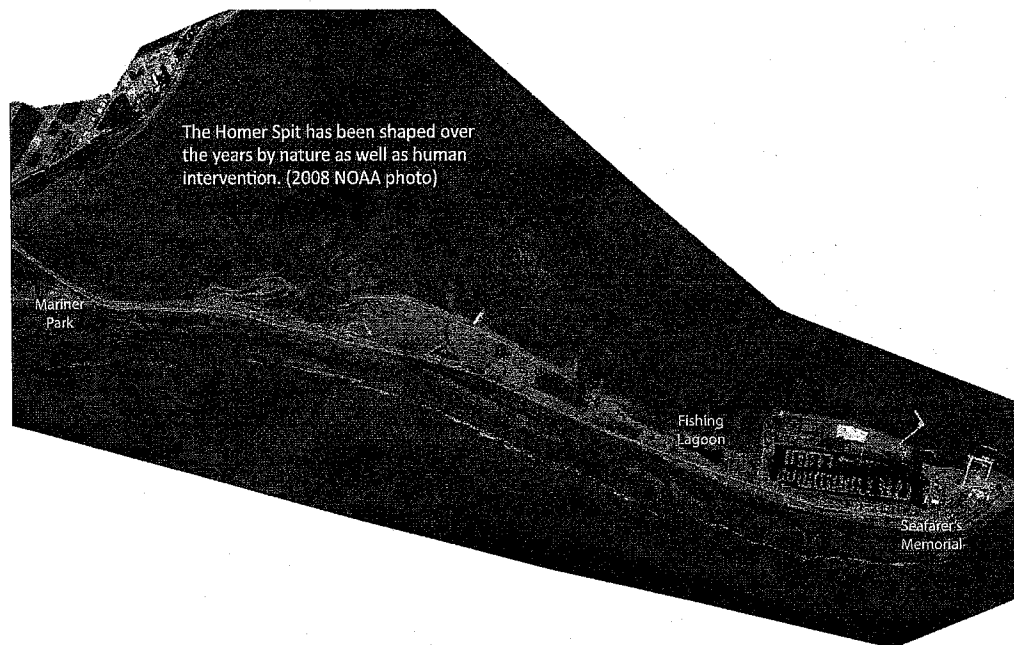
## Homer Spit Dredged Material Beneficial Use Project

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

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

Cost:	2013	\$ 10,000 – Spread available material in upland parking pad areas
	2014-15	\$ 20,000 – Place and compact all needed material to create parking pads
		\$675,000 – Install 3000 CY of riprap on slopes
		<u>\$ 95,000</u> – Install gravel cap on parking pad area
Total Construction =		\$800,000
Design/Inspection =		\$ 90,000
Contingency =		<u>\$ 90,000</u>
Total Project Cost =		\$980,000

Priority Level: 2





## Jack Gist Park Improvements, Phase 2

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

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

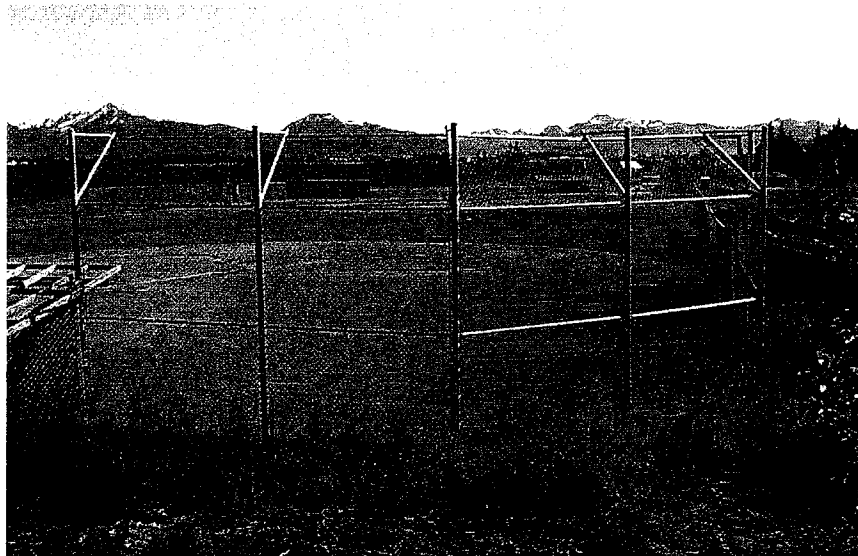
**PLANS & PROGRESS:** Phase 1 of this project was completed in 2011. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were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

Cost: \$155,000

Schedule: 2013

Priority Level 2

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



One of the new softball fields at Jack Gist Park

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



## Karen Hornaday Park Improvements, Phase 2

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

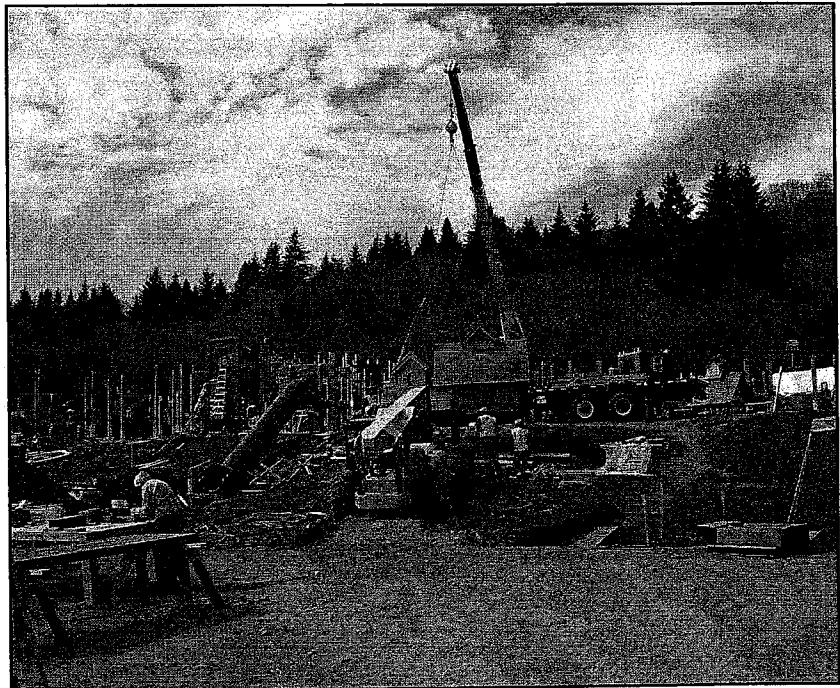
**PLANS & PROGRESS:** The Alaska Legislature appropriated \$250,000 for park improvements in FY 2011. This money together with City funds and fund raising by an independent group organized to make playground improvements (HoPP), has funded Phase 1 (drainage improvements, ballfield improvements, new playground,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

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

Schedule: 2013 - 2015

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

The Karen Hornaday Park Playground was the site of build week in May of 2012. Over 500 volunteers came together to build a first rate playground under the guidance of HoPP, Homer Playground Project.







## Marine Ways Large Vessel Haulout Facility

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

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

Cost: \$3 million

Schedule: 2014

Priority: 2





## Mariner Park Restroom

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

Cost: \$500,000

Schedule: 2015

Priority Level 2



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



## Skyline Fire Station

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

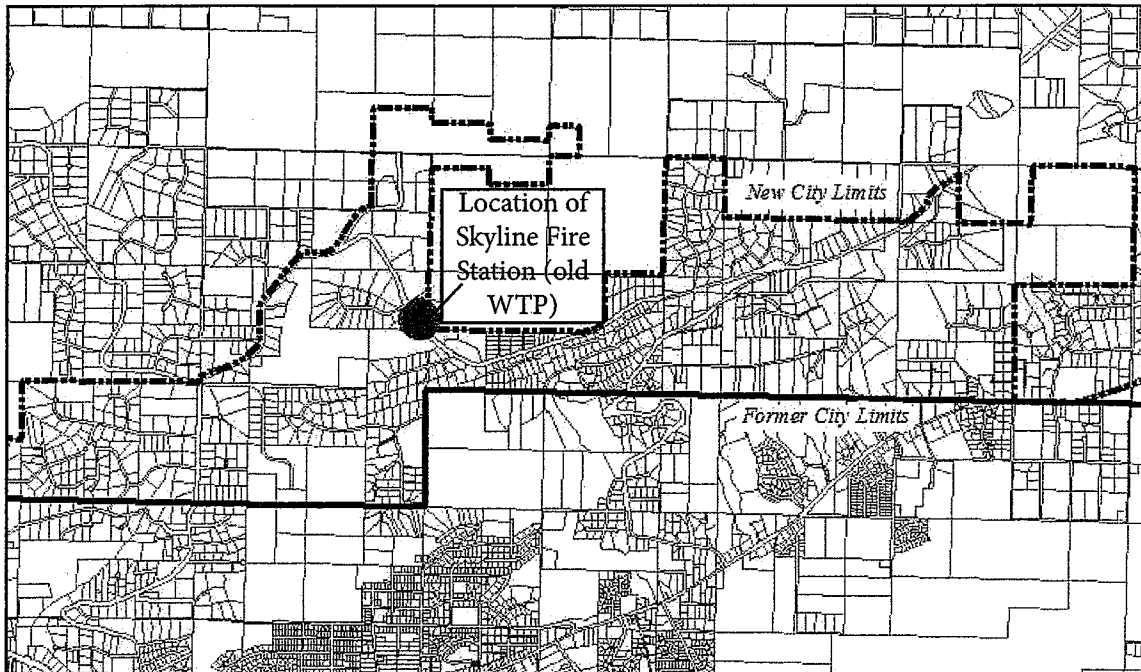
The facility is intended to be a low budget solution – utilizing an existing foundation/concrete slab at the water treatment plant site, and installing an insulated pre-engineered metal building with minimal office space/maximum equipment storage bay area. The facility consists of a 2000 SF (50' x 40')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

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

Schedule: Engineering, design and inspection 2012; Construction 2013

Cost: \$456,000 Priority Level 1

NOTE: This project has been updated to reflect a much more narrow scope of work. Instead of a full fire station, the proposal is to build a cost efficient warm storage facility with few amenities. This facility would be similar to the new KESA station on Diamond ridge.





## Truck Loading Facility Upgrades at Fish Dock

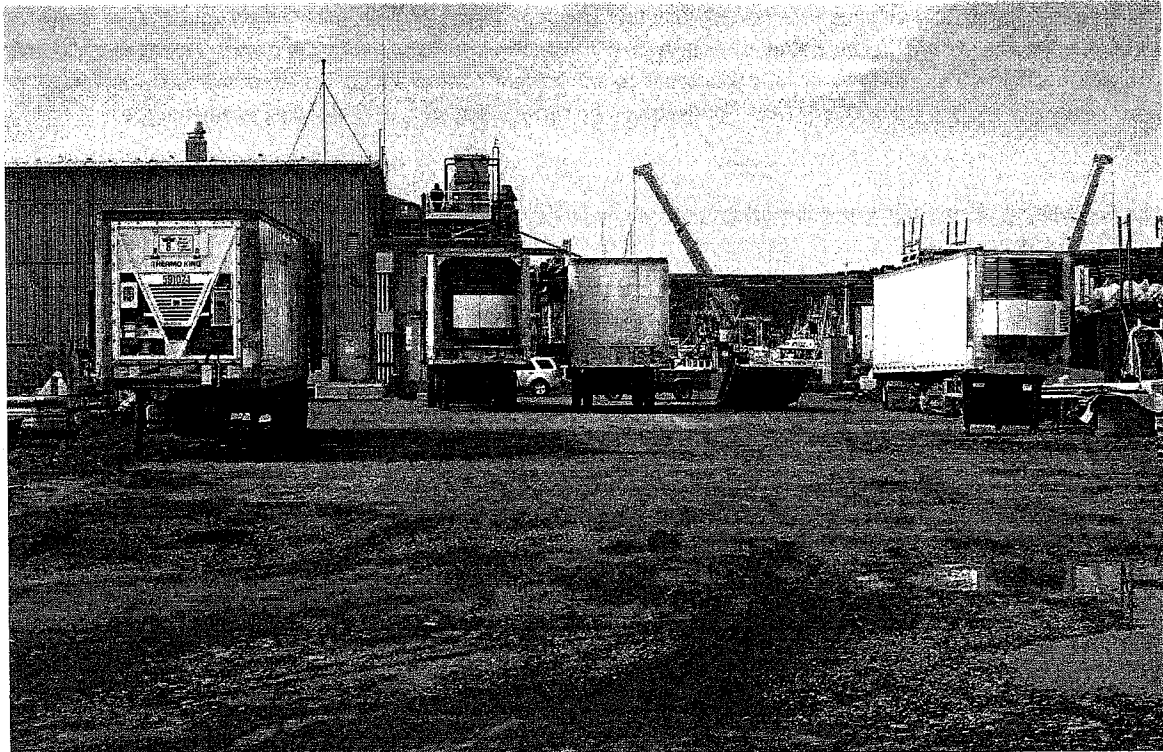
**PROJECT DESCRIPTION & BENEFIT:** Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck traffic, fork lift traffic, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps.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

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

Cost: \$300,000

Schedule: 20145

Priority: 2



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

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

CATEGORY/PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,000,000				16,750,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Homer Area Natural Gas Pipeline	10,053,000						10,053,000
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>11,528,000</b>	<b>6,310,000</b>	<b>18,710,000</b>	<b>200,000</b>	<b>200,000</b>		<b>36,948,000</b>

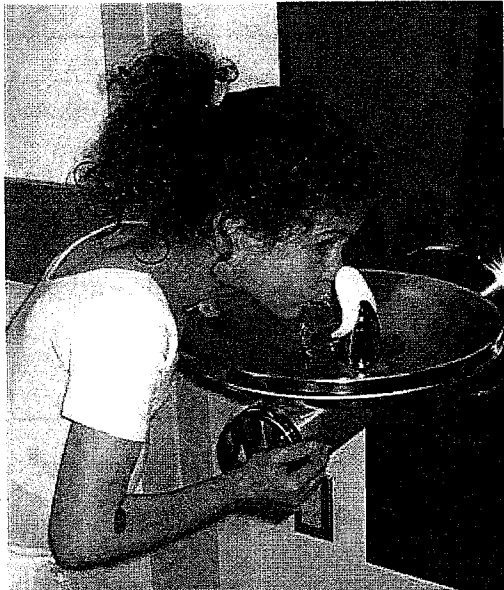
Tables will be updated at the end of the CIP process



## Alternative Water Source

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



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

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

Schedule and Cost: 2013 (feasibility study)—\$750,000

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

2020 (construction)—\$15 million

Priority Level 2



## Bridge Creek Watershed Land Acquisition

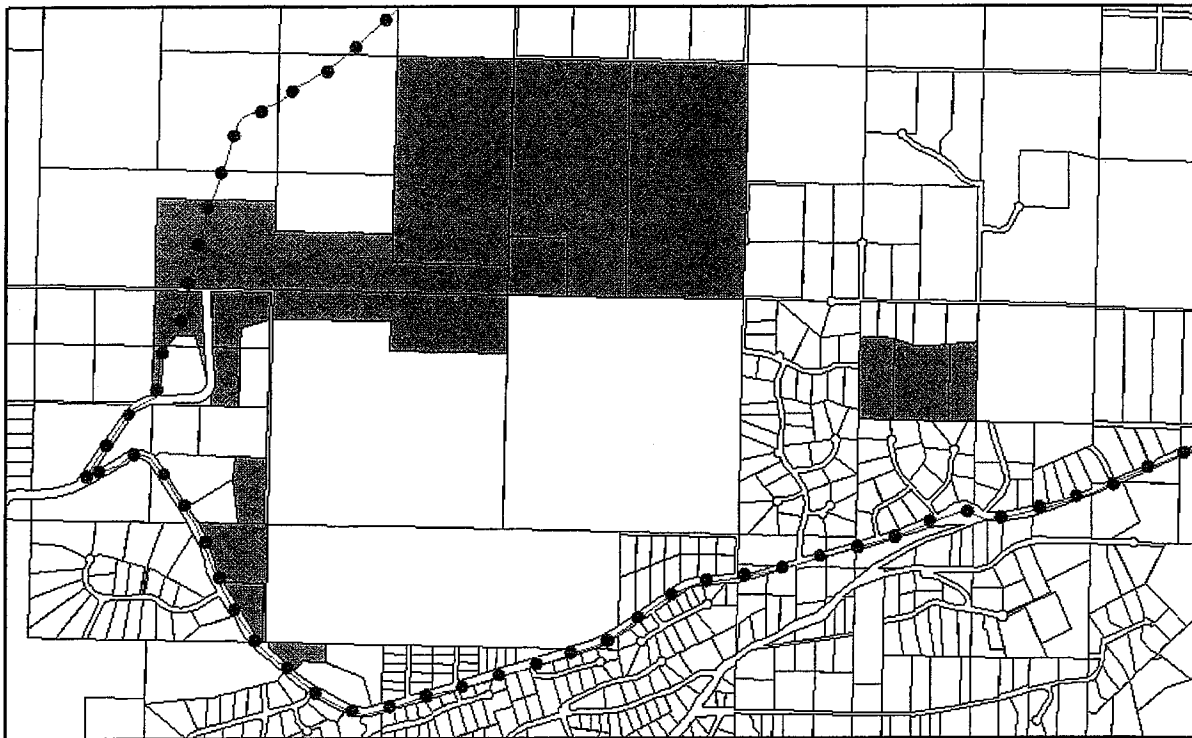
**PROJECT DESCRIPTION & BENEFIT:** Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the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

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

Cost: \$1 million

Schedule: 2013 - 2018

Priority Level 2



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



## Homer Area Natural Gas Pipeline, Phase 2

**PROJECT DESCRIPTION & BENEFIT:** The goal of the South Peninsula Natural Gas Pipeline Project is to provide natural gas to Anchor Point, Homer, and Kachemak City from the North Fork field east of Anchor Point. Natural gas is expected to provide significant cost savings to homeowners, businesses, and major institutions including state, local, and federal agencies, as compared to fuel oil, electricity, or propane. The transmission line will serve home and business needs en route and be able to supply 5 million cubic feet per day to Homer, which is adequate for a 30-year customer base build out.

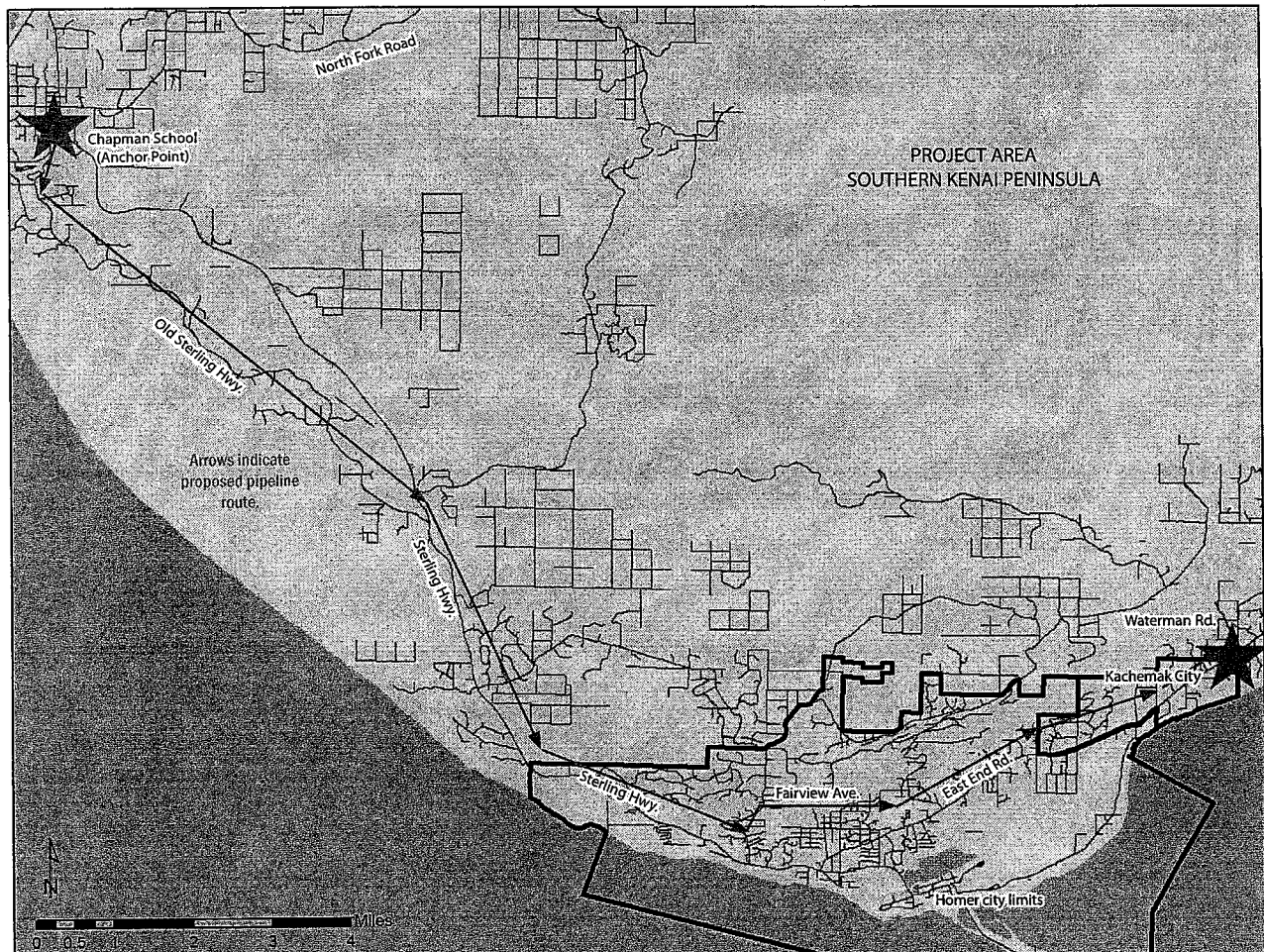
**PLANS & PROGRESS:** The first phase of the project, construction of a pressure reducing station on North Fork Road and approximately 3600 feet of 8-inch plastic pipe into Anchor Point, was completed in 2011 with funding approved by the Alaska Legislature. The Legislature approved additional funding for FY 2012 to extend the natural gas line to Nikolaevsk, Homer and Kachemak City; however, the Governor vetoed all but the Nikolaevsk portion.

Build out of distribution lines to neighborhoods within Anchor Point, Homer, and Kachemak City will be a local responsibility. Anchor Point has approved a LID to build out the local distribution system, Kachemak City has passed a mil rate for build out and the Homer City Council is researching financing options. The estimated cost to residents in the greater Homer area for a full build-out (110 miles of streets and roads), not including service lines to individual homes and businesses, will be in the range of \$20 million. The RCA has approved a \$1 per mcf tariff that users will pay to help fund the distribution line. Enstar estimates this will generate \$2.5 million in revenue over 10 years. The Homer City Council is working on getting the necessary ordinances in place to be prepared for the 2012 construction season.

Cost: \$10,053,000

Schedule: 2012-13

Priority: 1







## 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.

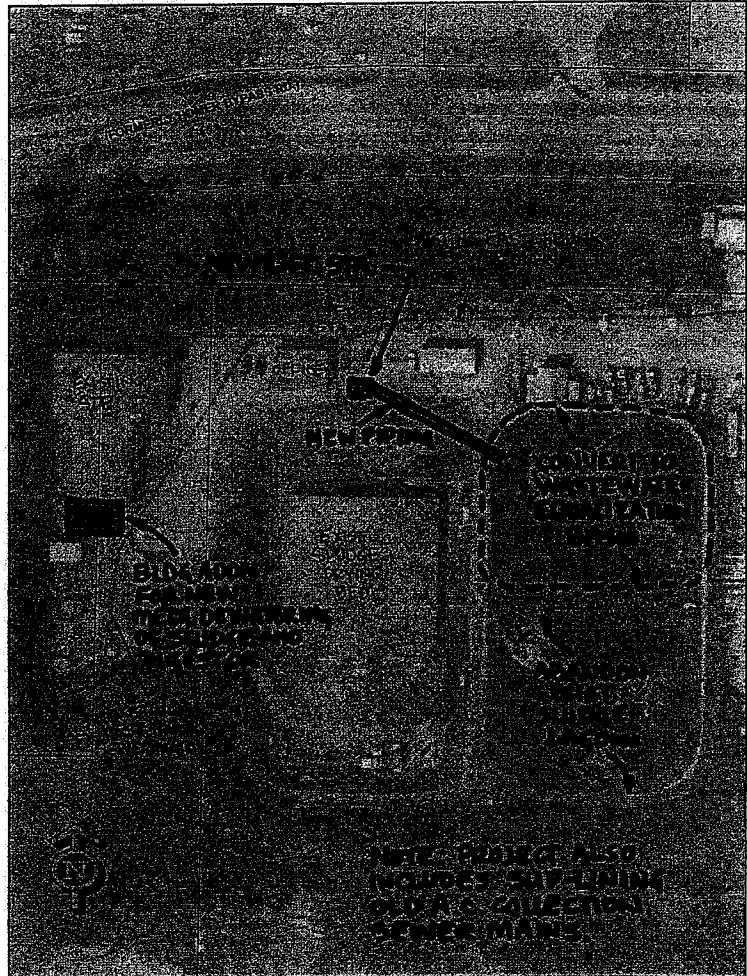
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

**Schedule and Cost:**

2012-2013 (Design)—\$525,000

2013-2014 (Construction)—\$4.72 million

Priority Level 1



# RECOMMEND REMOVAL

NOTE: Study has determined the City is currently using the cheapest system possible and an upgrade is not cost effective or necessary. Recommendation is to remove the project from the CIP.



## 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.

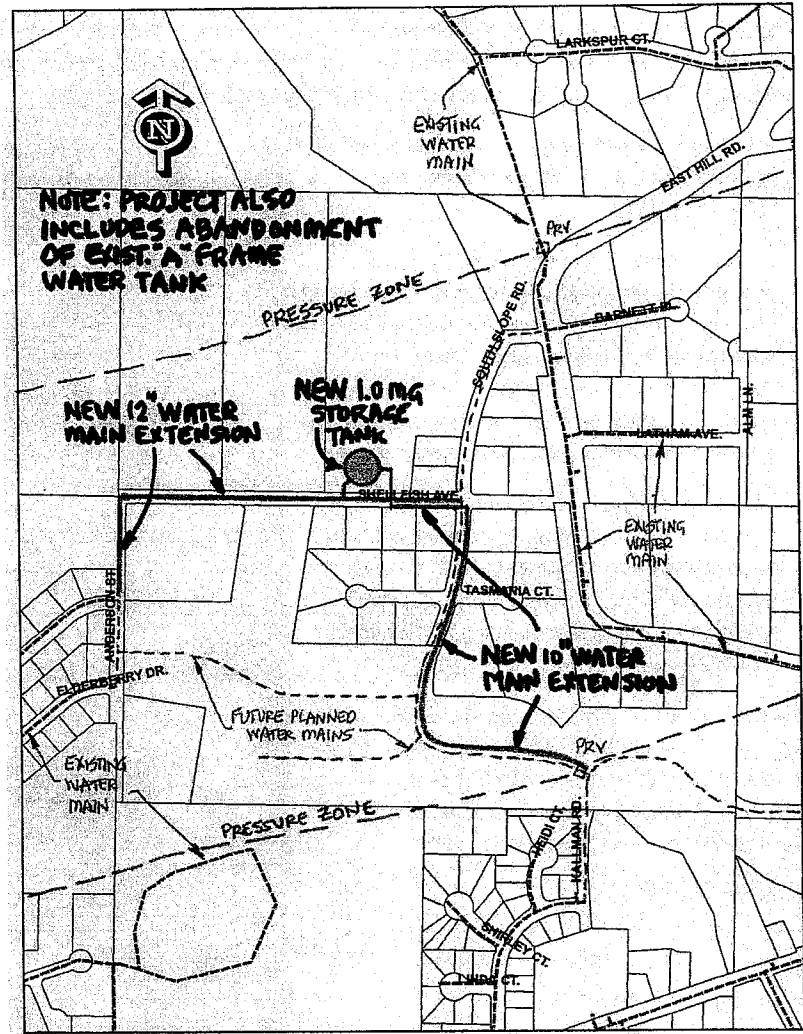
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). The City has applied for design money and will know if we are receiving that by August of 2013.

**Schedule and Cost:**

2014 (Design)—\$390,000

2015-2016 (Construction)—\$3.51 million

Priority Level 1



Tables will be updated at the end of the CIP process

## Equipment Summary of Projects by Year and Cost

PROJECT	2012	2013	2014	2015	2016	2017	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 and Tanker 2 Refurbishment	150,000	200,000					350,000
Firefighting Enhancement/Aerial Truck	800,000						800,000
Ice Plant Upgrade		500,000					500,000
<b>TOTAL \$</b>	<b>950,000</b>	<b>820,000</b>					<b>1,770,000</b>



## Brush/Wildland Firefighting Truck

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

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

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

Cost: \$120,000

Schedule: 2014

Priority Level 1





## Fire Engine 4 and Tanker 2 Refurbishment

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

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

Cost: \$150,000

Schedule: 2013

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

Cost: \$200,000

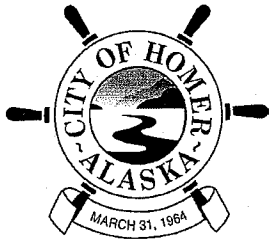
Schedule: 2014



Fire Engine 4



Tanker 2



## Firefighting Enhancement - Aerial Truck

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

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

Cost: \$800,000

Schedule: 2013

Priority Level 1





## Ice Plant Upgrade

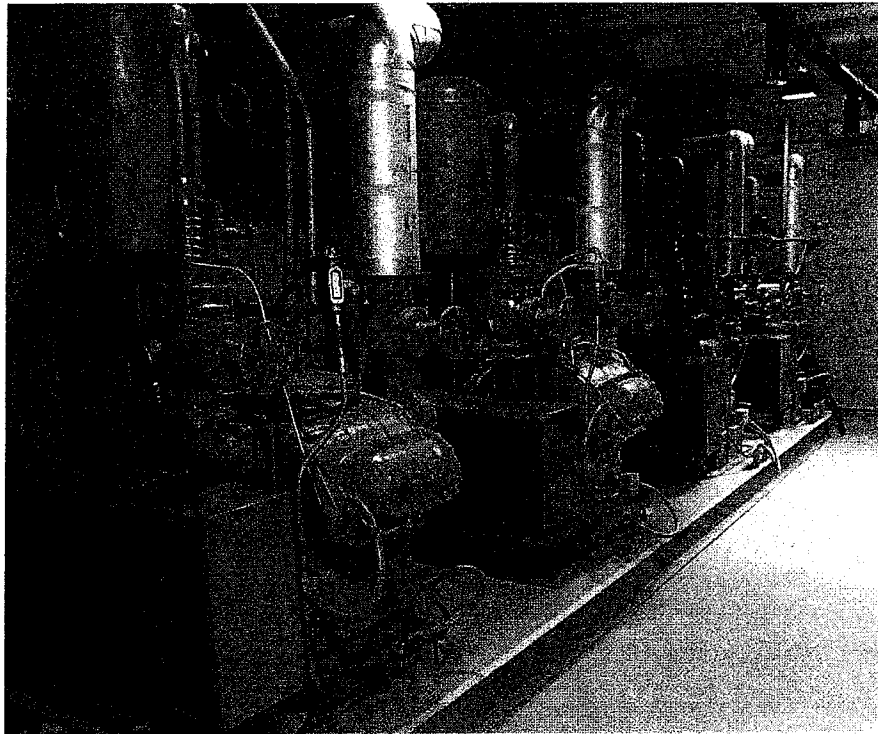
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**PROJECT DESCRIPTION & BENEFIT:** The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon,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

Cost: \$500,000

Schedule: 2013

Priority: 2



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





## State Projects

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

### Transportation projects within city limits:

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

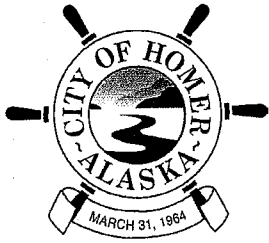
### Transportation projects outside city limits:

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

### Non-transportation projects:

- Alaska Maritime Academy

See following pages for project descriptions.



## Homer Intersection Improvements

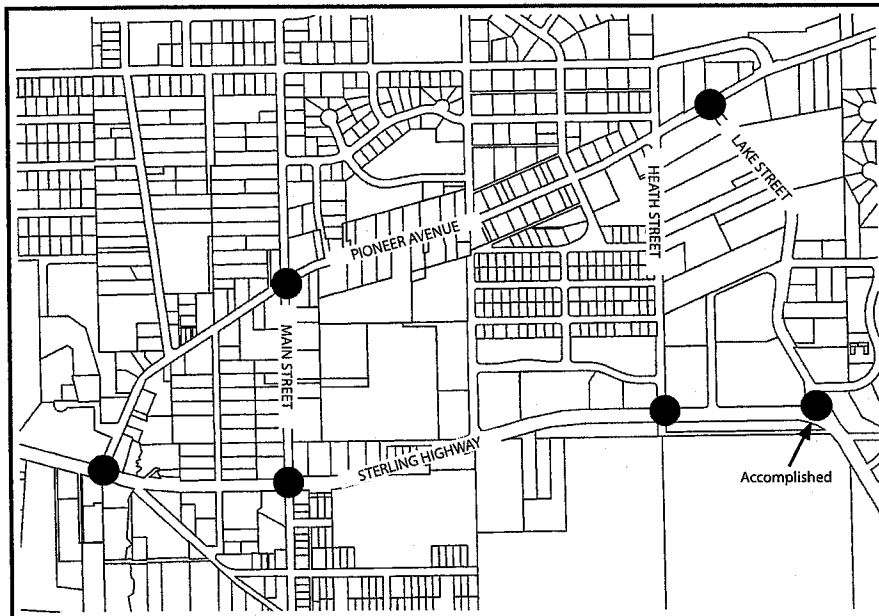
**PROJECT DESCRIPTION & BENEFIT:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection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

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

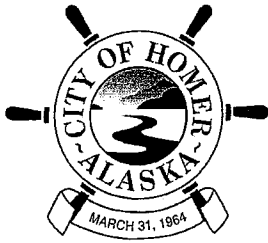
Problem intersections and recommended improvements noted in the study but not yet funded are as follows:

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

**PLANS & PROGRESS:** The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection.



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

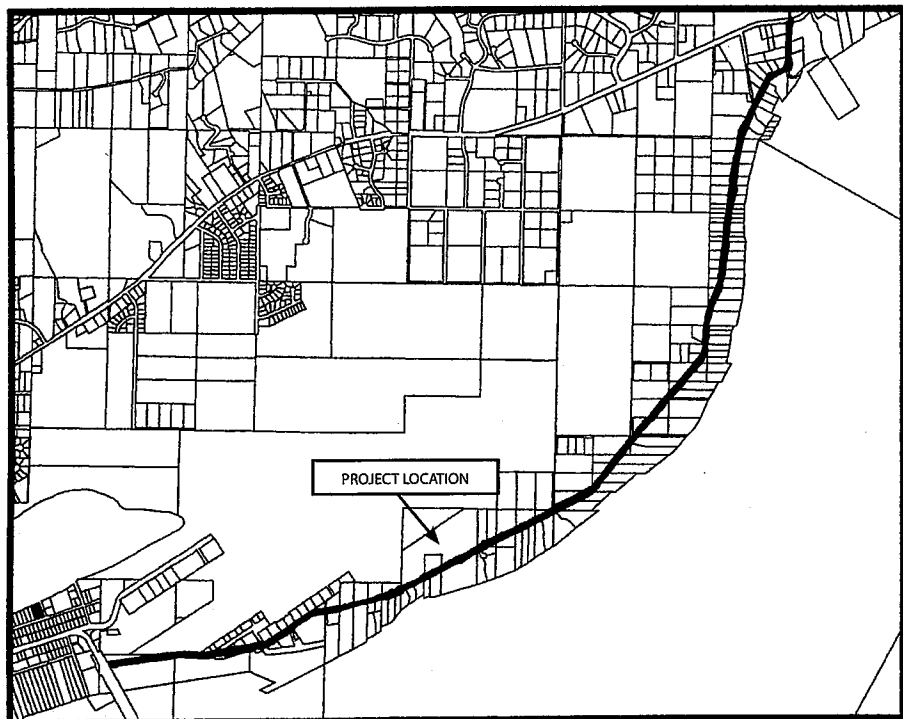


## Kachemak Drive Rehabilitation/Pathway

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**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

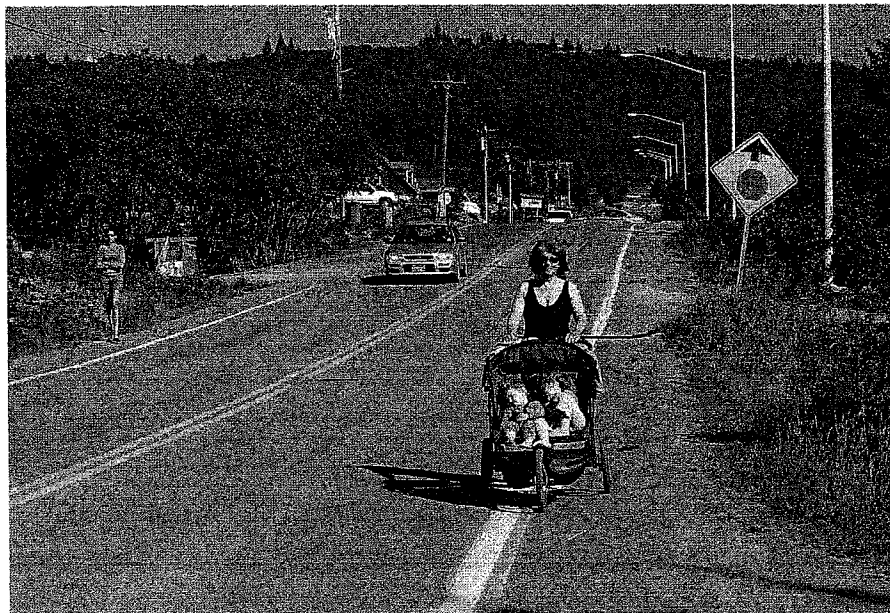
**PROJECT DESCRIPTION & BENEFIT:** This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

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 Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that ADOT "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

The Alaska Legislature appropriated \$2 million to the City of Homer for FY 2009 for this project. However, Alaska Dept. of Transportation estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section from Pioneer Avenue to Bunnell Street.



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



## Ocean Drive Reconstruction with Turn Lane

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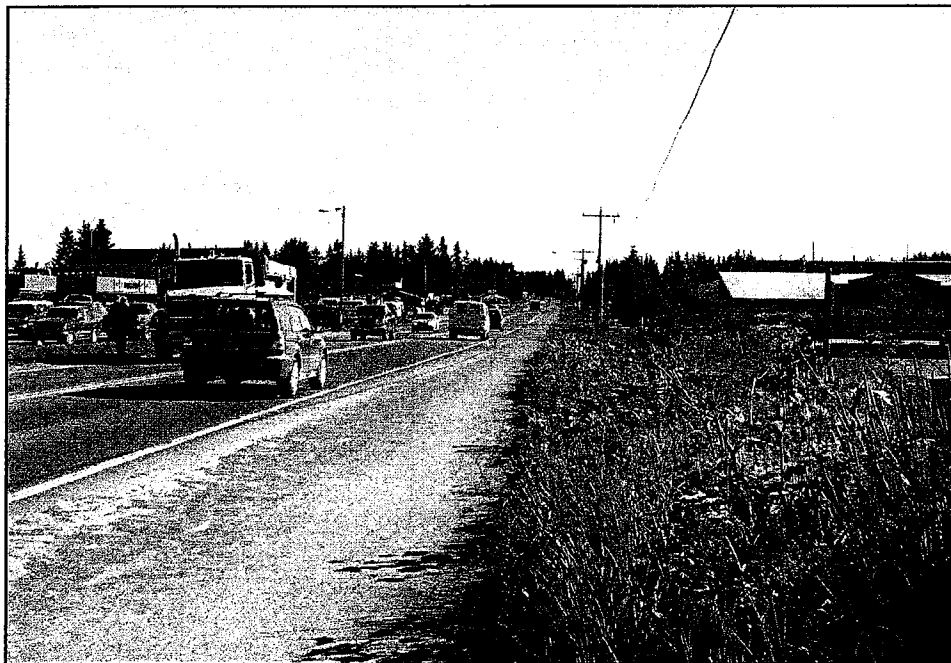
**PROJECT DESCRIPTION & BENEFIT:** This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the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

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

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

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

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



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

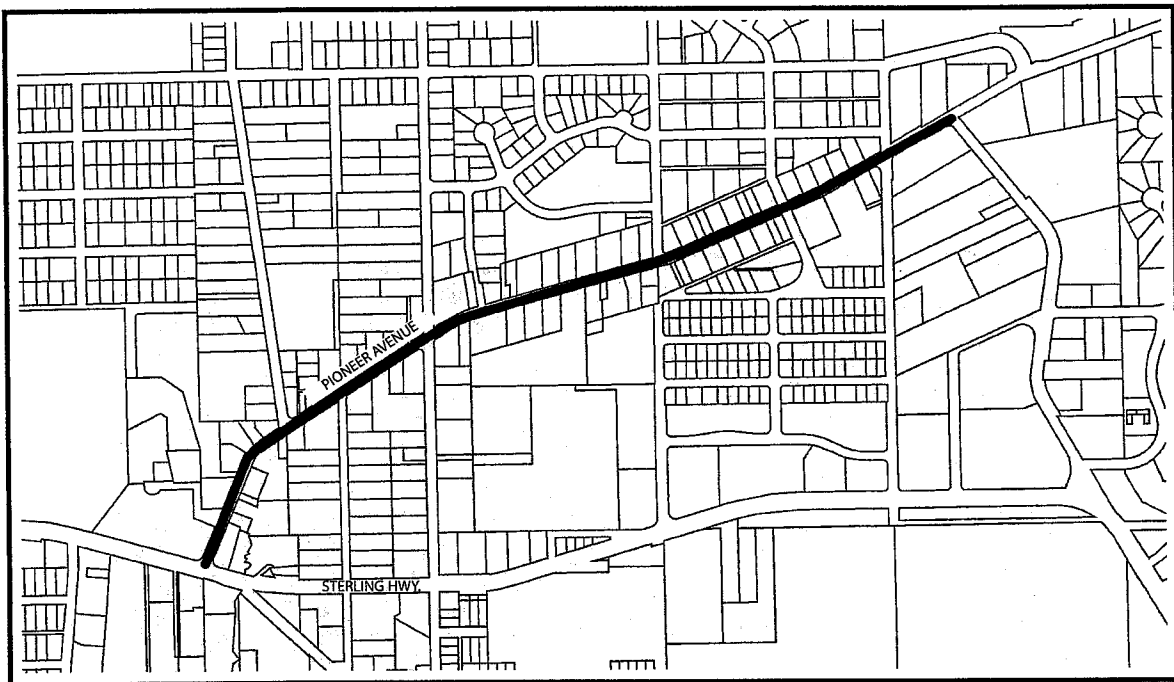


## Pioneer Avenue Upgrade

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

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

**PLANS & PROGRESS:** The project Pioneer Avenue Rehabilitation is included in the 2010-2013 Alaska Statewide Transportation Improvement Program.





## City of Homer Capital Improvement Plan • 2013 – 2018

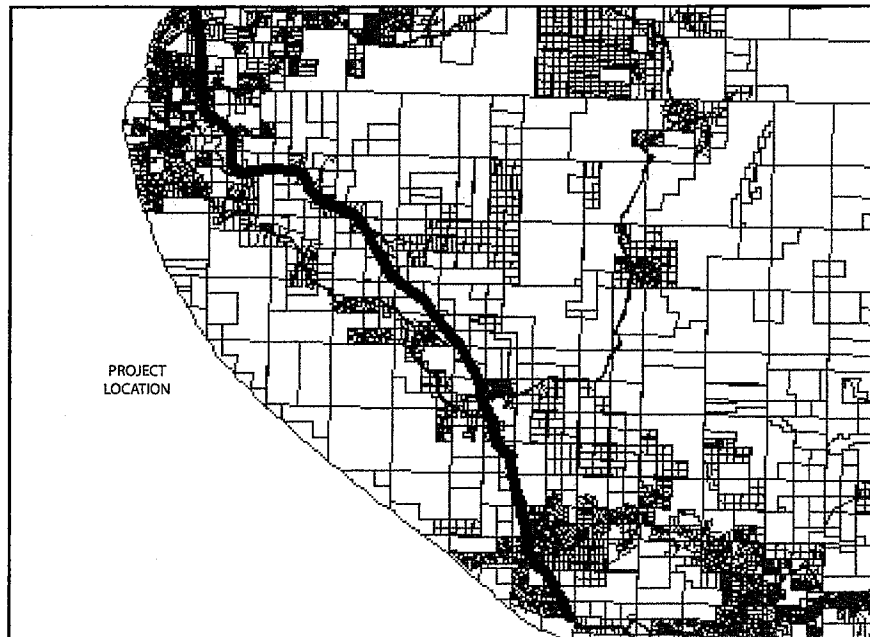
# Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

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

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

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

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





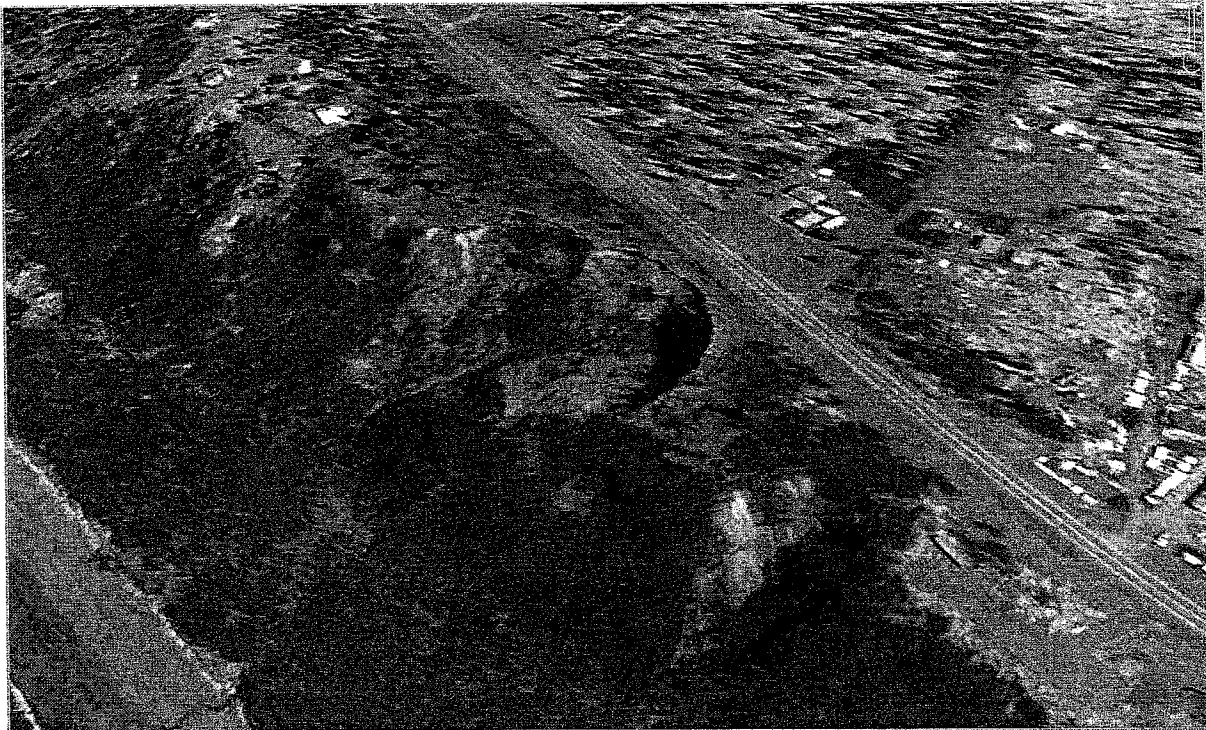
## Sterling Highway Realignment, MP 150-157

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

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

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



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





## Alaska Maritime Academy

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

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

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



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



## Projects Submitted by Other Organizations

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

Cottonwood Horse Park  
Haven House Sustainability/Energy Efficiency Projects  
Pratt Museum Renovation  
Rogers Loop Trailhead Land Acquisition  
South Peninsula Hospital: Fire Suppression System Booster Pump  
Visitor Information Center Parking Lot

See following pages for project descriptions.



## Cottonwood Horse Park

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

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

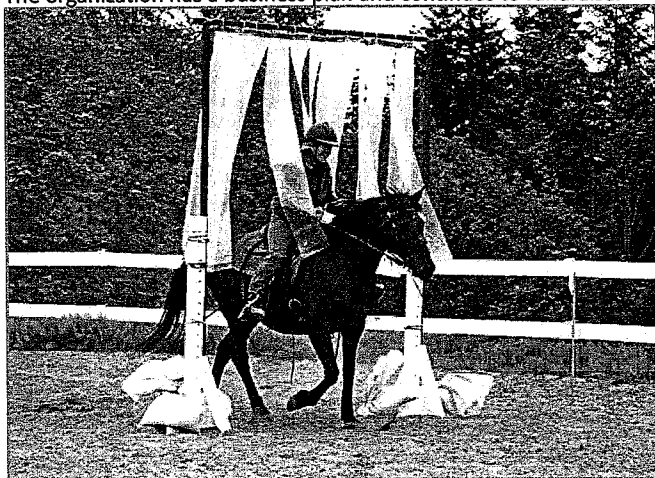
The Horse Park fulfills a goal identified in past Homer recreation plans. This multi-use park is used for horse shows, clinics, riding lessons, picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop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

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

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

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

The organization has a business plan and continues to fundraise.



A rider negotiates an obstacle in the Cowboy Race 2010.

Total project cost: \$317,000

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

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



## Haven House Sustainability/ Energy Efficiency Projects

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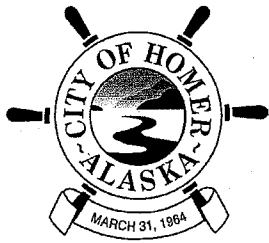
**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy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

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

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

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





## Pratt Museum New Facility and Site Redesign

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**PROJECT DESCRIPTION & BENEFIT:** The national 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 30,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only six accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

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

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

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

Cost: Preconstruction: \$ 1 million      Construction: \$7.5 million  
Schedule: Design: January 2011-February 2014      Construction April 2014-June 2016

NOTE: Pratt received  
\$100,000 in the FY1013  
Capital Budget



## Rogers Loop Trailhead Land Acquisition

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

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

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

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

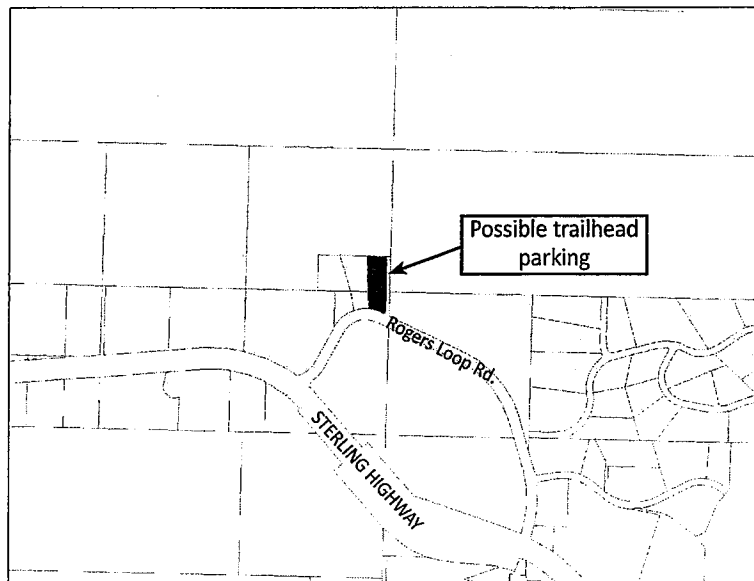
In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area. The City of Homer has ultimately accepted ownership of these parcels for the benefit of the entire community. It is KNSC’s intent to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

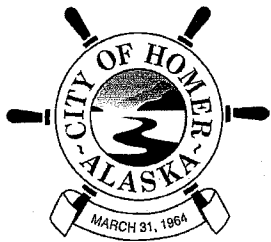
**PLANS AND PROGRESS:** KNSC board members have met with the landowners and discussed purchase of a parcel adjacent to the section line that leads to the public land. The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop. Board members have presented the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

Total Cost: \$250,000

\$50,000 to purchase land

\$200 for improvements





## City of Homer Capital Improvement Plan • 2013 – 2018

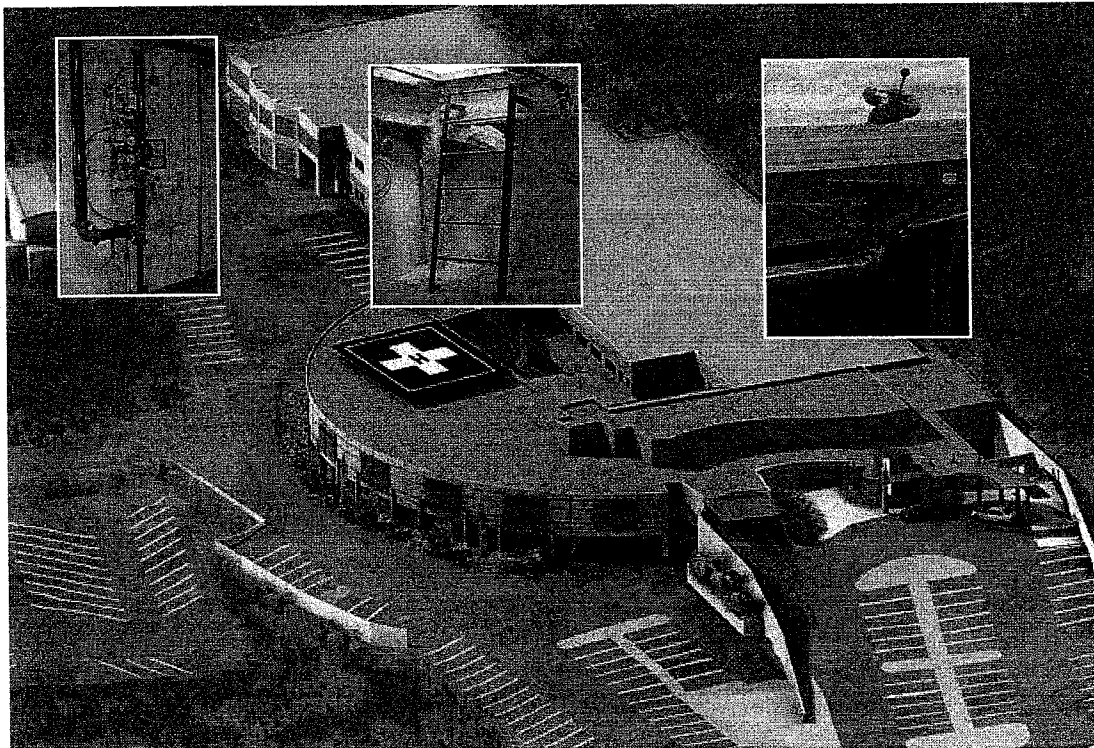
# South Peninsula Hospital Fire Suppression System Booster Pump

**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital is completing 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 local firefighters. City water pressure at this location is insufficient to run this type of system. Therefore, a booster pump is needed to generate the level of pressure required.

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

**PLANS & PROGRESS:** The helipad opened 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.

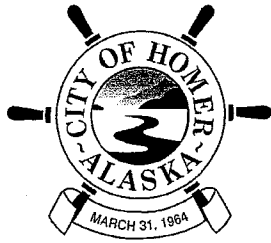
Cost: \$96,000 (includes valving, cost of pump, and installation)



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

Derotha will have an updated project from SPH by late July





## Visitor Information Center Beautification Phase 1: Parking Lot

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

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

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



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

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

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

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

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

Cost: \$200,000

Monte will insert phased in cost starting with paving the parking lot only at \$85,000

## Appendices

CIP Development Schedule

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

**Draft**

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

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

## PROJECT TABLE – EXPLANATION

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

Draft

Need to update tables

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

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.  
 \*In 2011, "Harbor Improvement Revenue Bond Projects" replaced 5 previous CIP harbor projects and added a new one (Load and Launch Ramp) in one bundle.

<b>UTILITIES</b>									
Alternative Water Source	16.75 M	1	X	X	X	X	X		2005
Bridge Creek Watershed Land Acquisition	1 M	1	X	X	X	X	X		1992
Homer Area Natural Gas Pipeline	10.05 M	1	X	X	X				2010
Sewer Treatment Plan Bio-solids Treatment Improvements	5.245 M	1	X	X	X	X			2009
Water Storage/Distribution Improvements	3.9 M	2		X	X	X	X		2009
<b>EQUIPMENT</b>									
Brush/Wildland Firefighting Truck	120,000	2		X					2009
Fire Engine 4 and Tanker 2 Refurbishment	350,000	1	X	X					2009
Firefighting Enhancement /Aerial Truck	800,000	1	X						1992
Ice Plant Upgrade	500,000	2		X					2011

Need to update tables

Draft

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

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

### ROADS AND TRAILS

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

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

Cost: \$1.75 million Priority Level 3

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

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

Cost: \$3 million Priority Level 3

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

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

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

Cost: \$250,000 Priority Level 3

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

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

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and

residential areas to Ben Walters Park and also provide hiking, biking, and wildlife viewing opportunities around Beluga Lake. In addition, it will provide an important non-motorized transportation route.

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

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

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

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

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

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

#### STRUCTURES

Community Recreation Center. This project will provide Homer with a publicly owned and operated (municipal) recreation center which would likely include a gym/basketball court, swimming pool, workout room with weights and machines, room for aerobics classes, and locker rooms. The Rec Center could function as a Community Center for other events and would serve as a cornerstone of the City's Parks and Recreation program. The Old Intermediate School is a possible site for the facility.

Cost: \$5 million      Priority Level 3

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

Cost: \$400,000      Priority Level 3

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

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

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

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

Cost: \$5 million      Priority Level 3

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

Examples of deficiencies in the current facility include:

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

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

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

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

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

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

Cost: \$400,000                      Priority Level 3

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

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

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

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

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

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

Construction—\$4.5 million Priority Level 2

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

Updated Jack Gist Park to reflect phase 3

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

Cost: \$400,000 Priority Level 3

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

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

Total: \$725,000 Priority Level 3

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

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

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

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

Draft

become more acute with continued growth.

A new Public Works complex will include the following:

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

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

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

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

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

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## UTILITIES

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

Cost: \$400,000      Priority Level 3

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

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

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

CITY OF HOMER FINANCING ASSUMPTIONS  
CAPITAL IMPROVEMENT PROGRAM

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

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

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

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

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Public Hearing  
Notice goes here.

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## PROPOSED NEW PROJECTS

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

### City projects:

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

### Other projects:







# City of Homer Capital Improvement Plan • 2013 – 2018

## PORT & HARBOR BUILDING

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

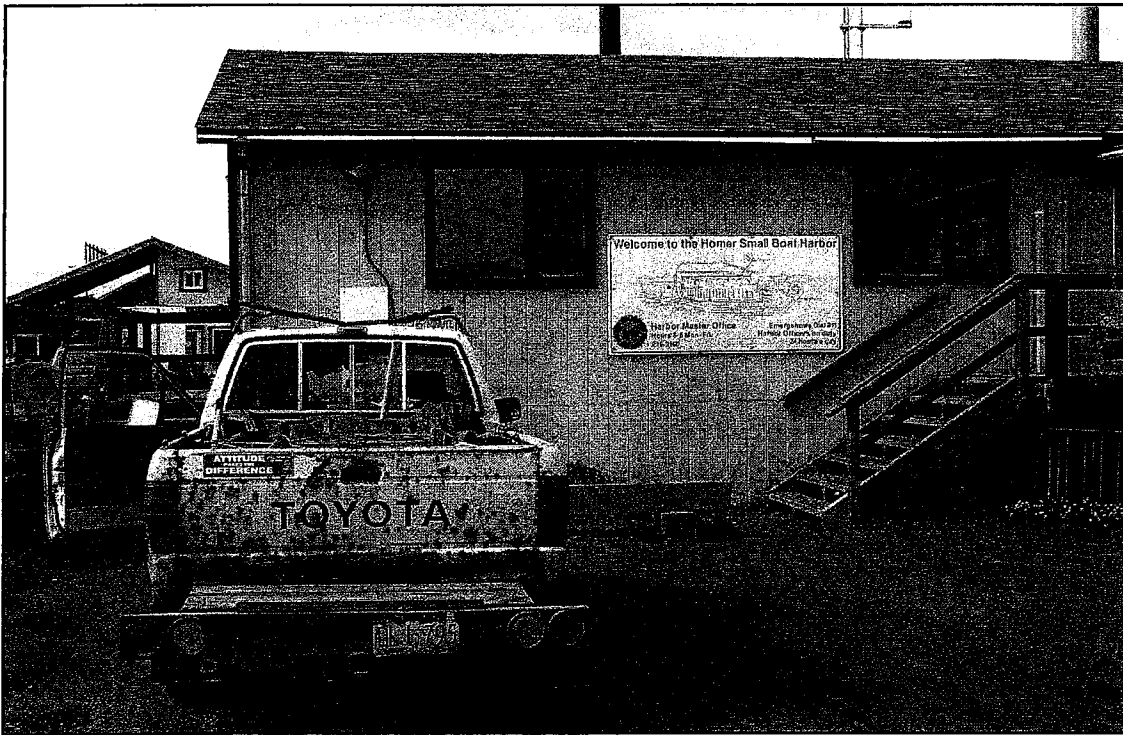
A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices, meetings with the public, and public restrooms. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new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

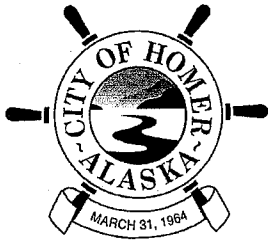
Schedule and Cost: 2013 (design) - \$126,000

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

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

proposed new project





## City of Homer Capital Improvement Plan • 2013 – 2018

### HARBOR ENTRANCE EROSION CONTROL

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

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

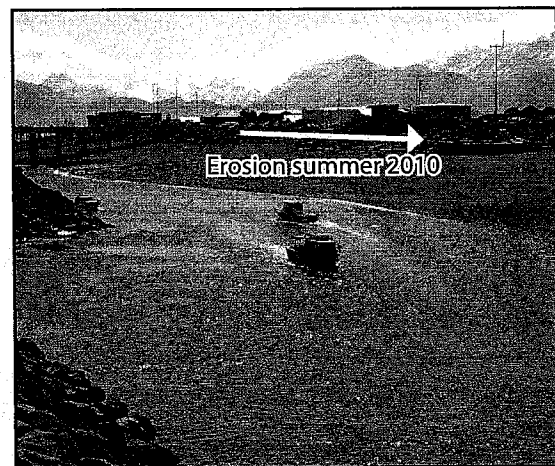
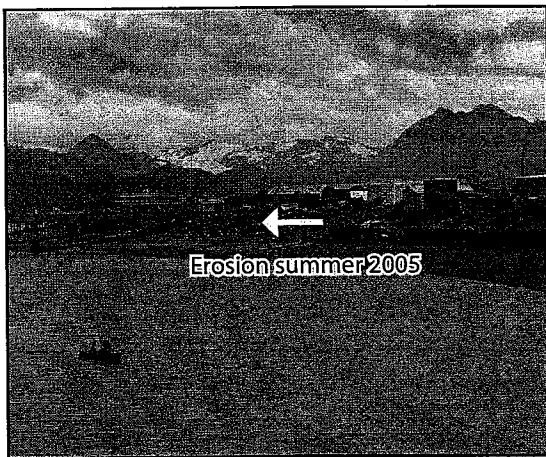
This project will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Rip-rap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal,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

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

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

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

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



proposed new project



## City of Homer Capital Improvement Plan • 2013 – 2018

### SYSTEM 4

### VESSEL MOORING FLOAT SYSTEM

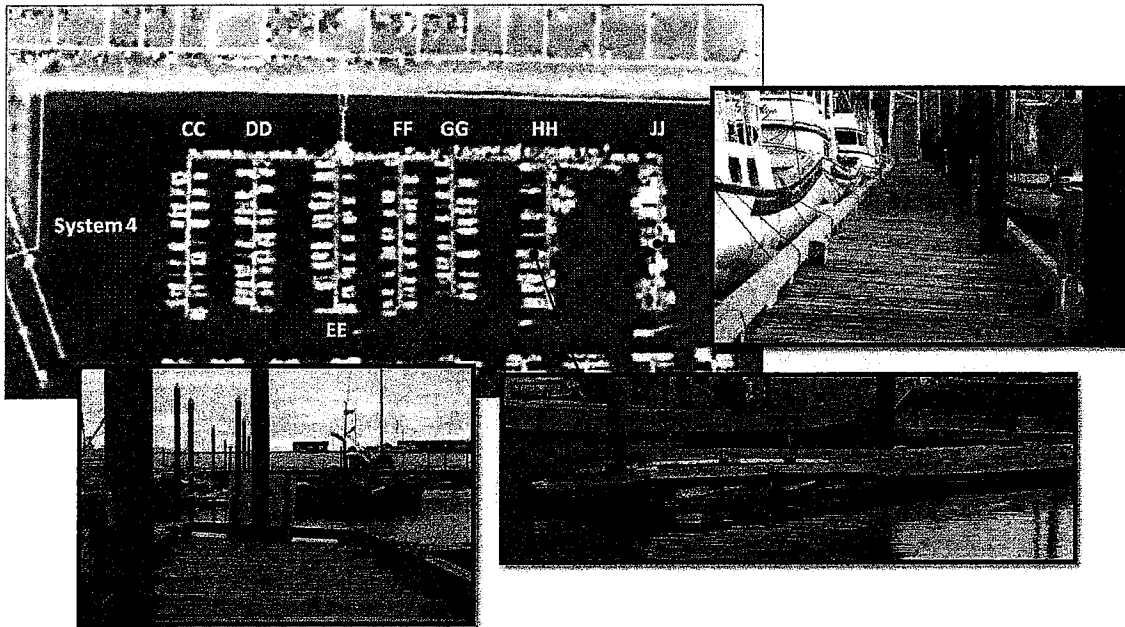
System 4 is made up mostly of floats that were relocated from the original harbor of 1964. In the 2002 Transfer of Responsibility Agreement (TORA) project, System 4 was completed by moving the old floats into place. Within two years it was filled to maximum capacity. Although we live in a recycle and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

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

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

Priority Level:

proposed new project





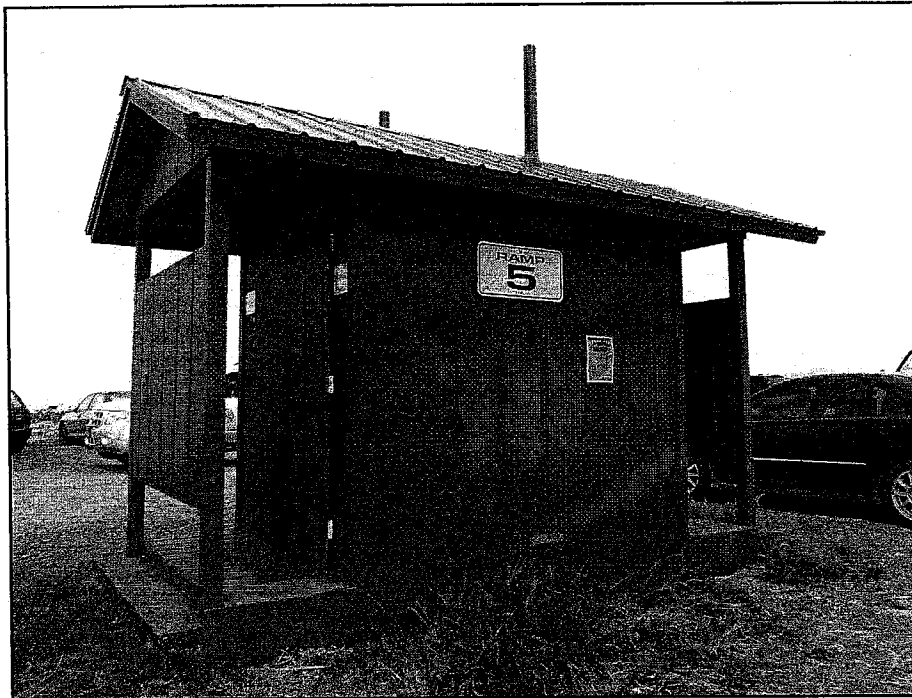
## City of Homer Capital Improvement Plan • 2013 – 2018

### RAMP 5

### RESTROOM

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

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



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

proposed new project

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



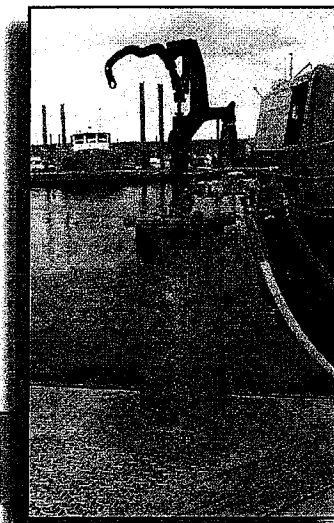
SYSTEM 2

POTABLE WATER UPGRADE

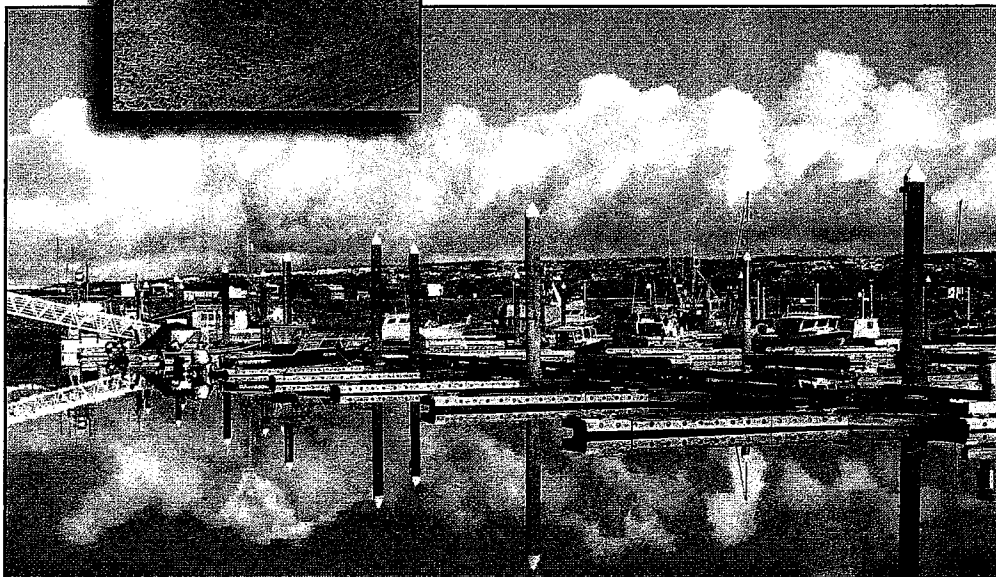
**PROJECT DESCRIPTION & BENEFIT:** This concrete moorage facility is accessed by Ramp 5. It is made up of 90 twenty four foot stalls, 19 twenty foot stalls and 260 linear feet of transient moorage. System 2 is currently not being used to full capacity because of the overall lack of services that support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

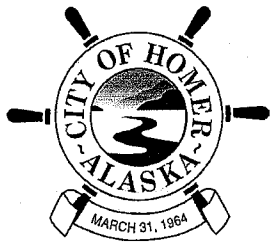
Schedule and Cost: 2014 (design and construction) - \$36,400

proposed new project



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





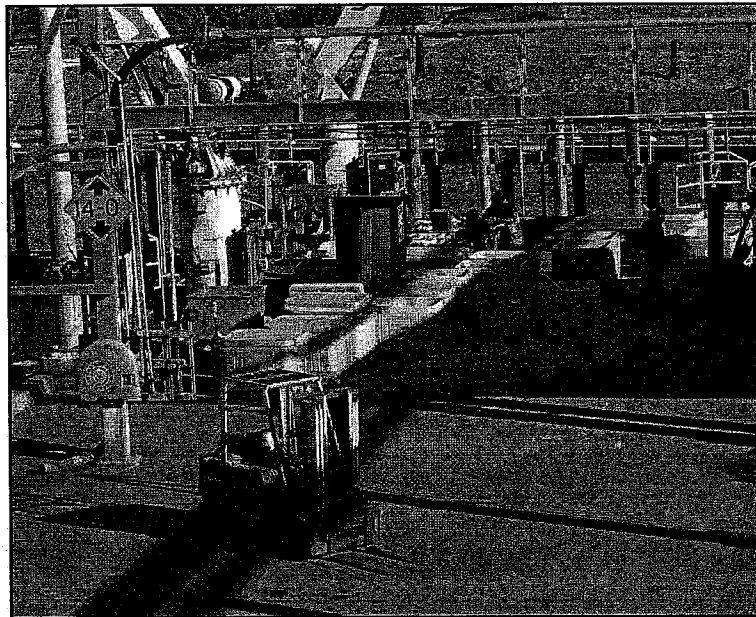
## City of Homer Capital Improvement Plan • 2013 – 2018

### FISH DOCK RE-PAVEMENT

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

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



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

proposed new project



## RAMP 8

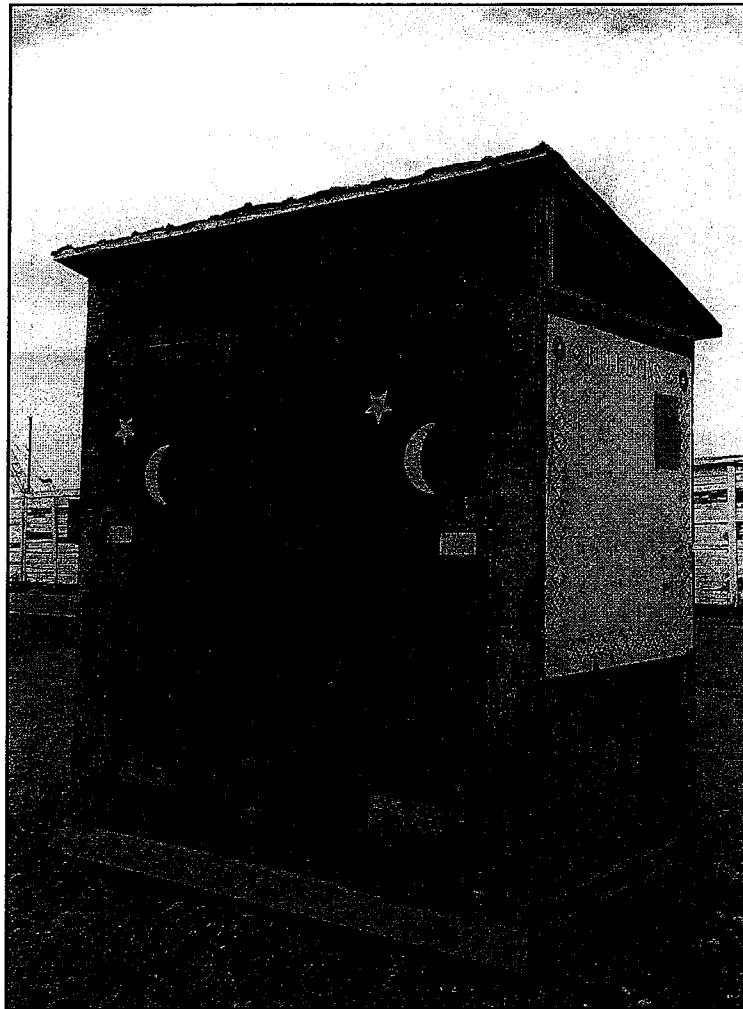
### RESTROOM

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

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

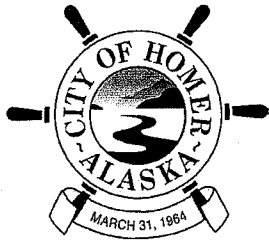
Priority Level:

proposed new project



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

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



## SYSTEM 5

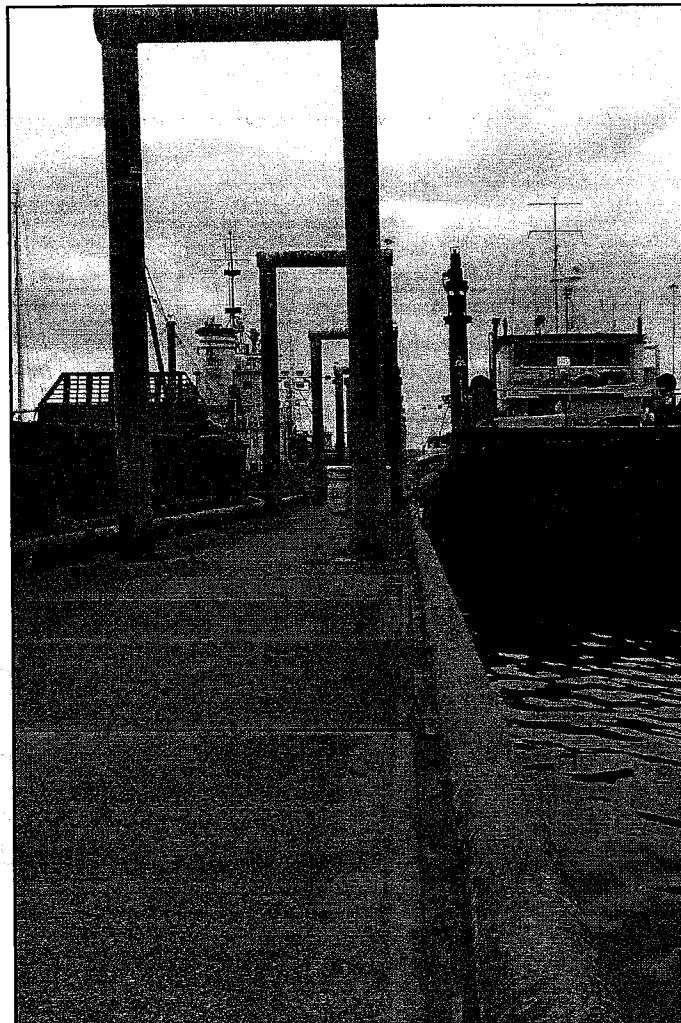
### DRY LINE FIRE SYSTEM

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

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

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

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



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

proposed new project





## FIRE CART REPLACEMENT

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

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

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

Schedule and Cost: 2014 - \$225,000

Priority Level:



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



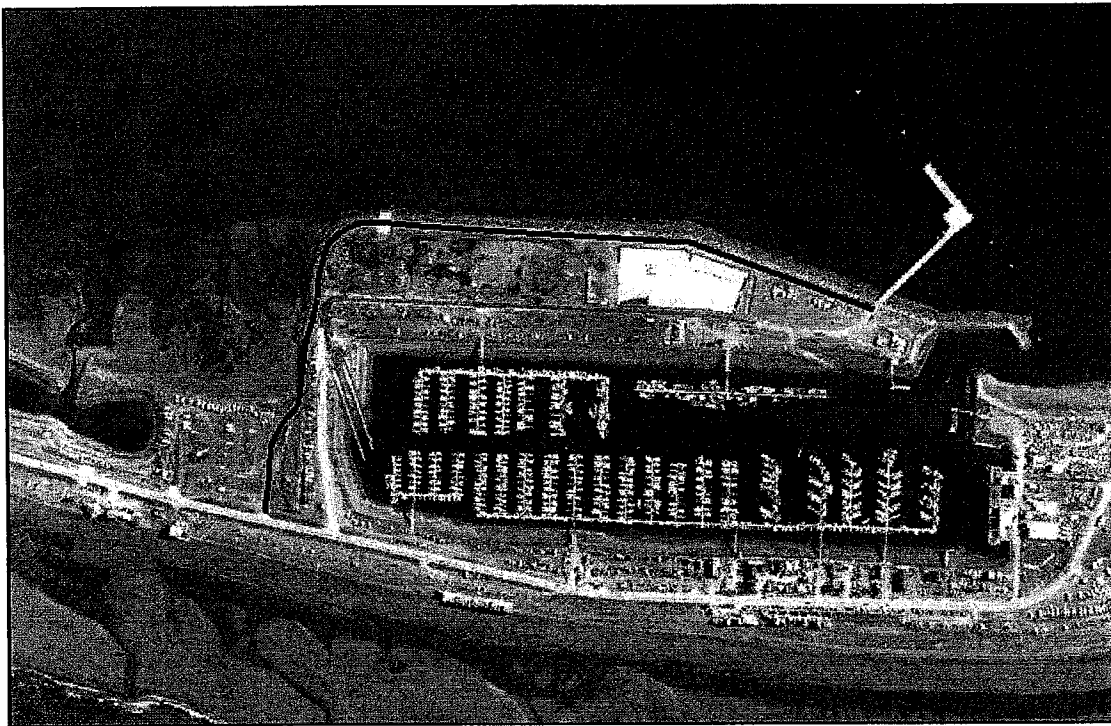
## OUTER DOCK ROAD IMPROVEMENT

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

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

Priority Level:



proposed new project



# Homer Education and Recreation Center

## Upgrades

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

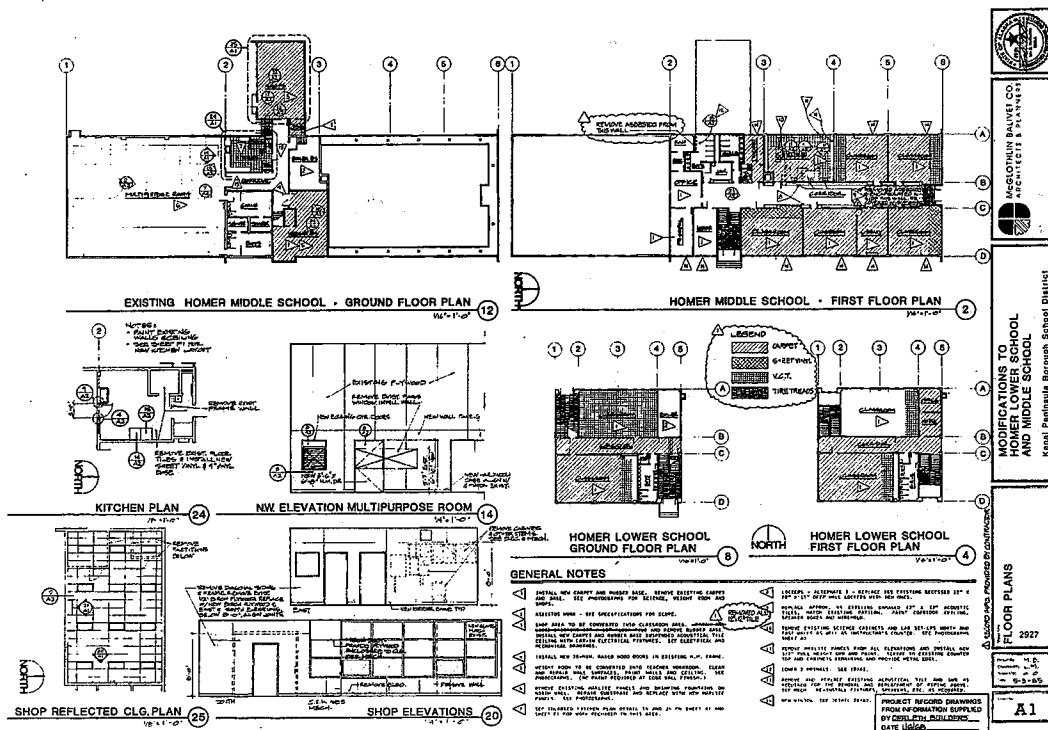
Due to age and disrepair, HERC is an expensive facility to heat and maintain. A condition survey in 2007 revealed major deficiencies with the current structure: low R value insulation, inefficient windows, a leaky roof, substandard wiring and other safety and code violations. This project would fund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

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

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

Priority Level:

proposed new project



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



## City of Homer Capital Improvement Plan • 2013 – 2018

### PUBLIC SAFETY BUILDING

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

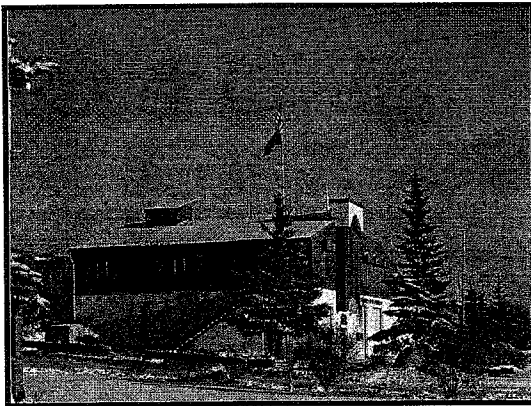
A joint public safety building will create a central location for emergency response. It will allow for the departments to work better together for the safety of the residents of Homer. It will take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room,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

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

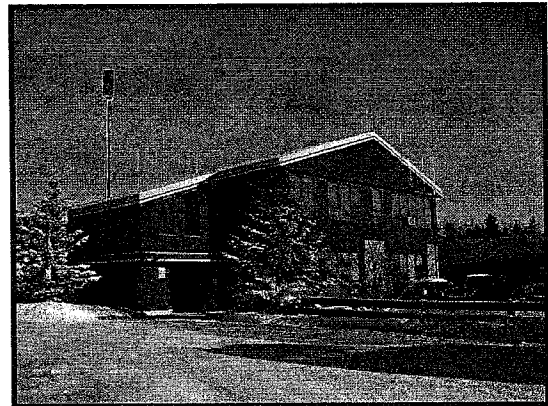
The current police station has no area for evidence processing of large items, a crisis cell for special needs prisoners or a proper juvenile holding area. Existing dispatch facilities are too small and the jail entry area, booking room and jail offices are poorly designed.

A new building 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 dispatching and support services to a host of agencies. Agencies such as the Coast Guard and State Parks could benefit from the expanded training spaces.

Schedule and Cost: 20XX (design) - \$XX 20XX-20XX (construction)- \$XX 20xx (inspection) - \$XX Priority Level:



Homer Fire Hall in winter



Homer Police Department in winter

proposed new project

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



## Public Market

# Design and Financing Plan

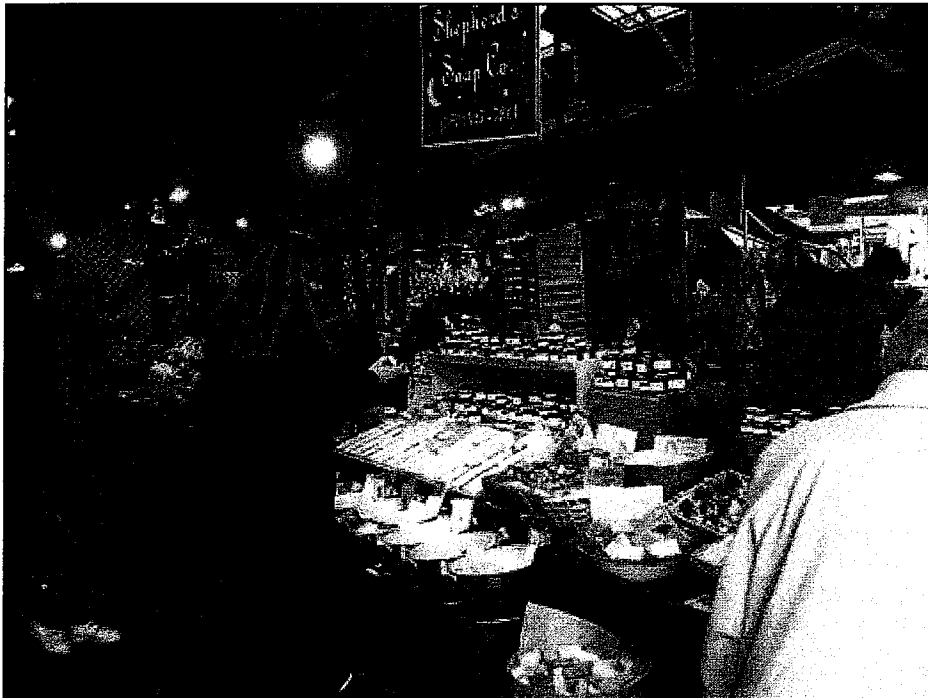
**PROJECT DESCRIPTION & BENEFIT:** This project will facilitate implementation of a recommendation in the City’s Comprehensive Economic Development Strategy discussed in both the “Agriculture” and “Downtown Vitalization” sections. It is also consistent with the goals of the Homer Town Center Development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

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

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

Cost: \$60,000 for conceptual design and financing plan. Engineering, design, and construction costs to be determined.  
Schedule: 2013-2015      Priority Level:

proposed new project



The Farmers Market in Olympia, Washington, located at the edge of Olympia’s downtown, is a gathering place for local, small-scale farmers, merchants, and artists and a popular destination for locals and visitors. Nearby businesses benefit from the popularity of the Farmers Market.

The market is open Thursday through Sunday April-October and weekends in November and December. It houses approximately 200 local produce, bakery, and arts and craft vendors. A performing stage gets used by entertainers from all disciplines. The food court is also a popular draw.

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





## Public Market

# Design and Financing Plan

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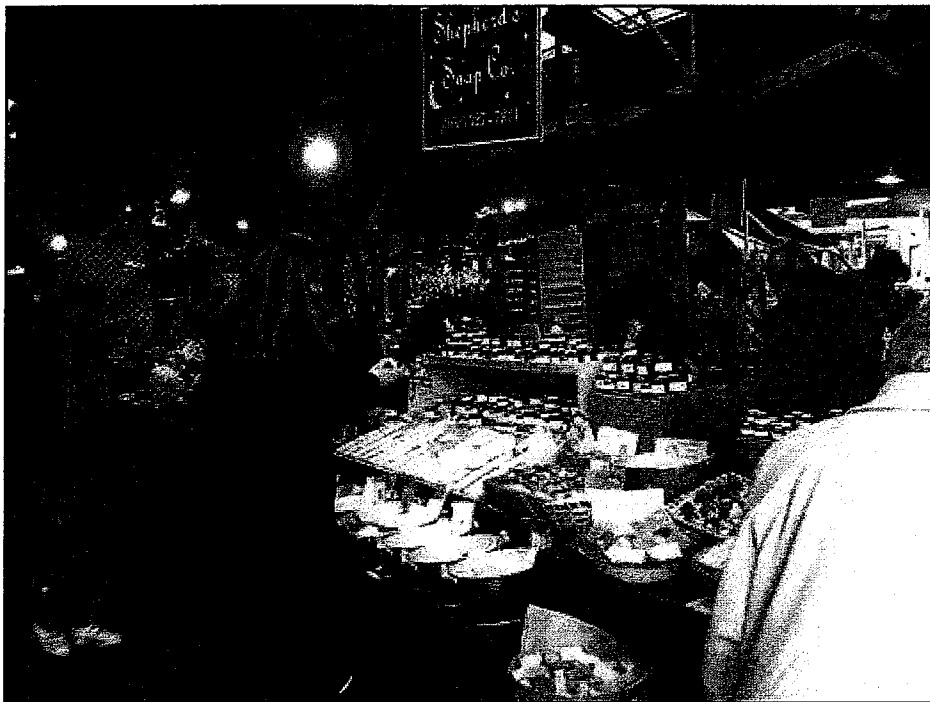
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### CIP LEGISLATIVE PRIORITIES RANKING WORKSHEET

Commission Member	#1	#2	#3	#4	#5

#1 ranked projects are given 5 points, #2 = 4, #3 = 3, #4 = 2, and #5 = 1 point.

