

WORK SESSION AGENDA

1. Call to Order 5:30 p.m.
2. Discussion of Items on the Regular Meeting Agenda
3. Capital Improvement Plan (CIP) Katie Koester Presentation
 - *Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan* by Anne Marie Holen, updated by Katie Koester **p. 43**
 - *Growing Opportunities for Alaskans* by Office Of The Governor Sean Parnell **p. 47**
 - Proposed New Projects – Drafts **p. 59**
 - *City of Homer Capital Improvement Plan 2014-2019 – Draft* **p. 63**
 - CIP Priorities Ranking Worksheet **p. 147**
4. Public Comments
The public may speak to the Planning Commission regarding matters on the work session agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).
5. Commission Comments
6. Adjournment



REGULAR MEETING AGENDA

1. Call to Order

2. Approval of Agenda

3. Public Comment

The public may speak to the Planning Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

4. Reconsideration

5. Adoption of Consent Agenda

All items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Planning Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

- A. Approval of Minutes of June 5, 2013 meeting p. 1
- B. Draft Decisions and Findings for CUP 13-06, 265 E Pioneer Ave. Request to allow building into setbacks in the Central Business District p. 13

6. Presentations

7. Reports

- A. Staff Report PL 13-51, City Planner's Report p. 21

8. Public Hearings

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

9. Plat Consideration

10. Pending Business

- A. Staff Report PL 13-49, Transitional Residential Zone R-2 May 30, 2013 p. 23

11. New Business

- A. Staff Report PL 13-50, Bridge Creek Water Protection District Mitigation Plan 1015 Quinalt Avenue p. 31
- B. Capital Improvement Plan (CIP) p. 43

12. Informational Materials

- A. City Manager's Report from June 10, 2013 City Council Meeting p. 149
- B. Memo 13-079 Recommendation for reappointment of Rick Foster to the KPB Planning Commission p. 151
- C. Memo 13-080 Reappointment of Franco Venuti to the Homer Advisory Planning Commission p. 155
- D. KPB Planning Commission Notices p. 161

13. Comments of the Audience

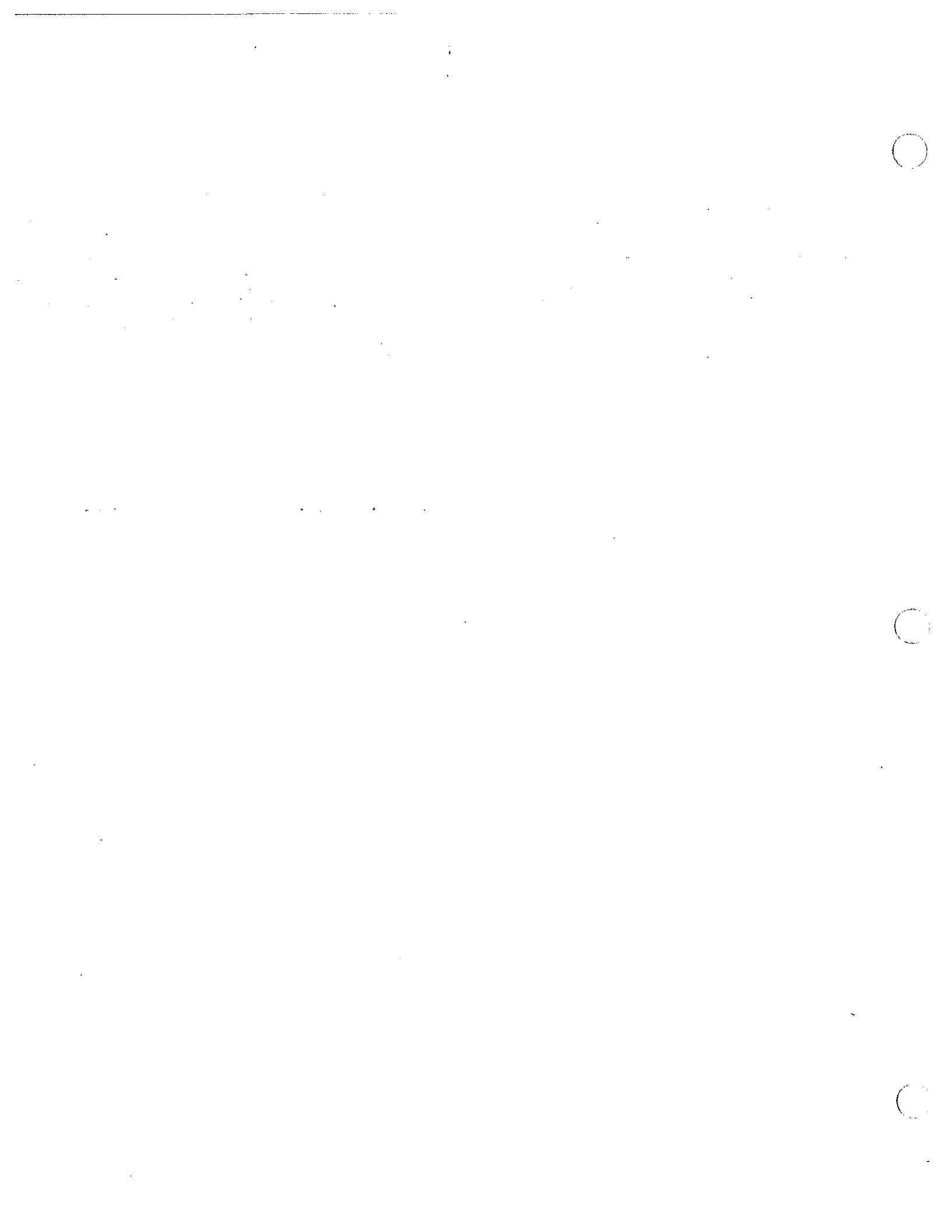
Members of the audience may address the Commission on any subject. (3 minute time limit)

14. Comments of Staff

15. Comments of the Commission

16. Adjournment

Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission. Next regular meeting is scheduled for July 17, 2013. A work session will be held at 5:30 pm.



Session 13-07, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Venuti at 6:30 p.m. on June 5, 2013 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BOS, HIGHLAND, SLONE, SONNEBORN, STEAD, VENUTI

STAFF: PLANNING TECHNICIAN ENGBRETSSEN
CITY PLANNER ABBOD (telephonic)
CITY ATTORNEY WELLS (telephonic)
DEPUTY CITY CLERK JACOBSEN

Approval of Agenda

The agenda was approved by consensus of the Commission.

Public Comment

The public may speak to the Planning Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

At the request of an audience member the Commission agreed to allow a brief comment on CUP 13-07.

Dan Young commented that he spent some time listening to the helicopter. His initial thought is that it was negative. He watched it land, and watched what the birds and other people were doing, while it was landing. Both he and his wife have come to the conclusion that they are not opposed to the operation. He noticed there are a lot of people in the packet who are opposed and a lot of them are not directly involved because they don't own property on the spit. He reiterated they are not opposed to it, it was fairly quiet, the eagles across the street weren't affected, the landing takes a pretty short time, and he thanked the commission for letting him comment so he can spend some time with his folks.

Reconsideration

None

Adoption of Consent Agenda

All items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Planning Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

A. Approval of Minutes of May 15, 2013 meeting

The consent agenda was approved by consensus of the Commission.

Presentations

A. Homer Wetlands Guest Speaker Devony Lehner from Homer Soil and Water Conservation District (10 min)

Chair Venuti commented that Ms. Lehner made her presentation at their worksession.

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Reports

A. Staff Report PL 13-48, City Planner's Report

Planning Technician Engebretsen commented briefly regarding the staff report.

B. Transportation Advisory Committee Report

Commissioner Highland commented that the TAC heard from State DOT staff about upcoming road projects for the city and surrounding area.

Public Hearings

Testimony limited to 3 minutes per speaker. The Commission conducts Public Hearings by hearing a staff report, presentation by the applicant, hearing public testimony and then acting on the Public Hearing items. The Commission may question the public. Once the public hearing is closed the Commission cannot hear additional comments on the topic. The applicant is not held to the 3 minute time limit.

A. Staff Report PL 13-46, CUP 13-06, 265 E. Pioneer Avenue request to allow building into the setback in the Central Business District

Planning Technician Engebretsen reviewed the staff report.

There was no applicant to make a presentation.

Chair Venuti opened the public hearing. There were no public comments and the hearing closed.

Question was raised to staff regarding permeable pavement, lighting, rain gardens, and signage.

Planning Technician Engebretsen said her understanding is that it's the applicant's intent to pave the parking area and the storm water plan is meant to deal with run off. She expects that their lighting will meet with the standards in code. Homer City Code does not require a design for a 100 year rain event; she believes it is a 2 year/ 6 hour storm. She would need to confirm the exact requirement but there is a specified criteria outlined. The applicant will get a sign permit and locate the sign in accordance with city code.

HIGHLAND/SLONE MOVED TO ADOPT STAFF REPORT PL 13-46, CUP 13-06, 265 E. PIONEER AVENUE REQUEST TO ALLOW BUILDING INTO THE SET BACK IN THE CENTRAL BUSINESS DISTRICT WITH STAFF RECOMMENDATIONS, CONDITIONS, AND FINDINGS.

Commissioner Highland thought it looks like a good plan, will be a well done project, and enhance Pioneer Avenue.

There was discussion of condition four. Some members were concerned about an impervious surface and effects of run off from the parking area. There was discussion of pervious pavers and having a gravel lot. Planning Technician Engebretsen commented that they can make a recommendation to do something different. In staff's discussion they recognized that in certain situations paving has been required and so it raises a policy question of whether paving is something we are expecting of our commercial developers. The language can be amended if the commission is interested in another type of solid surfacing.

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STEAD/SLONE MOVED TO AMEND CONDITION FOUR TO READ THE UPPER PARKING LOT SHALL BE SURFACED WITHIN TWO YEARS OF THE THE SIGNED DECISION AND FINDINGS, AND ELIMINATE AND STRIPED.

Comment was made that this gives the applicant an option to consider permeable surfaces and not restrict them to pavement.

VOTE: (amendment) YES: BOS, STEAD, HIGHLAND, SONNEBORN, VENUTI, SLONE

Motion carried.

There was no further discussion on the main motion as amended.

VOTE: (main motion as amended): YES: HIGHLAND, SONNEBORN, STEAD, VENUTI, SLONE, BOS

Motion carried.

B. Staff Report PL 13-47, CUP 13-07, 3851 Homer Spit Road request to allow a heliport in the Marine Commercial District

Commissioner Stead advised that he was approached by someone in the community regarding this CUP. He mentioned it was on the agenda and didn't want to talk about, but the member gave his opinion anyway, and Mr. Stead responded thank you very much. Commissioner Stead explained that was the extent of it and believes he can make an unbiased decision. The Commission expressed no objection for Commissioner Stead to continue participation.

Commissioner Slone advised that he made a site visit to the view the physical location. He went inside the building and inquired generally whether the front offices would be occupied during the time of proposed helicopter operations. He was presented to Mr. Sean Crosby who indicated he was the manager of the co-op. He posed the same question to Mr. Crosby who informed that in his opinion the helicopter is quiet and can hardly be heard inside the building and that was basically the extent of the conversation. He doesn't feel it compromises his ability to make an unbiased decision on this issue.

City Attorney Wells weighed in that while she recognizes that Commissioner Slone had good intentions, this is a more significant ex parte communication, and there is case precedence governing a similar situation. Because of that, she recommended the commissioner excuse himself from this particular hearing or continuation of the hearing and a publicly noticed site visit attended by all Commissioners and applicant. There was brief discussion. Commissioner Slone excused himself from participating, left the table, and joined the audience.

Planning Technician Engebretsen reviewed the staff report.

Eric Lee, applicant, introduced himself to the Commission and provided some background on his work as a pilot in Alaska in general since 1995, and more specifically in Homer for last 11 years. He said he reviewed the letters in the packet and talked to his neighbors within a quarter mile stretch of the road on both sides to get feedback and suggestions to help make it successful. Mr. Lee explained that it is not his intent to overwhelm the spit with helicopter flights, but to have one helicopter to do tours of the area, have fun with aviation, and for others to have fun flying around the area as well. Before he was

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aware of the CUP process he toured the spit looking for a place to land and take off without disturbing the public, knowing noise would be a big consideration, as well as dust and the helicopter itself. The deck location he selected is most ideal because it has a perimeter around the outside, it's elevated above the beach, and it's away from the road. He can keep passengers from being encumbered around the air craft, keep as secure environment, and land easily into the prevailing wind. Mr. Lee explained that he plans on about 5 flights per day. Within those five flights he plans to stay in the traffic pattern of normal aviation from the airport over to the south side of the bay, between 500 and 1000 feet, no lower than 500 feet per regulation. He addressed the issue of extra noise involved. He calculated 1 minute and 30 seconds for departure when the helicopter is started getting up into the traffic pattern, and from the traffic pattern back to the deck another minute 30 seconds. For each flight there will be extra noise of approximately 3 minutes per flight. If he were to increase to 7 flights, which was suggested, 21 minutes a day would be the extra noise involved. His plan is spit tours and also the Kachemak Bay State Park

Mr. Lee made the following comments to the main concerns expressed in the letters:

- Is he part of and involved in the Comprehensive Plan- He feels that he is because his operation deals with tourism and feels his plan is compatible with the Comprehensive Plan because it deals with tourism and the spit, and is in the marine commercial district.
- Why not at the Homer Airport - He thought about it and after doing research he learned that from a regulation stand point the airport is for fixed wing aircraft. One regulation is helicopters are supposed to stay out of fixed wing traffic because helicopters are more maneuverable than fixed wing, fixed wing takes longer to take off and land, and requires more space for the traffic patterns.
- Distraction to drivers – He cited an example already in Homer, which is the bypass road that goes in front of Beluga Lake where there are multiple airplanes landings and take offs. He is not aware of any issue with distracted drivers along the bypass road. The speed limit on the bypass road is 35 mph, and where he will be located on the spit it is 25 mph. With the reduced speed limit he doesn't feel it will add to any safety concerns along the road.
- Protecting public access to the beaches – He feels the benefit of this location is that it's already built. He doesn't have to move gravel or build anything. This maintains the area of the spit, and nothing needs to be built that will keep people from going down to the beach.
- Safety to building and campers – He explained looking southwest in the takeoff/departure path there is a city camp ground to the south and oyster building to the right. Helicopters are very maneuverable and most accidents, 35%, for this type of helicopter occur in low level wire strikes. The remaining percentage is varying with a very small percentage from takeoff and landing. He believes the reason for that is it is slow take off, slow arrival, very maneuverable, and he can land with inches of his designated spot.
- Excess Noise – He has a formula within his plan that shows the noise level of the helicopter over a period of landings. It shows he falls within the noise level requirements of the zone, 80 dB in the day and 50 dB at night. He did some landings today and one yesterday and invited neighbors to experience it, knowing they have tenants at night, restaurants, and an RV Park. He has heard no issues from his closest neighbors.
- Birds - He has landed with an eagle and sea gulls flying in the area and eagles sitting on a roof top and they didn't move. There were people taking pictures of the birds and after a landing he asked the people across the way in the campground if they noticed a helicopter landing or taking off, one said yes and the other 3 or 4 people did not.
- Dust and Blowing Debris - The proposed location is above the beach so there is no dust or blowing debris produced from the main rotors.

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Mr. Lee stated some pros of his proposed business. He believes it be an added attraction to the Homer Spit. He has seen Coney Island, and he doesn't feel that a helicopter adds that dynamic. Most helicopter and aviation operations are so heavily regulated that you can't have a carnival atmosphere. He feels it adds another dimension to the spit besides fishing. His tours will last approximately half an hour and most of the time will be away from the spit and people coming to see him will also visit other businesses on the spit. In respect to the city it will be added revenue to the tax base. He hopes in the future his business can grow and he can go year round, but a year round operation would not take place on the spit, it would be located elsewhere.

Mr. Lee further commented about issues being at the airport, and that he isn't sure the airport was designed for the idea of having so many different aviation businesses. There is a selection of hangars and a limited selection of property. When the company he works for purchased the last lot to build on and spent \$275,000 in gravel to bring it to grade with main tarmac. Before that they had to borrow hangar space from people on the south ramp. At this time space to rent at the airport isn't available.

He acknowledged that the cool thing with the CUP process is it allows the commission to set parameters and gives him boundaries to operate in. As a small operator beginning a business he needs as much input into the business as he can get so it is successful. He sees that 20 or so wrote in for disapproval, but the way he sees it, the remaining 5000 people and the people around him who deal with the noise of the helicopter, are in agreement or may be neutral. He looks at the 20 who disapproved as an opportunity to improve his business and minimize impact.

In conclusion, Mr. Lee said he realizes there is a large education piece for people. He believes the helicopter is going to be virtually undetectable. He had made several landings on the spit without issue. This type of helicopter operation is super low impact. Helicopters are completely different than fixed wing, that is why there are heliport, seaplane bases like Beluga Lake, and airports. His proposed location is more of a helistop landing, not a heliport. He is not doing any kind of operations like sling loads, night operations, or continuous unrestrained operations. The commission can say, let's allow this this year and add a caveat that if no one agrees, they can meet again to see how it progresses, and he can work to change the minds of those who disagree. He said he is willing to work with the Commission, and just because they allow this this summer, the Commission doesn't have to allow it to continue.

Chair Venuti opened the public hearing.

David Raskin and his wife are opposed to the proposal. There are many problems with it and thinks it is incumbent on the person requesting the permit to answer the many questions raised. They spend considerable time on the spit boating and other forms of recreation. They enjoy bird viewings when not on the boat. A major problem with the proposal is the potential impact on birds and particularly shore birds. There are shorebird that use the spit for very crucial migration stops. Helicopters are very noisy. 80 dB is a great amount of noise. He has done work as a scientist with noise to stimulate subjects to get physiological reactions. 80 dB is approximately one thousand times the sound pressure of quiet speech. He noted rare shore birds at Anchor Point beach that were startled and flushed by a loud noise a mile away. Eagles and gulls are accustomed to human activities. The shorebirds that are the basis for the Shorebird Festival, an international event, would be majorly impacted by helicopter noise. The applicant said he would be flying around the spit, and that is where the shorebirds feed. He is surprised helicopters can't operate near the airport since there is a major helicopter operation there already. The impacts are greater than any benefits that can be derived from it and the opening gambit for flying helicopters into the state park and we should stop this before it gets out of hand.

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The commission took a short recess.

Jackie Dentz, city resident, said she is a 35 year, private fixed wing land only aircraft licensed person, and 13 year owner of Frosty Bear Ice Cream Parlor. She has never flown a helicopter, but is aware of FAA rules of airspace. She loves flight seeing, thinks helicopters are a lot of fun and applauds his business, but not on the spit. The logistics of the building on one side and railing on the remaining sides pose a dangerous operation. She brought a pole to give visual reference of distance from the wall of the building to the helicopter blade or tail of the aircraft. Mrs. Dentz quoted some weight specifications for the helicopter noting with high winds, wind shears, and gusts makes the aircraft a feather in the wind. The deck location is extremely close to the fishing hole where there is fish cleaning taking place which brings in more birds. We get a lot of revenue from campers. Over Memorial Day weekend it was wall to wall tents and campers between boardwalks. The down draft of a helicopter rotor will cause debris from the beach to be thrown up into the air. It is a distraction for people walking, their pets, bicyclists, joggers, and motor traffic. In life we deal with human error, mechanical failure, weather, and a lot of activity on the spit. With all the distractions, she feels this is a disaster waiting to happen. She suggests putting an office on the spit and operate from the airport. She spoke to FAA and asked if anyone was aware that you have to have a launch site pre application consultation and that has not been done by any of these entities. Also no one has this conditional permit on the spit from the FAA and it take a minimum of 3 years to get one. Their conclusion was that they would never allow it from the spit due to the conservation of the area.

Kevin Walker, nonresident, commented that an air taxi operator testified to the Homer City Council that a helicopter operation on the spit would create an unfair advantage and if allowed where will it stop. Floatplanes and large wheel planes will want to pick up passengers from the spit. Beluga Lake is a great float plane base and do we really want to move substantial amounts of air traffic, noise and safety issues out to the crowded spit? Mr. Walker cited experiences with helicopters landing near his cabin for fueling after the Exxon oil spill and the noise was disruptive. He refuted the applicant's written material explaining why he isn't operating from the airport, and emphasized that aircraft belong at the airport.

Robert Archibald, city resident, commented with due respect to the applicants enthusiasm he has ridden in quite a few different helicopters and been associated with marine helicopter operations. He thinks this will interfere with people who recreate on the west side of the spit. If you have ever ridden a horse on the beach out there, even with a 206 going over the horse might get a little excited. He realizes people aren't riding all the time, and he isn't taking off all the time either, but if those two things coincide, you might get a heck of a ride. It sets a precedent to allow a helicopter operation out there and most landing pads require firefighting capabilities, setbacks, debris nets, and a whole lot of things so people aren't injured. It sounds like a bad deal to him. If they set up in a designated area like they did when they ferried people from the cruise ship, out of the way of the population, it's one thing, but to do it where you are going over people, a camp ground, and Pier One Theater. Because it's windy and will create a little turbulence, he wonders how effective will that little machine be in the wind. It would be setting a dangerous precedence, the next one may want to fly a jet ranger or something considerable noisier.

Barb Petersen, city resident, is involved in Pier One Theater and she is sorry someone from the theater wasn't involved in one of Eric's demonstrations for the neighborhood. She expressed that it would be helpful for them to understand how this helicopter is quieter than the others. It's wonderful on the spit with the fishing and campers, and the theater is another reason for people to come out on the spit. She

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just wants to be sure that the noise levels won't interfere with all that. She said that the theater is open from Memorial Day through Labor Day.

George Matz said there is a danger of over generalizing and saying these birds weren't disturbed doesn't cover all situations. There are a variety of birds with a variety of behaviors. He has done shorebird monitoring for the last five years on the spit and when helicopters come down the spit, migratory shorebirds aren't used to that noise and fly away. He has noticed, and there are scientific studies, that helicopters are more likely to spook birds than fixed wing. Fixed wing are louder at takeoff and are going in a consistent flight pattern one direction away from the spit, and helicopters fly down the spit and it's the approaching noise that spooks the birds. He thinks there is a real risk. For eagles and gulls the real risk is for birds flying at lower elevations above the spit, and eagles aren't very maneuverable. Not all situations are harmful, but it only takes one big bird to be disastrous. The question is who is liable if you made a mistake. He checked and the FAA doesn't cover this type of situation.

Deb Moseley, city resident, is a fixed wing and helicopter airline transport pilot. Currently she flies for Pathfinder Aviation as well as former employee of Bald Mountain Air Service, Smokey Bay, and Grant Aviation. She has been in Alaska her entire life, and Homer for 11 years. She is an aviation enthusiast and supports limited helicopter operations from one spot on the spit. A couple concerns addressed about gulls, shorebirds, and eagles, there are a lot of other things causing noise out on the spit. This helicopter isn't that loud and it would be interesting to do research on decibels and see how they relate to a boat, a car, or a Harley Davidson. It isn't fair to exclude helicopters. Another thing is helicopters can approach a landing area at 5 or 10 knots of air speed, slowly enough that birds have the opportunity to see and avoid, just as properly trained pilots can. It isn't like they are stuck at a high speed like in a float plane or airplane. She landed out there in a helicopter similar to the one the applicant is proposing and also saw him land yesterday. The tourists on the spit stopped and looked up, they waved, and were very interested in what was going on. It didn't seem like a negative thing at all. The spit is 4 1/2 miles long and there should be some area where this proposed operation can take place. It seems unfair to let everything else happen and not helicopters. She added that the 206 helicopters are far far far noisier than this one and aren't as maneuverable either.

There were no further comments and the hearing was closed.

In rebuttal, Mr. Lee explained that FAA governs helipads if landing over 7000 lbs. Anything less than 7000 lbs. isn't regulated. He would have to go to the FAA for appropriate certificates to do point A to point B work, or to do lifting, but he isn't doing those types of operations. He has emergency response plans and is safety manager at his current employment. The FAA doesn't have a regulation that says he can't have a helipad; the Planning Commission is the deciding factor. Regarding the airport, he would like to operate at there at some point, but for now he wants to have one helicopter on the spit for his first summer of operation and see how it goes. Hopefully it will be successful and he can move to the airport when something is available and have a store front.

Commissioner Highland asked how wind shear and gust affects a helicopter, how this may affect tents of people camping right next to the boardwalk, and if he would consider not operating during Shorebird Festival. Mr. Lee explained that helicopters aren't as affected by wind shear and gust as fixed wing. Fixed wing requires certain airspeed to keep flying, and the airspeed created by the rotating blades of the helicopter is its airspeed. He explained effective translational lift, ground effect, drag, vortices and their effect on the helicopter, its forward speed, and the wind speed. The helicopter creates its own wind speed and the wind on the spit can make it run more efficiently. The helicopter is affected by gusts

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which can create go or no go factors. 35 or 40 knot winds would be too strong, and 25 knots is a good rule of thumb and gusts up to 25 to 30 would be too too much gust factor. He also explained that typically with ocean conditions you will have a consistent wind, unless it come from the south, which creates gusts all the way to the airport. In relation to campers, there aren't downdrafts like a Coast Guard helicopter, they will hear it and if the the tent camper did get a draft it would be brief. He doesn't want to create undue friction with people who have already established events, he is willing to work with the community.

Commissioner Bos asked how Mr. Lee determined the adequacy of the platform. Mr. Lee explained that he used FAA models, and looked for rotor length plus half. He included an email from the engineer who worked with Kachemak Bay Oyster Co-op, who confirmed 200 lbs. per square foot.

Commissioner Stead questioned the fueling operations, the International Fire Code, and pre-application with the FAA. Mr. Lee explained he has seen other fueling operations in the harbor that work very well and operations in the harbor that have an aluminum truck tank, like he will use. There will be a rubber hose from the tank to the helicopter. His main areas of concern for leakage is the truck tank and at the helicopter. The truck tank will be positioned on the gravel area of the parking lot. For containment from the deck and beach below he will use a "duck pond", a rubberized canvass, that creates an area to catch contaminants and protect what is underneath. It would be in place during fuel operations and when the helicopter is at rest. Mr. Lee believes he can meet the conditions that may be imposed from the International Fire Code. He also stated that pre-application and statement of intent have been filed with the FAA for part 135 commuter or air taxi operations, but for his operation on the spit it is only required that he submit information about the helicopter, who the pilots are, mechanics, drug programs, and resumes for part 91. He is not going from point A to point B, only from A to A.

Commissioner Sonneborn referenced HCC 21.59.010(b) and specifications about the helicopter she reviewed online. She expressed her understanding that at 500 feet if you are directly below it the noise level is 81 dB, at 250 feet is 87dB, and 125 feet is 93dB which exceeds the amount of noise allowed during the day, and the information in the packet averages out noise over a period of time. As far as she can tell that isn't the intent of the code. Mr. Lee expressed his interpretation that code doesn't outline how the 80dB is determined. For example when he is on the deck and it doesn't create 80dB at the lot line or hovering, he questions if that counts. He thinks that since the approximately 21 minutes spent at takeoff and landing is within the parameters of code.

Chair Venuti raised questions regarding age of the helicopter, documented flying hours, and information he found online from FAA. Chair Venuti suggested other venues for this operation like the ice rink lot or a floating dock on Beluga Lake. He also questioned handicap accessibility. Mr. Lee said in response that the helicopter is a 2005 model. He has 95 documented hours on this aircraft. He said that he has not completed the information that Chair Venuti referenced because he is not operating a heliport or airport as referenced in the FAA documents. He will certainly look at the information that Chair Venuti referenced. He also noted that when considering this idea he did consult FAA regulations, he found the advisory circulars, 144 pages of regulations and suggestions, to help him determine a good spot. He is not proposing a heliport as defined by FAA, he is proposing a place to land. In the case of the CUP "heliport" is a term defined by Homer City Code that means any place where helicopters regularly land and take off. A heli-spot would be a more appropriate term. He isn't building a heliport; he is not claiming it to be a heliport, the City of Homer is who is saying that a heliport is him, operating in and out of the location more than a regular occasion. Technically this is not a "heliport" from the FAA perspective. There are a lot of spots that are used for heli-spot. You can find them in the bush, as a spot

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for landing and taking off. He explained there is a wheel chair accessible ramp built to the boardwalk, and he would be able to take handicap people on his flights.

Commissioner Sonneborn asked City Attorney Wells about the city's liability in relation to allowing this activity. Attorney Wells responded that she but can't think of a situation would arise for the city. She would have to do research to confirm there isn't a case with some egregious circumstance where an under regulated establishment led to serious harm or injury, before giving a definitive answer.

In response to further questions Mr. Lee stated his insurance proposed is workman's compensation, property insurance, area site coverage insurance for the property owner and for himself, and FAA required insurance for the helicopter. He has not yet obtained Fire Marshall approval; he has all the elements, and will follow through on the condition once his plan is approved. In relation to having an advantage over other operations he says advantage is in the eye of the beholder. His price will be twice what their price is, they have the advantage of the airport with a facility, they have the advantage of being well known around Homer for flightseeing, so he could say they have the advantage. He doesn't see being on the spit as an advantage, he thinks it's just a landing site. In relation to setting a precedent, he said it depends on what others are proposing, location, and what size for example. If it is something that can be agreed upon under certain conditions, he thinks it says more than worrying about a precedence that hasn't been set. To the concern of 95 hours not seeming like very many, Mr. Lee said it is considered low for a helicopter pilot, but his other hours are about 10,000 hours.

Regarding the information that the exterior deck being designed for a 100psf are load since it's an exit way as seen on packet page 82, Planning Technician Engebretsen stated that this is addressed in the Fire Marshall review, city staff is not qualified to answer the question.

HIGHLAND/STEAD MOVED TO ADOPT STAFF REPORT PL 13-47, AND APPROVE CUP 13-07, 3851 HOMER SPIT ROAD REQUEST TO ALLOW A HELIPIRT IN THE MARINE COMMERCIAL DISTRICT WITH STAFF RECOMMENDATIONS AND FINDINGS SUPPORTING THE APPROVAL.

There was discussion for clarification that a motion needs to be made for discussion on an action to begin. In the event the motion fails the Commission would the then need to adopt findings to support the denial.

Commissioner Sonneborn reiterated the information she discussed earlier regarding noise levels to ensure that it was adequately noted on record for the purpose of consideration.

There was discussion among the commission, and with staff and the City Attorney, of whether to postpone the hearing or to proceed on to deliberations.

HIGHLAND/SONNEBORN MOVED TO HOLD TO DELIBERATIONS AT A TIME TO BE DETERMINED.

There was discussion regarding scheduling.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Mr. Slone returned to the table.

Plat Consideration

A. Staff Report PL 13-45 West Hill Subdivision Cason 2013 Addition Preliminary Plat

Planning Technician Engebretsen reviewed the staff report.

Velton Cason, applicant, referenced the aerial photo to provide an overview of the property and history of the ownership, which is now him and his brothers. Currently it is being used as recreational property and the brothers agree that combining it to one lot will serve their purposes best. In respect to the staff recommendations he said when Highland Drive was put through they dedicated 100 feet to that which isn't very common in the city for residential access, and West Hill Road has 100 foot access due to its history as a state road. There is allowable exception for combinations or subdivisions like this matter, he asked the commission to consider favorably the 100 foot rights of way along Highland and West Hill Road, and allow this not to comply with the suggestions from public works as the planning staff evaluation that show it's substantially in conformance with all the applicable standards.

There were no public comments.

In response to questions he recognizes that it is too late to avoid additional assessments for the gas line, but for other utilities this re-subdivision will be beneficial and also the current configuration isn't logical to any use that three people could come to agreement on. He further recognized that any future subdivisions would have to comply with any applicable provisions. He also commented that utility easements are a dedication in perpetuity of a portion of one's property rights, and they have already given substantially more than the minimum to the public for the purpose of access and utility corridors, as a right of way does both.

Question was raised to staff regarding the request to not recommend the public works comments regarding the 15 foot utility easements, and radius in the right of way. Planning Technician Engebretsen didn't have any comment other than the applicant makes a good point in that there is a very wide right of way already. She doesn't have a strong recommendation either way.

In accordance with the 9:30 meeting time requirement the Commission agreed by consensus to extend the meeting to 10:00 p.m.

SONNEBORN/SLOANE MOVED TO APPROVE STAFF REPORT PL 13-45 WEST HILL SUBDIVISION CASON 2013 ADDITION PRELIMINARY PLAT WITH OUT STAFF RECOMMENDATIONS.

Question was raised whether they needed to address the public works comment regarding a drainage easement. Planning Technician Engebretsen commented that she doesn't know if there is water that needs to be maintained to have an easement there. She didn't feel it was an appropriate request for this situation and therefor did not include it as a staff recommendation.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Pending Business

HOMER ADVISORY PLANNING COMMISSION
REGULAR MEETING MINUTES
JUNE 5, 2013

A. Staff Report PL 13-43 Transitional Residential Zoning R-2

Due to the late hour the Commission agreed to hold off with discussion until their next meeting.

New Business

Informational Materials

- A. City of Homer Representative for Kenai Peninsula Borough Planning Commission Position Flier
- B. City Manager's Report from May 28, 2013 City Council Meeting
- C. Capital Improvement Planning Process
- D. Resolution 13-042 Amending the Homer Advisory Planning Commission Bylaws
- E. KPB Planning Commission Notice of Decisions

Comments of the Audience

Members of the audience may address the Commission on any subject. (3 minute time limit)

Barb Petersen, city resident, commented that she appreciated the Commission's discussion tonight and hopes the research information will be considered in their deliberations.

Comments of Staff

Because the City Planner and City Attorney were still on the teleconference the Commission considered and agreed that they would not deliberate tonight and schedule it for the next week.

Planning Technician Engebretsen commented they did a good job with the conditional use permits this evening, it can be difficult. In the past things have been much more adversarial and this preceding went well considering the level of controversy.

Comments of the Commission

Commissioner Bos commented it was nice seeing all the letters come in, both pro and con. The important part is people are thinking about some of the decisions to be made. For the longest time they have wondered if the word was getting out about decisions they are making and this proves that they do care. Staff did another amazing job of putting it all together.

Commissioner Slone advised that he will be absent at the next meeting and will make his comments when he returns.

Chair Highland commented that it was an interesting evening and thanked everyone.

Chair Venuti thanked everyone for working on this, it was difficult to digest all the aspects of it. He feels it's remiss of him to dismiss all the FAA rules.

HOMER ADVISORY PLANNING COMMISSION
REGULAR MEETING MINUTES
JUNE 5, 2013

Adjourn

There being no further business to come before the Commission, the meeting adjourned at 9:51 p.m. The next regular meeting is scheduled for June 19, 2013 at 6:30 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



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HOMER ADVISORY PLANNING COMMISSION Meeting of June 5, 2013

RE: Conditional Use Permit (CUP) 13-06
Address: 265 E. Pioneer Avenue
Legal: 17719226 Lot 6-A Svedlund Sub. No. 7. 0.44 acres
17719227 Lot 16B Svedlund Sub. No. 7 0.15 acres
17719211 Lot 5 Tract B Svedlund Sub Amd. 0.09 acres
17719209 City owned parcel, Long legal. 4.71 acres

DECISION

Introduction:

Harmon and Pauli Hall DBA Dragonfly LLC and Kenton Bloom, Seabright Survey and Design ("Applicants") applied to the Homer Advisory Planning Commission (the "Commission") under Homer City Code for reduced setbacks per HCC 21.18.040(b)(4) and HCC 21.52.060(d) PUD dimensions.

The existing building constructed in 1952 encroaches into the front and side setbacks. This CUP incorporates the existing encroachments and allows a covered porch to extend into the Pioneer Avenue setback and the side building setback.

The owner is performing a major renovation and requested approval to add a porch into the Pioneer Avenue setback and the side setback. In addition, the elevator addition needs an exception to the Pioneer Avenue setback. The lot is served by a paved road and city water and sewer service.

The application was scheduled for a public hearing as required by Homer City Code 21.94 before the Commission on June 5, 2013. Notice of the public hearing was published in the local newspaper and sent to 30 property owners of 39 parcels.

At the June 5, 2013 meeting of the Commission, the Commission voted to approve the request with six Commissioners present and six Commissioners voted in favor of the conditional use permit.

Public hearing: There was no applicant to make a presentation.

Discussion: The commission discussed Condition 4 regarding paving, pervious pavers and gravel parking lots. The Commission amended Condition 4 to give the applicant parking lot surface choices.

Findings of Fact

The criteria for granting a CUP are set forth in HCC 21.71.030 & HCC 21.71.040.

a. The applicable code authorizes each proposed use and structure by conditional use permit in that zoning district.

Finding 1: Homer City Code authorizes the reduced setbacks per HCC 21.18.040(b)(4) and HCC 21.52.060(d) PUD dimensions.

b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning district in which the lot is located.

Finding 2: The structure is designed to provide a mix of personal and professional services, all of which are compatible with the purpose of the Central Business District.

c. The value of the adjoining property will not be negatively affected greater than that anticipated from other permitted or conditionally permitted uses in this district.

Finding 3: The value of adjoining property will not be negatively affected. The renovation and site improvements have added safety, function and curb appeal along Pioneer Avenue.

d. The proposal is compatible with existing uses of surrounding land.

Finding 4: The proposed covered porch is compatible with the existing uses along Pioneer Avenue.

e. Public services and facilities are or will be, prior to occupancy, adequate to serve the proposed use and structure.

Finding 5: Public services and facilities are adequate to serve the proposed use and structure. City water and sewer service the site.

f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the nature and intensity of the proposed use, and other relevant effects, the proposal will not cause undue harmful effect upon desirable neighborhood character.

Finding 6: The scale, bulk and density of the project are in harmony with the CBD. The traffic generated from 6,000 sf mixed use building will not cause undue harmful effects. A majority of the site will be impervious and will require a Stormwater Plan to mitigate for the runoff.

g. The proposal will not be unduly detrimental to the health, safety or welfare of the surrounding area or the city as a whole.

Finding 7: The proposed covered porch will provide safe access to an existing building which enhances the surrounding area and the city as a whole. The proposal will not be detrimental to the health, safety or welfare of the surrounding area and the city as a whole.

h. The proposal does or will comply with the applicable regulations and conditions specified in this title for such use.

Finding 8: The renovation project has been approved by the State Fire Marshal Office. The proposal will comply with all applicable regulations and conditions through the permitting process.

i. The proposal is not contrary to the applicable land use goals and objectives of the Comprehensive Plan.

Finding 9: This renovation project meets the goals and objectives of the Comprehensive Plan by providing a high-quality building renovation and site design.

j. The proposal will comply with all applicable provisions of the Community Design Manual.

Finding 10: The proposal complies with the applicable provisions of the CDM.

In approving a conditional use, the Commission may impose such conditions on the use as may be deemed necessary to ensure the proposal does and will continue to satisfy the applicable review criteria. Such conditions may include, but are not limited to, one or more of the following:

1. Special yards and spaces.
2. Fences, walls and screening.
Condition 2: The dumpster to be enclosed with a three-sided, 6 ft high wood, stone or brick enclosure.
3. Surfacing of vehicular ways and parking areas.
4. Street and road dedications and improvements (or bonds).
5. Control of points of vehicular ingress and egress.
6. Special restrictions on signs.
7. Landscaping.
8. Maintenance of the grounds, buildings, or structures.
9. Control of noise, vibration, odors, lighting or other similar nuisances.
10. Limitation of time for certain activities.
11. A time period within which the proposed use shall be developed and commence operation.
12. A limit on total duration of use or on the term of the permit, or both.
13. More stringent dimensional requirements, such as lot area or dimensions, setbacks, and building height limitations. Dimensional requirements may be made more lenient by conditional use permit only when such relaxation is authorized by other provisions of the zoning code. Dimensional requirements may not be altered by conditional use permit when and to the extent other provisions of the zoning code expressly prohibit such alterations by conditional use permit.
14. Other conditions necessary to protect the interests of the community and surrounding area, or to protect the health, safety, or welfare of persons residing or working in the vicinity of the subject lot.
Condition 3: The Stormwater Plan shall be constructed and paper work completed by October 15, 2013 per HCC 21.75.030(c).

An approved PUD allows for relief of the dimensional requirements to extend the covered porch to the west property line.

PUD: HCC 21.52.060(b) A planned unit development that includes commercial, noncommercial or industrial uses shall comply with the following requirements and conditions:

1. The PUD site shall have direct access to an arterial or collector street.

Finding 11: The project has direct access to Pioneer Avenue which is a collector street.

2. Utilities, roads and other essential services must be constructed, installed and available for the immediate use of occupants of the PUD.

Finding 12: Existing utilities and roads are available for use by the occupants.

3. The PUD shall be developed with a unified architectural treatment.

Finding 13: The renovation provides a unified architectural treatment which enhances the historic nature of Pioneer Avenue.

c. If topographical or other barriers do not provide adequate privacy for uses adjacent to the PUD, the Commission may impose conditions to provide adequate privacy, including without limitation one or both of following requirements:

1. Structures located on the perimeter of the planned development must be set back a distance sufficient to protect the privacy of adjacent uses;

Finding 14: The existing building was constructed prior to the City of Homer setback requirements. The addition of the covered porch is an architectural feature that provides safer pedestrian access and Pioneer Avenue appeal. The covered porch does not interfere with the privacy of adjacent land uses.

2. Structures on the perimeter must be permanently screened by a fence, wall or planting or other measures sufficient to protect the privacy of adjacent uses.

Finding 15: The west side wall has an existing alder hedge to provide screening and privacy.

d. Dimensional Requirements. Setbacks and distances between buildings within the development shall be at least equivalent to that required by the zoning district in which the PUD is located unless the applicant demonstrates that:

1. A better or more appropriate design can be achieved by not applying the provisions of the zoning district; and

Finding 16: A more appropriate covered porch design cannot be achieved unless the setback exception is granted.

2. Adherence to the dimensional requirements of the zoning district is not required in order to protect health, safety and welfare of the occupants of the development and the surrounding area.

Finding 17: Granting an exception to the dimensional requirements protects the health, safety and welfare of the building's occupants and the surrounding area.

Conclusion

Based on the foregoing findings of fact and law, Conditional Use Permit 13-06 is hereby approved with Findings 1-17 and Conditions 1-4, listed below.

1. If the applicant is unable to secure a driveway easement across city land, an alternate parking plan or shared parking agreement shall be submitted for approval to the Planning & Zoning Office.
2. The dumpster shall be enclosed with a three-sided, 6 ft high wood, stone or brick enclosure.
3. The Stormwater Plan shall be constructed and paper work completed by October 15, 2013 per HCC 21.75.030(c).
4. The upper parking area shall be surfaced within two years of the signed Decisions & Findings.

Date: _____

Chair, Franco Venuti

Date: _____

City Planner, Rick Abboud

NOTICE OF APPEAL RIGHTS

Pursuant to Homer City Code, Chapter 21.93.060, any person with standing that is affected by this decision may appeal this decision to the Homer Board of Adjustment within thirty (30) days of the date of distribution indicated below. Any decision not appealed within that time shall be final. A notice of appeal shall be in writing, shall contain all the information required by Homer City Code, Section 21.93.080, and shall be filed with the Homer City Clerk, 491 East Pioneer Avenue, Homer, Alaska 99603-7645.

CERTIFICATION OF DISTRIBUTION

I certify that a copy of this Decision was mailed to the below listed recipients on _____, 2013. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

Date: _____

Travis Brown, Planning Clerk

Kenton Bloom, Seabright Survey and Design,
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Homer, AK 99603

Harmon and Pauli Hall DBA Dragonfly LLC
64362 Bidger Road
Homer, AK 99603

Walt Wrede, City Manager
491 E Pioneer Avenue
Homer, AK 99603

Thomas Klinkner
Birch, Horton, Bittner & Cherot
1127 West 7th Ave
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STAFF REPORT PL 13-51

TO: Homer Advisory Planning Commission
FROM: Rick Abboud, City Planner
MEETING: June 19, 2013
SUBJECT: City Planner's Report

City Council 6.10.13

Memorandum 13-079, from Mayor, Re: Recommendation for the Reappointment of Rick Foster to the Kenai Peninsula Borough Planning Commission.

Memorandum 13-080, from Mayor, Re: Reappointment of Franco Venuti to the Homer Advisory Planning Commission.

Resolution 13-056(S), A Resolution of the City Council of Homer, Alaska, Amending the Land Allocation Plan to Make Approximately 10,000 Square Feet in the NW Corner of Lot 2, Tract 1-A, Fishing Hole Subdivision Available for Lease to Qualified Non-Profit Organizations, Establishing the Parameters for Such an Offering, and Authorizing the City Manager to Proceed With a Request for Proposals. City Council.

Memorandum 13-032 from City Manager as backup.

Memorandum 13-069 from City Planner as backup.

FAILED with discussion.

Resolution 13-063, A Resolution of the City Council of Homer, Alaska Directing the City Manager to Begin the Process of Subdividing Lot 2, Tract 1-A, Fishing Hole Subdivision. City Manager.

Memorandum 13-069 from City Planner as backup.

FAILED without discussion.

Activity

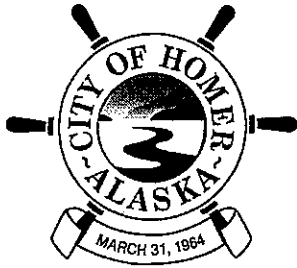
I attended an Incident Command System workshop that involves preparations for response to an oil spill on May 30th. I learned more about oil spill response and the possible role for the city in such a situation.

After attending training on Hazard Mitigation Funding Opportunities, I learned how to navigate the state and federal application processes. Some interesting facts include; there are 5 federal programs that provide disaster mitigation funding. Hazard Mitigation rely on funds that are appropriated only after a disaster has been declare or a loss has occurred. In Alaska the funds are distributed statewide regardless of where the disaster occurred.

The Borough continues to work on revising Platting regulations. We have been waiting to see how they are going to address flag lots. We will review this and provide a report when they are done so we can evaluate what we may wish to do.

I have also had to deal with several businesses that wish to operate temporarily, but technically do not fit the definition of mobile or itinerant by wishing to operate more than 60 days per year. This is a problem

because if you have a business in operation for more than 60 days you are expected to be located in a structure that provides sanitation facilities. When mobile food vendors or other itinerant merchants are allowed to operate year round they are not on par with the investment expected out of all business and gain an unequal advantage in comparable expenses. Not to mention that they are not contributing their fair share to the expensive water and sewer system for which the citizens pay. I have left this item on the report for an opportunity for discussion and consider how the Planning Commission might weigh in on the subject.



City of Homer Planning & Zoning

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STAFF REPORT PL 13-49

TO: Homer Advisory Planning Commission
FROM: Julie Engebretsen, Planning Technician
THROUGH: Rick Abboud, City Planner
MEETING: June 6, 2013
SUBJECT: Transitional Residential Zone R-2 May 30, 2013

There were two items staff worked on as a result of the conversation at the last work session.

1. Creating a more specific map of the potential R-2 areas.
2. Doing an inventory of current conditions and density.

Also, staff has summarized the discussion from the work session at the end of this staff report. Since there are no minutes at work sessions, we need to find a way to document the discussion, besides a recording (or start discussing more of these items on the record so there are formal minutes.)

R-2 Map See Attached.

Discussion points:

1. How close should sewer be, in order to call the area R-2? Sewer mainline within 500 feet? Already serving the lot?
2. Commissioner thoughts?

Current conditions and density

Staff analyzed several neighborhood sin Homer to figure out the average number of housing units per acre. I did not include vacant lots; I just looked at what is actually built and how much land is used. In areas along the beach, I only included the land above the bluff. No beach area was used.

Bayview Ave – bluff side – 28 units over 15 acres, 23,000 sq ft per unit
Kachemak Drive, middle section, 16 units over 10 acres, .55 or 24,000 sq ft per unit
Ocean Drive Loop 51 units on 34.63 acres, .61 acres of 27,000 sq ft/unit
Sabrina/Rochelle area: 84 units on 19.36 acres, .23 acres/unit or 10,000 sq ft per unit
El Sarino Ct, (near senior center) 9728 sq ft/unit.
Waddell Road, 8850 sq ft/unit
East Hill area on map, is about .97 acres or 42500 sq ft /unit
West Hill area on map is 1.18 acres per unit.

A few thoughts:

- Based on the pattern of El Sarino Ct and Waddell road, an R-2 density could be minimum lot size of 8700 square feet, single family or duplex, with an additional 5500 of lot area per dwelling unit thereafter. So if someone has a ½ acre lot, they could fit a 4 plex. That is the

size and density of the CUP on Lakeshore Drive the Commission recently approved. Its also the density of the Old Town Cottages – 8 units on 1 acre.

- How would R-2 be different than Urban Residential? UR minimum lot size is 7500 sq ft, (vs 8,700) so that's about the same. What would be different is the number of apartment units you could fit on a lot. Very roughly, using Conifer Woods as the example, the density is about 15 units/acre. Beluga Lake apartments on Ocean Drive Loop is about 16 units on 0.8 acres. These are about 800 sq ft apartments in a two story building. Potentially a developer could build three stories, and smaller apartment units, and get more units an acre. At some point the parking takes up too much space and limits the number of dwelling units possible, because of the open space requirements.
- A note about multifamily dwelling standards. I have never liked how our code reads. When someone asks "how many units can I have", here is the answer: The total floor area shall not be more than four-tenths (.4) the lot area; and, The total open area shall be at least 1.1 times the total floor area. Open area is any portion of the lot not covered or used for parking spaces and maneuvering. (??) It would be a lot cleaner to be able to say, the zoning allows 8 units per acre, AND, here are the standards...15 foot building setbacks, dumpster screening, drainage plan, open space requirements, building coverage limits, etc. So as we work through these R-2 multifamily ideas, think about how they could be used city wide to make our code more user friendly, and to get the attractive development that is discussed in the comprehensive plan.

Summary of comments from the May 15, 2013 work session

- No heliports
- Is it possible to require construction be completed sooner? Siding can remain unfinished for years.
- How can environmental concerns such as stormwater and wetlands be incorporated? See Homer Stormwater Manual. "Developable area" may be a useful concept for new development.
- Would like to discuss housing aesthetics
- Would like to talk about affordable housing
- Schedule an open house in August
- Zero lot line might be appropriate in a shared development, but not a lot by lot basis
- Have a minimum lot size requirement when sewer is present, allow larger lot coverage but plan for police/fire emergency access
- Use building footprint as a limiting factor. Concern is for drainage. No zero lot line for rentals/apartments, it limits the options for dealing with drainage. A 15 foot setback for multifamily is one idea.
- If sewer is available, but water is not, there can be some provision for more housing units by using a cistern.

Attachments

1. 5/31/13 R-2 Working Map
2. Missing Middle Housing; Responding to the Demand for Walkable Urban Living

Missing Middle Housing: Responding to the Demand for Walkable Urban Living

By Daniel Parolek

The mismatch between current US housing stock and shifting demographics, combined with the growing demand for walkable urban living, has been poignantly defined by recent research and publications by the likes of Christopher Nelson and Chris Leinberger and most recently by the Urban Land Institute's publication, *What's Next: Real Estate in the New Economy*. Now it is time to stop talking about the problem and start generating immediate solutions! Are you ready to be part of the solution?

Unfortunately, the solution is not as simple as adding more multi-family housing stock using the dated models/types of housing that we have been building. Rather, we need a complete paradigm shift in the way that we design, locate, regulate, and develop homes. As *What's Next* states, "it's a time to rethink and evolve, reinvent and renew." Missing Middle housing types, such as duplexes, fourplexes, bungalow courts, mansion apartments, and live-work units, are a critical part of the solution and should be a part of every architect's, planner's, real estate agent's, and developer's arsenal.

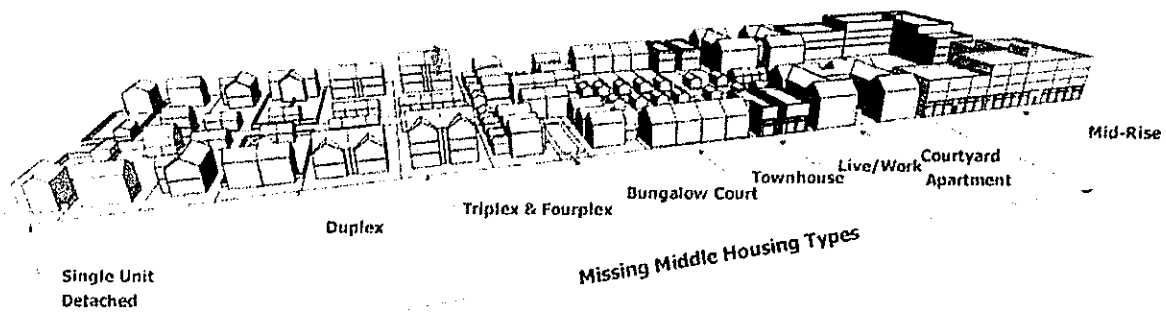


Diagram of missing middle housing types illustrating the range of types and their location between single-family homes and mid-rise buildings

Well-designed, simple Missing Middle housing types achieve medium-density yields and provide high-quality, marketable options between the scales of single-family homes and mid-rise flats for walkable urban living. They are designed to meet the specific needs of shifting demographics and the new market demand and are a key component to a diverse neighborhood. They are classified as "missing" because very few of these housing types have been built since the early

1940's due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-family home ownership.

The following are defining characteristics of Missing Middle housing:

A walkable context

Probably the most important characteristic of these types of housing is that they need to

be built within an existing or newly created walkable urban context. Buyers or renters of these housing types are choosing to trade larger suburban housing for less space, no yard to maintain, and proximity to services and amenities such as restaurants, bars, markets, and often work. Linda Pruitt of the Cottage Company, who is building creative bungalow courts in the Seattle area, says the first thing her potential customers ask is, "What can I walk to?" So this criteria becomes very important in her selection of lots and project areas, as is it for all Missing Middle housing.

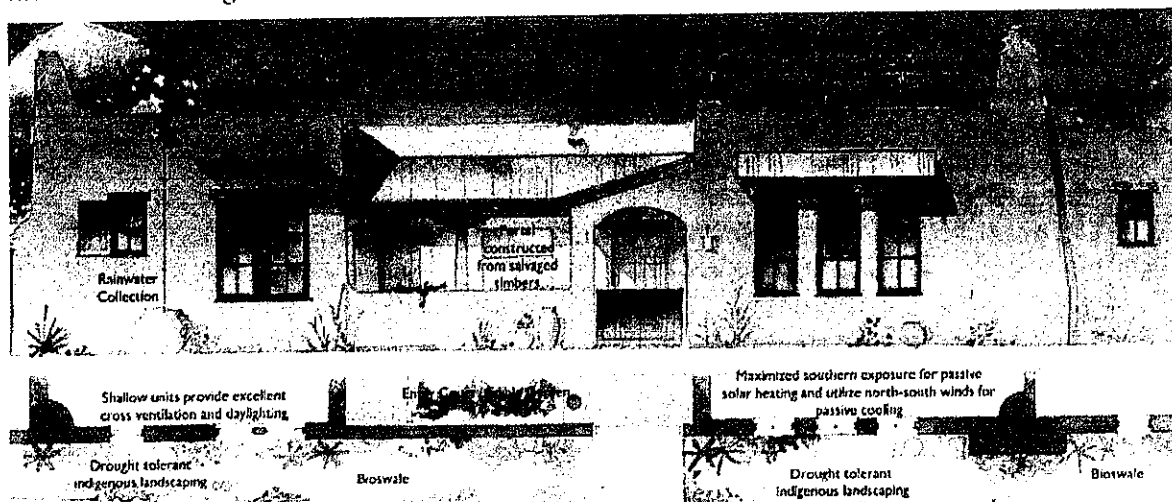
Medium density but lower perceived densities

As a starting point, these building types typically range in density from 16 dwelling units/acre (du/acre) to up to 35 du/acre, depending on the building type and lot size. It is important not to get too caught up in the density numbers when thinking about these types. Due to the small footprint of the building types and the fact that they are usually mixed with a variety of building types, even on an individual block, the perceived density is usually quite lower—they do not look like dense buildings.

A combination of these types gets a neighborhood to a minimum average of 16 du/acre. This is important because this is generally used as a threshold at which an environment becomes transit-supportive and main streets with neighborhood-serving, walkable retail and services become viable.

Small footprint and blended densities

As mentioned above, a common characteristic of these housing types are small- to medium-sized building footprints. The largest of these types, the mansion apartment or side-by-side duplex, may have a typical main body width of about 40-50ft, which is very comparable to a large estate home. This makes them ideal for urban infill, even in older neighborhoods that were originally developed as single-family but have been designated to evolve with slightly higher intensities. As a good example, a courtyard housing project in the Westside Guadalupe Historic District of Santa Fe, New Mexico sensitively incorporates 6 units and a shared community-room building onto a ¼ acre lot. In this project, the buildings are designed to be one room deep to maximize cross ventilation/passive cooling and to enable the multiple smaller structures to relate well to the existing single-family context.



This courtyard housing project in Santa Fe, NM incorporates 6 units on a ¼ acre lot (24 du/acre) in a form that is compatible with adjacent single-family homes.



A new mansion apartment in the East Beach project successfully integrated into a neighborhood with mostly single-family homes

Smaller, well-designed units

One of the most common mistakes by architects or builders new to the urban housing market is trying to force suburban unit types and sizes into urban contexts and housing types. The starting point for Missing Middle housing needs to be smaller-unit sizes; the challenge is to create small spaces that are well designed, comfortable, and usable. As an added benefit, smaller-unit sizes can help developers keep their costs down, improving the pro-forma performance of a project, while keeping the housing available to a larger group of buyers or renters at a lower price point.

Off-street parking does not drive the site plan

The other non-starter for Missing Middle housing is trying to provide too much parking on site. This ties back directly to the fact that these units are being built in a walkable urban context. The buildings become very inefficient from a development potential or yield standpoint and shifts neighborhoods below the 16 du/acre density threshold, as discussed above, if large parking areas are provided or required. As a starting point, these units should provide no more than 1 off-street parking space per unit. A good example of this is newly constructed mansion apartments in the new East Beach neighborhood in Norfolk, Virginia. To enable these lower off-

street parking requirements to work, on-street parking must be available adjacent to the units. Housing design that forces too much parking on a site also compromises the occupant's experience of entering the building or "coming home" and the relationship with its context, especially in an infill condition, which can greatly impact marketability.

Simple construction

The days of easily financing and building complicated, expensive Type-I or II buildings with podium parking are behind us, and an alternative for providing walkable urban housing with more of a simple, cost-effective construction type is necessary in many locations. What's Next states, "affordability—always a key element in housing markets—is taking on a whole new meaning as developers reach for ways to make attractive homes within the means of financially constrained buyers." Because of their simple forms, smaller size, and Type V construction, Missing Middle building types can help developers maximize affordability and returns without compromising quality by providing housing types that are simple and affordable to build.

Creating community

Missing Middle housing creates community through the integration of shared community spaces within the types, as is the case for courtyard housing or bungalow courts, or simply from the proximity they provide to the community within a building and/or the neighborhood. This is an important aspect, in particular within the growing market of single-person households (which is at nearly 30% of all households) that want to be part of a community. This has been especially true for single women who have proven to be a strong market for these Missing Middle housing types, in particular bungalow courts and courtyard housing.



Fourplexes like this one in the Midtown neighborhood of Sacramento are highly sought after.

Marketability

The final and maybe the most important characteristic in terms of market viability is that these housing types are very close in scale and provide a similar user experience (such as entering from a front porch facing the street versus walking down a long, dark corridor to get to your unit) to single-family homes, thus making the mental shift for potential

buyers and renters much less drastic than them making a shift to live in a large mid-rise or high-rise project. This combined with the fact that many baby boomers likely grew up in similar housing types in urban areas or had relatives that did, enables them to easily relate to these housing types.

This is a call for architects, planners, and developers to think outside the box and to begin to create immediate, viable solutions to address the mismatch between the housing stock and what the market is demanding—vibrant, diverse, sustainable, walkable urban places. The Missing Middle housing types are an important part of this solution and should be integrated into comprehensive and regional planning, zoning code updates, TOD strategies, and the business models for developers and builders who want to be at the forefront of this paradigm shift.

The market is waiting. Will you respond?





OPTICOS

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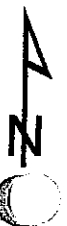
Dan Parolek is principal of Opticos Design, an architecture and urban design firm with a passion for vibrant, sustainable, walkable urban places. This article originally appeared on Logos Opticos: Composing Vibrant Urban Places.

Legend

-  Sewer
-  East Hill
-  West Hill
-  Parcels

Example; Latham Lane.
Close to sewer, but would
require a sewer main extension.
Is this area R-2, or no?

Hillside Pl







City of Homer

www.cityofhomer-ak.gov

Planning

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Homer, Alaska 99603

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STAFF REPORT PL 13-50

TO: Homer Advisory Planning Commission
THROUGH: Rick Abboud, City Planner
FROM: Dotti Harness-Foster, Planning Technician
MEETING: June 19, 2013
SUBJECT: Mitigation Plan to allow up to 6.4% impervious coverage for Lot 1, Block 2 Kelly Ranch Estates at 1015 Quinalt Avenue. KPB 17305447
APPLICANT: Bruce and Patricia Craigue, 41518 D Road, Crawford, CA 81415

Action Requested:

Mr. and Mrs. Craigue have a 1.2 acre parcel in the Bridge Creek Watershed Protection District (BCWPD). The Craigue's would like to construct a 1,064 sf home with a detached carport. The BCWPD limits the amount of impervious surfaces to 4.2 % of the lot area, unless the property owner has a mitigation plan. An approved mitigation plan is required to increase the impervious surface area to 6.4% of the lot area, (3,353.8 sf. for this site)

Purpose of the BCWPD:

The BCWPD was adopted in April 2003. The goal of the BCWPD is to protect the water quality of the City's drinking water supply. The soils and native vegetation on lands surrounding the Bridge Creek act to absorb, collect and filter water runoff. As buildings and gravel areas are constructed, the impervious coverage increases, leaving less undisturbed land to absorb and filter the water runoff.

Maximum impervious coverage of 6.4%.

For lots larger than 2.5 acres the maximum impervious surface area is 4.2%. Lots less the 2.5 acres have provisions to increase the maximum impervious surface area to 6.4% if the property owner has a mitigation plan designed to mitigate the effect of the increased water flow from impervious surfaces such as driveways, parking area and roofs. Mitigation plans must be approved by the Planning Commission per HCC 21.40.070(a) (3).

Site Conditions

- a. The lot is 1.203 acres, or 52,403 sf
- b. There is a 33' section line reservation along the west lot line.
- c. The lot is located approximately 600 feet from the Bridge Creek drainage.
- d. The lot gently slopes to the northwest.
- e. The beetle killed spruce trees have been cleared.
- f. No additional mature spruce trees will be cut.

Calculations for Lot 1 Blk 2 Kelly Ranch Estates	Sq. Ft.	Percentage
Residence (includes 2' roof eaves, 30' x 42')	1,260.0	
Carport-parking (includes 2' roof eaves, 28'x 28')	784.0	
Driveway (58' x 12')	696.0	
Shed (16' x 8')	128.0	
Parking in front of carport (28' x 19')	468.0	
Total proposed impervious sq. ft.	3,336.0	6.4%
4.2 % Allowed impervious coverage	2,200.9	4.2%
6.4 % Allowed coverage with approved mitigation plan	3,353.8	6.4%

Mitigation Measures:

1. The roof water will be directed to a catchment basin(s), downslope of each structure. The catchment basin(s) will be lined with filter fabric and covered with drain rock. The applicant to submit calculations showing that the catchment basin(s) are properly sized for 3,353 sf of impervious surface area.

Condition 1: All roof water shall be directed below ground into catchment basin(s), downslope of the structures.

2. The Craigue's letters stamp dated May 29, 2013 indicates no clearing of mature spruce trees is needed.

Condition 2: No clearing of mature spruce trees.

3. Staff recommends: In 2005 Northrim Engineering submitted a design for driveways constructed in Kelly Ranch Estates that uses angular crushed rock. The angular rock holds together and provides a higher permeability rating than the typical driveway construction. See attached memo and drawing.

Condition 3: The driveway to be constructed per Northrim Engineering Memo dated 1/28/05 with an angular crushed rock thickness of 4-6 inches. See attached.

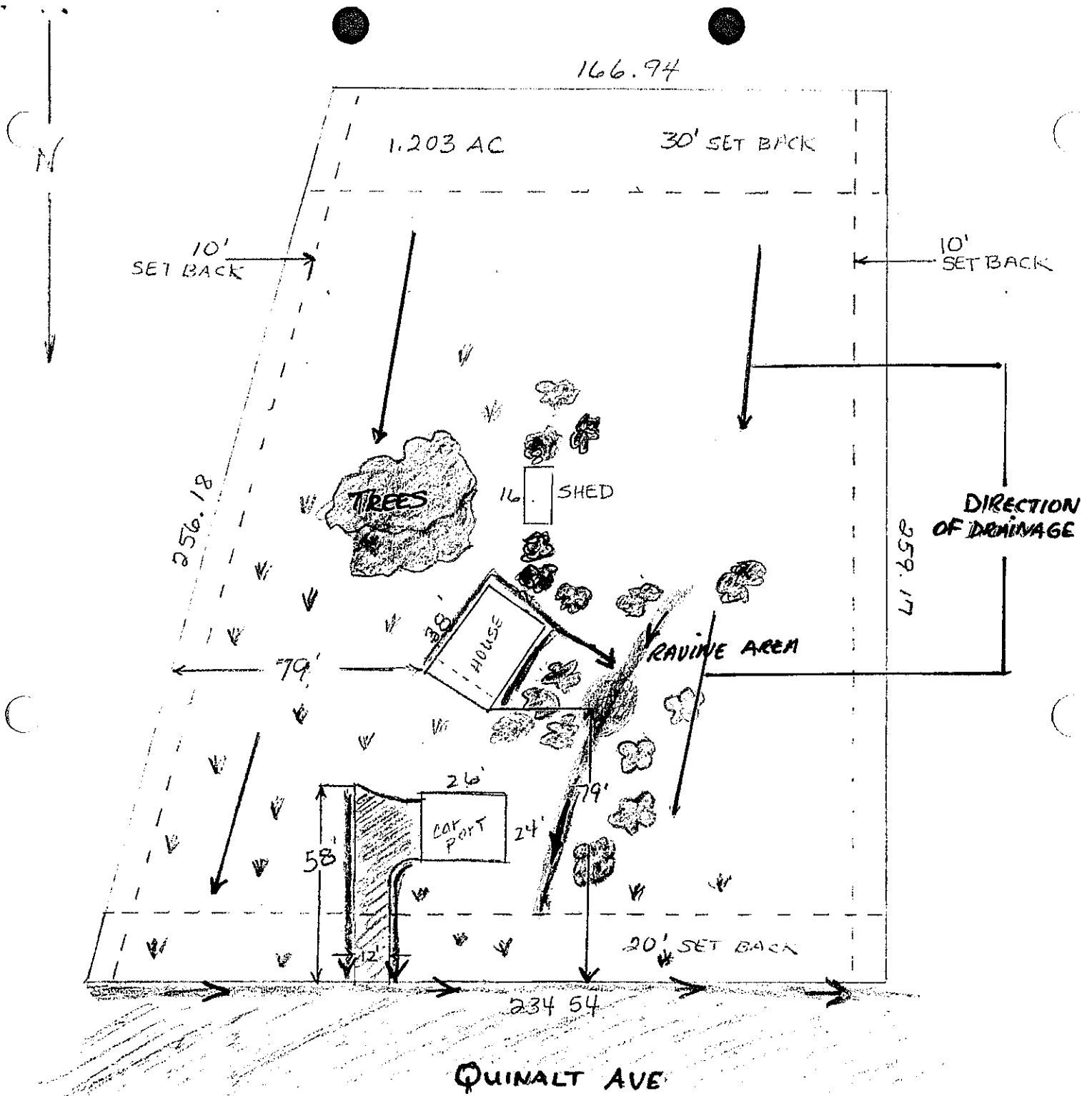
4. Staff recommends: The installation of erosion and sediment control measures to intercept and retain sediment runoff. This barrier to be installed prior to excavation activity and shall be maintained and remain in place until vegetation in the disturbed area is reestablished. These mitigation measures are designed to mitigate the effect of impervious coverage on water flow and the effect of the loss of vegetation per HCC 21.40.070(a)(3), BCWPD Requirements for impervious coverage. The mitigation measures are similar to that of a Development Activity Plan and are described in more detail in HCC 21.74.020 DAP.

Condition 4: Prior to excavation activity, barriers that intercept and retain sediment runoff will be installed along the downslope border of the construction site. The barriers shall remain in place until vegetation is reestablished.

ATTACHMENTS

1. Site plan
2. Request submittals stamp dated May 29, 2013
3. Northrim Engineering, Inc. dated Jan. 28, 2005 RE: BCWPD
4. Crushed Rock Driveway Cross Section for Kelly Ranch Estate dated 1/28/05



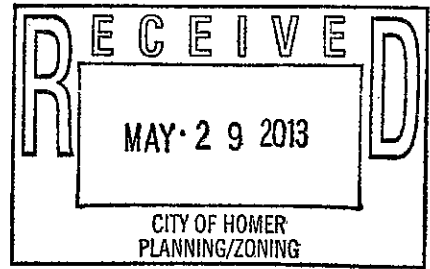


BRUCE & PATRICIA CRAIGUE
 1019 QUINALT AVE, HOMER
 970 623-0943
 plcraigue@gmail.com
 PARCEL # 17308447
 T6S R 13W SEC 9
 SEWARD MERIDIAN - KELLY RANCH SUB
 LOT 1 BLK 2

SINGLE STORY W/ LOFT
 DRIVEWAY W/ CARPORT
 TOTAL COVERAGE 3073
 SCALE: 1/4" = 10' ±



Bruce & Patricia Craigue
41518 D Road
Crawford, Co 81415
970 623 0943
970 623 9123
plcraigue@gmail.com



Attention: Advisory Planning Board

We have enclosed a rough plat plan to show our intentions and the location of drainage.

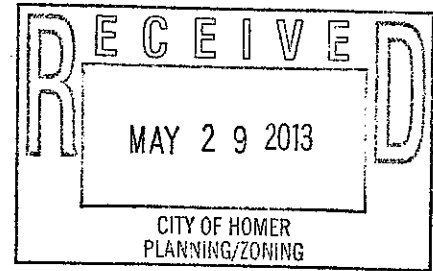
We will not have to cut any more trees. My drawing is from memory and there are more trees on the lot than I have shown. Most of the trees are evergreens, White Spruce. The property has sandy soil which is excellent for drainage. The Rain gutters will be drained away with buried PVC pipe to the area created with filter fabric and stone as indicated on drawing. Have not determined the size of this catchment basin at this time.

We are currently living in Crawford, Colorado and we will be returning to Homer the second week of June. We have made the decision to move back to Alaska and make it our permanent residence. We have built 2 other houses in Homer and always followed code and paid for inspections. Bruce is very knowledgeable in the home building trade from the ground up.

Please call or e-mail if you have any questions.

Thank you
Bruce and Patricia

Bruce & Patricia Craigue
41518 D Road
Crawford, Co 81415
970 623 0943 or 970 623 9123
plcraigue@gmail.com



May 22, 2013

City Of Homer
Planning & Zoning

Dear Dottie

I have enclosed a rough plat plan colored coded for the Advisory Planning Commission. I hope this is helpful.

We are still planning to be in Homer by June 14th, hopefully sooner if all goes well here in Colorado.

Please call or e-mail if you have any questions.

Thank you
Bruce and Patricia

Parcel #17305447
Lot 1 Blk 2
Seward Meridian-Kelly Ranch Sub.

Bruce & Patricia Craigie
41518 D Road
Crawford, CO 81415
(970) 623-0943 or (970) 623-9123

April 18, 2013

City of Homer
Planning & Zoning

Dear Dottie,

Bruce and I want to reapply for a building permit since we did not start any construction on our lot in 2011. We have been living in Colorado for the last 2 years. We now have plans to move back to Homer. We want to make the 1015 Quinalt Ave our permanent resident.

I have misplaced the original approved building permit and not sure if that matters now. I have made out a new application. We would also like to increase the allowable impervious area from 4.2% to 6.2%. I have included plans and the letter for the Advisory Planning commission. I think I have enclosed what you need to move this forward. If not please contact me by phone or e-mail:

plcraigie@gmail.com.

We are hoping to arrive in Homer the first week of June.

Thank you in advance for your help in this matter.

Bruce & Patricia

Bruce & Patricia Craigue
41518 D Road
Crawford, CO 81415
(970)623-0943 or (970)623-9123

April 18, 2013

City of Homer
Advisory Planning Commission

To whom it may concern

The intent of this letter is to request an increase in allowable impervious coverage from 4.2% to 6.4%. The total coverage includes the driveway, carport, house and existing shed at 3073'. The main reason we are asking for this increase is to have a carport. We feel this is the best location for the house and the carport hence making the driveway a little longer.

The property slopes downhill to Quinalt Ave. and has excellent drainage. We will not have to cut any trees and plan to retain as much natural vegetation as possible. The driveway will be constructed with filter fabric and clean crushed rock. Also will have interception ditches along each side of the driveway running into the run off ditch on Quinalt Ave. The rain gutters can be drained away to a natural ravine on the northwest side of the property. We can line this area with filter fabric and cover with drain rock.

We have enclosed plans and application for your review. Thank you in advance for your time and consideration.

Parcel #17305447
T6SR13W SEC 9
Seward Meridian-Kelly Ranch Sub
Lot 1 Blk 2

Bruce & Patricia



MEMO

Steve Eng, PE, PH
(907) 694-7028 tel
(907) 694-7026 fax
NorthRimEng@aol.com

Date: 1/28/05

Number of Pages: 2

To: Robert Pickering

Fax: 495-6797

Subject: Bridge Creek Watershed Protection District

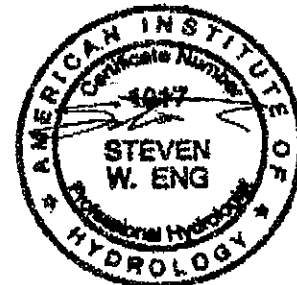
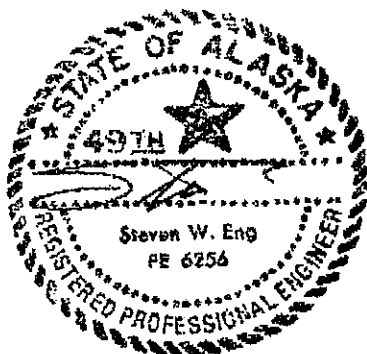
Kelly Ranch Estates is considering driveway construction which will not impede natural drainage or rainfall infiltration. Typically driveways are paved and/or utilize compacted aggregate which may be impervious or limiting to flow, thereby creating run-off. Run-off can be of concern within a watershed.

There are driveway designs that are not impervious. One such design utilizes crushed rock or gravel; about ¾-inch uniform size. The angularity of the crushed rock holds the structure together but at the same time allows rainfall and snowmelt to easily percolate through. This design has proven successful in past use.

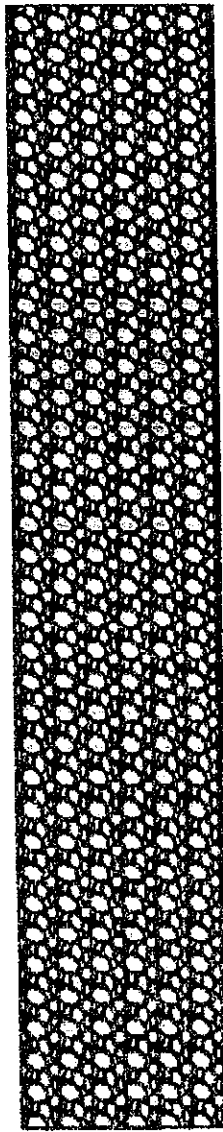
Incipient ponding and run-off are a function of the hydraulic conductivity (K) of the medium. A crushed rock will have a high hydraulic conductivity; higher than the natural soil. The crushed rock could be expected to have a K value in the range of 500 meters/day. In comparison, the natural organic surface K value may be less than 1 meter/day.

The surface organic layer and vegetation should be stripped off before placement of the crushed rock. The crushed rock thickness typically will be in the 4-inch to 6-inch range.

Site specific design and calculation of run-off can be completed if necessary.



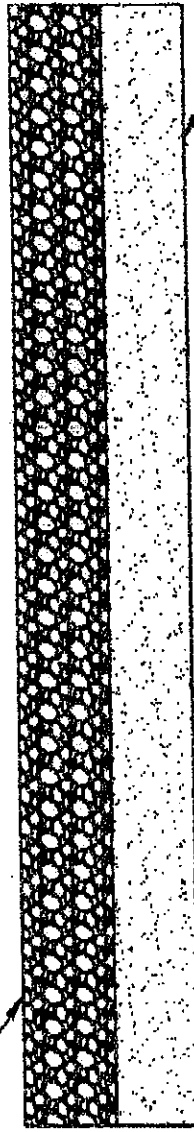
Plan



20' Typical

3/4" - 1" Clean Crushed Rock

Profile



4'-6" Typical

Natural Subgrade

Strip Off Organics and Vegetation

**NORTHTRIM
ENGINEERING**
17237 Bear Paw Circle
Eggle River, Alaska 99577



CRUSHED ROCK
DRIVEWAY

KELLY RANCH ESTATES

Date: 1/28/05	Drawn By: SE	Scale: NTS	SHEET: 1
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**EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER
CAPITAL IMPROVEMENT PLAN**

by Anne Marie Holen, City of Homer Special Projects Coordinator

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

Q: What is a CIP?

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

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

Q: What is a capital project?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q: Are the "legislative priorities" the same as the CIP?

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

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

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

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

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

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

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

A: • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group gives it to me, I will draft a project description to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.

- Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

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

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

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

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

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

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



Growing opportunities for Alaskans



SEAN PARNELL
GOVERNOR OF ALASKA

ALASKA'S FISCAL YEAR 2014 BUDGET

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

- Governor Sean Parnell

Spending Target

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

Resources and Energy

Alaska's resources provide Alaskans with opportunity.

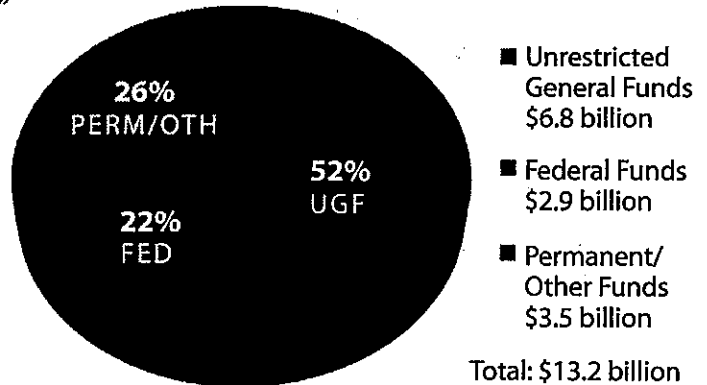
- **Roads to Resources** \$17.5 million
- Gasline Development \$380 million
- Geologic Materials Center \$17.5 million
- Chinook Salmon Research \$7.5 million
- Strategic Minerals \$2.5 million
- Permitting and Statewide Mapping \$5.5 million
- Susitna-Watana Hydro Project \$95.2 million
- Sustainable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

Education

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

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

Alaska's Budget by Fund Source



Public Safety

The budget prioritizes safe homes and strong families.

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

Transportation/Infrastructure

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

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

Military Support

We honor Alaska's military community.

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



FOR IMMEDIATE RELEASE

No. 13-086

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

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

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

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

Resources and Energy

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

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

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

Education

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

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

Public Safety

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

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

Transportation and Infrastructure

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

Military Support

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

Detailed information on capital projects across the state is available at:

<http://gov.alaska.gov/parnell/press-room/fy14-budget.html>

Copies of the budgets and related documents are available at:

<http://omb.alaska.gov/html/budget-report/fy-2014-budget/enacted.html>

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

	FY2013 Authorized Plus Supplementals				FY2014 Enacted				Total Funds	UGF % Change	Total % Change
	Unrestricted General Funds	Designated General Funds	Other State Funds	Federal Funds	Unrestricted General Funds	Designated General Funds	Other State Funds	Federal Funds			
1 REVENUE	7,585.5	874.8	528.9	2,927.4	6,162.7	970.6	564.6	2,966.9	10,664.8		
2 Total Unrestricted General Fund Revenues (A) (\$109.21, \$109.61)	7,476.4				6,712.7				6,712.7		
3 Revenue Adjustment (B)	48.9				(550.0)				(550.0)		
4 Reappropriations and Carryforward (C)	60.2										
5 Restricted Revenue (D)											
6 APPROPRIATIONS											
7 Total Operating (excluding fund capitalizations)	5,228.4	756.4	471.8	2,002.1	5,290.0	742.3	520.6	2,015.5	8,568.5	61.6	1.2%
8 Agency Operations	4,308.3	734.6	437.2	1,984.4	4,368.3	721.5	466.3	1,998.0	7,554.5	60.6	1.2%
9 Agency Operations (Non-formula)	2,079.1	672.2	432.4	923.3	2,107.3	647.0	(0.1)	925.0	4,142.2	28.2	1.4%
10 SB18 Veto/HB65 Votes	(0.7)				(1.4)			(0.3)	(1.8)		
11 Supplements	8.6	(1.1)	0.7	3.0	185.0	0.6	0.7	1.7	187.9	3.6	2.0%
12 Legislature and Courts Operations	181.3	0.6	0.8	1.7							
13 Supplements	(6.7)										
14 Total K-12 Foundation and Pupil Transportation (E)	1,203.5	13.3	2.8	20.8	1,216.4	10.5	20.8	20.8	1,247.7	12.9	1.1%
15 Agency Operations (Formula)	858.8	49.0	2.8	1,035.6	861.7	63.4	2.8	1,050.7	1,978.6	2.9	0.3%
16 Supplements	(15.6)	0.9	0.5	2.7							
17 Revised Programs Legislatively Approved											
18 Duplicated Authorizations Non-additive (F)	920.1	21.8	724.6	17.7	921.1	20.8	734.9	17.5	1,013.9	1.0	0.1%
19 Statewide Operations	217.1	21.8	34.6	17.7	207.4	20.8	54.5	17.5	300.1	(9.7)	-4.5%
20 Debt Service (G)	(20.0)				60.0				60.0		
21 Supplements	85.0	(10.0)			633.8				633.8	19.9	3.2%
22 Revenue Sharing	613.9										
23 Direct Appropriations to Retirement	18.0										
24 Judgments, Claims and Settlements	6.1										
25 Supplements											
26 Supplemental Placeholder					20.0				20.0		
27 Duplicated Authorizations Non-additive (F)	2,071.5	111.7	24.8	50.1	769.2	212.8	34.8	928.1	1,944.8	(1,275.3)	-51.6%
28 Total Capital	1,806.7	111.7	21.1	812.3	769.2	212.8	34.8	928.1	1,944.8		
29 Project Appropriations	204.8										
30 Supplements	60.0										
31 Revised Programs Legislatively Approved											
32 AGIA Reimbursement Fund											
33 Other Fund Capitalizations (H)											
34 Duplicated Authorizations Non-additive (F)	462.8	1.8	0.0	24.1	1,066.0	12.2	0.0	24.3	1,060.5	555.2	114.6%
35 Fund Capitalizations	7.0	1.8	0.0	24.1	6.0	1.2	0.0	23.3	30.5		
36 Fund Capitalizations (I)	400.0				400.0				400.0		
37 Oil and Gas Tax Credits	125.0				150.0				150.0		
38 SB21 Oil Tax Credits Adjustment	(54.1)				125.0				125.0		
39 Sustainable Energy Transmission & Supply Development Fund	4.9				355.0				355.0		
40 Supplements											
41 In-State Pipeline Fund											
42 Duplicated Authorizations Non-additive (F)	7,782.7	869.9	520.0	2,927.4	7,122.2	956.2	3.5	2,966.9	11,600.8	(660.6)	-8.5%
43 Pre-Transfer Authorization	187.1	4.9	8.8	0.0	(291.6)	14.4	9.0	0.0	(268.1)		
44 Transfers/Savings											
45 Designated Savings											
46 Public Education Fund - Budget Year Draw (E)	(1,178.5)				(1,190.7)				(1,190.7)		
47 Public Education Fund - Future Year Funding (E)	1,139.7				1,192.5				1,192.5		
48 REAM/Small Municipal School District Fund	36.6				36.2				36.2		
49 Renewable Energy Grant Fund (I)	400.0				25.0				25.0		
50 Alaska Higher Education Investment Fund					10.0				10.0		
51 Power Project Fund											
52 Undesignated Savings	250.0				(374.1)				(374.1)		
53 Statutory Budget Reserve	(519.3)				9.5				9.5		
54 AHFC Subsidary (J)	32.8				6,830.6				6,830.6		
55 Other Transfers (K)	7,969.9	874.8	528.9	2,927.4	(657.9)	970.6	564.6	2,966.9	11,332.7	(1,139.3)	-14.3%
56 Total Authorization to Spend with Savings											
57 Post-Transfer Balance to/from Reserves	0.0				0.0				0.0		
58 Permanent Fund Appropriations	470.0				1,913.0				1,913.0		
59 PF Dividends / PFD Division Operations (L)	741.0				957.0				957.0		
60 PF Initiation Pooling	19.0				22.0				22.0		
61 AK Capital Income Fund (Ann Rees) (M)					6,830.6				6,830.6		
62 Total Authorization to Spend with Permanent Fund	7,969.9	2,104.8	528.9	2,927.4	2,883.6		564.6	2,966.9	13,245.7	(1,139.3)	-14.3%

63 Fiscal Year Summary (Includes Permanent Fund)	7,959.2	2,104.8	528.9	2,927.4	13,580.9	6,830.6	2,883.6	564.6	2,966.9	13,245.7	(1,139.3)	-14.3%
Agency Operations	4,308.3	734.6	437.2	1,984.4	7,464.5	4,368.9	721.5	466.3	1,998.0	7,354.6	60.6	1.4%
Statewide Totals (excluding fund capitalizations)	920.1	21.8	34.6	17.7	994.2	921.1	20.8	54.5	17.5	1,013.9	1.0	0.1%
Total Operating	5,228.4	756.4	471.8	2,002.1	8,458.7	5,290.0	742.3	520.8	2,015.5	8,368.5	61.6	1.2%
Capital	2,071.5	111.7	48.2	901.2	3,132.5	796.2	212.8	34.8	948.1	1,971.8	(1,275.3)	-61.6%
Fund Capitalization	482.8	1.8	0.0	24.1	508.8	1,036.0	1.2	0.0	23.3	1,060.5	563.2	114.6%
Total Authorization Pre-Transfers/Savings	7,782.7	869.9	520.0	2,927.4	12,100.0	7,122.2	966.2	555.6	2,966.9	11,600.8	(660.6)	-8.5%
Transfers/Savings	187.1	4.9	8.8	0.0	200.9	(291.6)	14.4	9.0	0.0	(268.1)	(1,139.3)	-14.3%
Total Authorization to Spend with Savings	7,969.9	874.8	528.9	2,927.4	12,300.9	6,830.6	970.6	564.6	2,966.9	11,332.7	(1,139.3)	-14.3%
Permanent Fund Appropriations	0.0	1,230.0	0.0	0.0	1,230.0	0.0	1,913.0	0.0	0.0	1,913.0	0.0	-7.9%

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

Unrestricted General Fund Revenue	FY2013	FY2014
Oil Price (ANS West Coast Spot per barrel)	\$109.21	\$109.51
Average ANS oil production (bbl per day)	0.538	0.527
Unrestricted General Fund Revenue	\$7,476.4	\$6,712.7

Corporate Dividends	FY2013	FY2014
Alaska Industrial Development and Export Authority (AIDEA)	\$20.4	\$20.7
Alaska Housing Finance Corporation for Projects	\$16.5	\$0.0
Total as Unrestricted General Funds	\$36.9	\$20.7

Total AHFC Dividend for Capital Projects and Debt Service: \$27.3 | \$10.6

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

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

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

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

Public Education Fund Expenditures	FY2013	FY2014	FY2015
K-12 Foundation Formula	\$1,129,721.0	\$1,140,748.0	\$1,115,748.0
Pupil Transportation	\$73,795.9	\$75,539.1	\$76,762.7
Total	1,203,516.9	1,216,287.1	1,192,510.7

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

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

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

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

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

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

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

Permanent Fund Dividend / PFD Division Operations	FY2013	FY2014
Department of Revenue, Division of Permanent Fund Dividend operations	\$8.2	\$8.3
Department of Health and Social Services, Public Assistance PFD Hold Harmless	\$16.8	\$17.5
Total	\$25.0	\$25.7

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

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

Operating Budget - UGF/DGF/Other/Fed Summary by Department

Scenario: Final FY2014 Operating Less Vetoes (10668)

Department	UGF	DGF	Other	Federal	Total	PFT	PPT	NP Positions	Total
Department of Administration	86,753.2	24,457.7	222,320.6	3,797.0	337,328.5	1,051	19	61	1,131
Department of Commerce, Community, and Economic Development	47,060.2	92,810.0	44,713.6	21,558.8	206,142.6	551	1	12	564
Department of Corrections	296,942.9	16,718.1	14,590.1	5,333.2	333,584.3	1,860	1	0	1,861
Department of Education and Early Development	1,282,645.9	24,324.9	26,420.2	233,903.8	1,567,294.8	335	14	18	367
Department of Environmental Conservation	23,414.1	27,110.0	11,580.8	25,120.7	87,225.6	559	0	7	566
Department of Fish and Game	81,362.3	8,791.8	63,208.0	63,752.5	217,114.6	933	718	68	1,719
Office of the Governor	29,480.3	4.9	528.4	199.0	30,212.6	155	0	20	175
Department of Health and Social Services	1,236,196.6	73,369.4	95,037.1	1,248,823.0	2,653,426.1	3,502	64	113	3,679
Department of Labor and Workforce Development	34,966.6	33,458.3	23,014.1	99,324.2	190,763.2	837	77	14	928
Department of Law	61,247.9	2,718.2	28,783.7	1,973.8	94,723.6	576	3	0	579
Department of Military and Veterans Affairs	22,274.3	28.4	16,718.2	25,304.1	64,325.0	339	2	1	342
Department of Natural Resources	81,213.8	25,853.0	41,279.5	22,493.9	170,840.2	759	240	104	1,103
Department of Public Safety	172,293.7	6,442.9	15,349.1	10,848.2	204,933.9	885	18	17	920
Department of Revenue	33,290.5	9,779.5	232,118.5	77,420.5	352,609.0	892	34	18	944
Department of Transportation/Public Facilities	283,027.0	68,482.9	274,626.8	3,844.6	629,981.3	3,189	404	227	3,820
University of Alaska	371,325.1	305,448.3	86,597.8	150,852.7	914,223.9	4,727	222	0	4,949
Alaska Court System	110,574.3	518.0	1,801.9	1,675.6	114,569.8	767	50	21	838
Legislature	74,376.1	71.4	403.0	0.0	74,850.5	254	285	0	539
Branch-wide Unallocated Appropriations	40,415.3	1,091.1	2,058.4	1,763.7	45,328.5	0	0	0	0
Total:	4,368,860.1	721,478.8	1,201,149.8	1,997,989.3	8,289,478.0	22,171	2,152	701	25,024

Capital Budget - UGF/DGF/Other/Fed Summary by Department

Scenario: Final Total SLA 2013 (3155)

Department	Unrestricted Gen (UGF)	Designated Gen (DGF)	Other Funds	Federal Funds	Total Funds
Department of Administration	39,761,470	0	42,614,400	0	82,375,870
Department of Commerce, Community, and Economic Development	445,514,579	119,190,000	1,500,000	14,876,868	581,081,447
Department of Corrections	6,565,000	0	0	0	6,565,000
Department of Education and Early Development	66,836,057	71,180,482	0	0	138,016,539
Department of Environmental Conservation	33,426,434	0	3,896,800	43,250,000	80,573,234
Department of Fish and Game	12,605,000	2,000,000	2,000,000	2,250,000	18,855,000
Office of the Governor	813,000	0	0	0	813,000
Department of Health and Social Services	26,618,800	0	300,000	33,526,200	60,445,000
Department of Labor and Workforce Development	6,968,000	0	0	0	6,968,000
Department of Law	1,800,000	0	0	0	1,800,000
Department of Military and Veterans Affairs	9,980,000	0	0	18,621,500	28,601,500
Department of Natural Resources	14,742,500	7,250,000	2,500,000	7,750,000	32,242,500
Department of Public Safety	4,882,000	200,000	0	1,000,000	6,082,000
Department of Revenue	88,108,100	1,630,000	22,905,000	13,943,900	126,587,000
Department of Transportation/Public Facilities	130,346,500	10,000,000	43,864,728	793,882,272	978,093,500
University of Alaska	62,588,700	1,300,000	0	0	63,888,700
Alaska Court System	15,120,000	0	0	0	15,120,000
Legislature	7,300,000	0	0	0	7,300,000
Fund Capitalization	27,000,000	0	0	0	27,000,000
Totals:	1,000,976,140	212,750,482	119,580,928	929,100,740	2,262,408,290

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

Scenario: Final Total SLA 2013

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

Summary of Budget Vetoes
SLA 2013
Operating and Capital Bills

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

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

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

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

Dept.	Year	Sec. No.	Bill Page	Bill Line	Project Title	Reason	Amount Pre-Veto	Unrestricted Gen Fund	Designated Gen Fund	Other	Federal	Fund Source	Total Vetoed	Balance Remaining
TECHNICAL - BILL/CONTINGENCY DID NOT PASS														
17	2014	2	44	11-15	HB 19 - Permanent Motor Vehicles Registration	Bill Did Not Pass	\$100,100		(\$100,100)			1005 Gen Fund Program Receipts	(\$100,100)	\$0
18	2014	2	45	17-21	HB 183 - Municipal Taxation of Tobacco Products	Bill Did Not Pass	\$135,100			(\$135,100)		1108 Statutory Designated Program Receipts	(\$135,100)	\$0
19	2014	21 (d)	124	19 - 20	Konik Arm Crossing Fund	Bill Did Not Pass	\$10,000,000	(\$10,000,000)				1004 Gen Fund	(\$10,000,000)	\$0





South Peninsula Fire Arms Training Facility

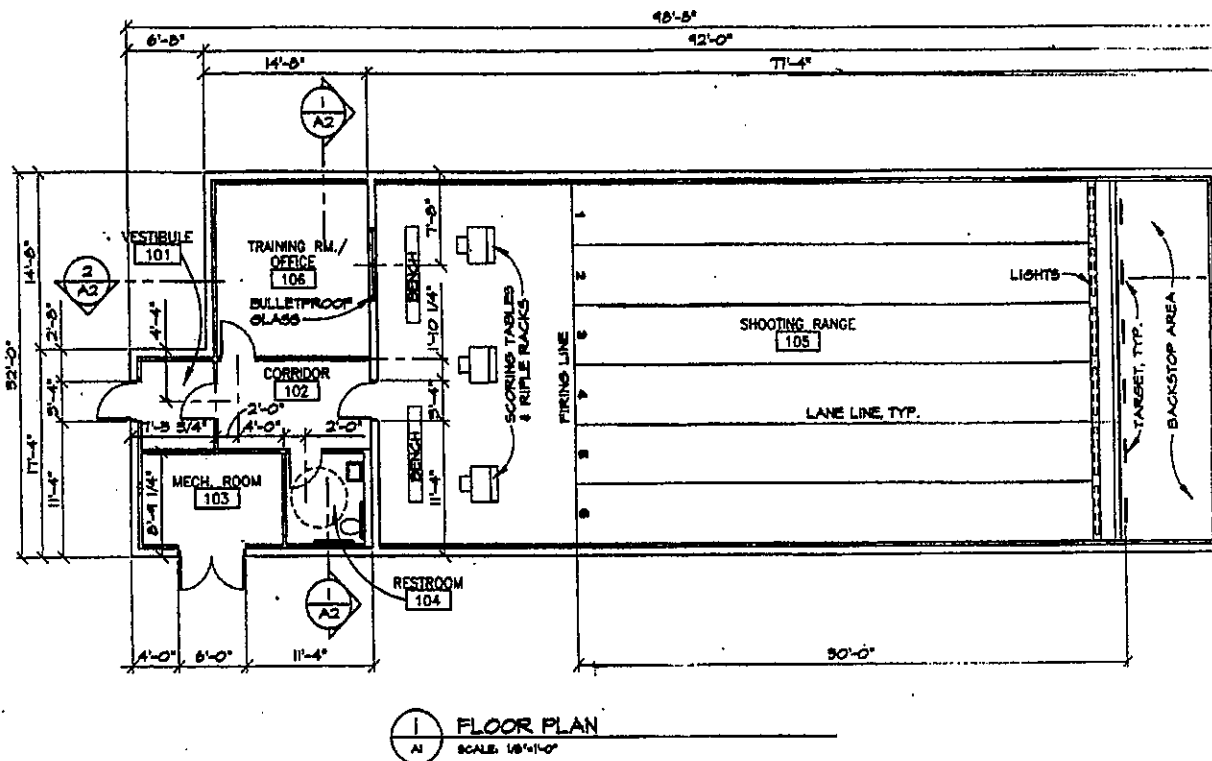
Project Description & Benefit: This project will provide a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies.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

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

Schedule:

Priority Level:

PROPOSED NEW PROJECT - DRAWING





Homer Senior Citizens Natural Gas Conversion

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

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

Waiting for additional project description.

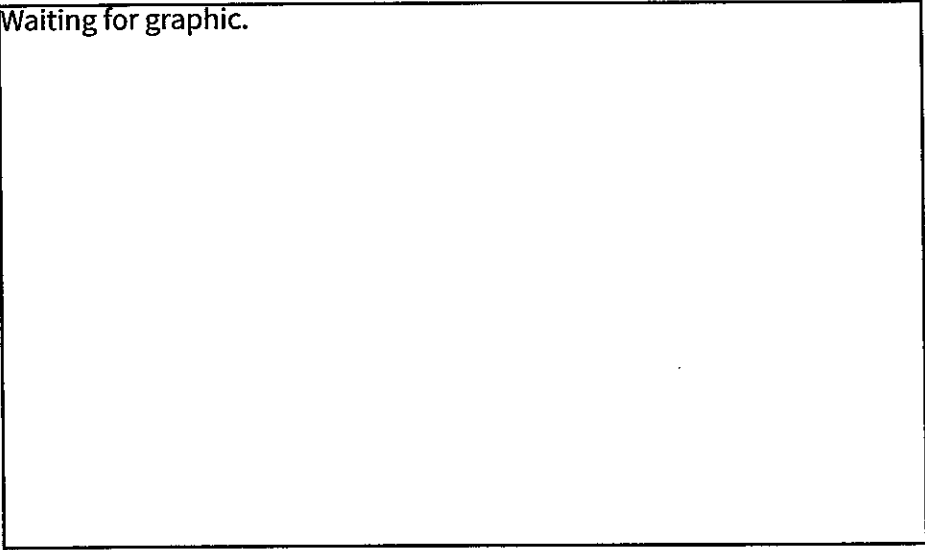
Total Project Cost: \$504,898

Schedule:

Preconstruction: 2013

Construction: 2014

Waiting for graphic.



PROPOSED NEW PROJECT - DRAFT



Homer High School Turf Field

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

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

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

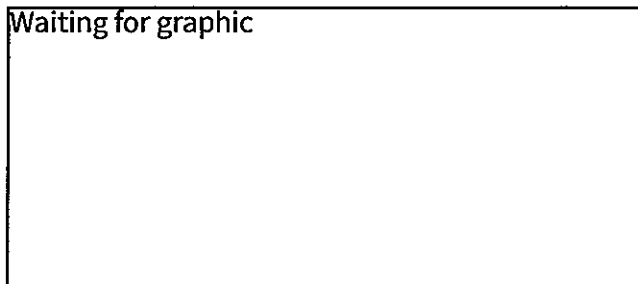
Total Project Cost: \$ \$1,991,737

Preconstruction: \$95,851

Construction: \$1,895,886

Schedule: 2014

Waiting for graphic



PROPOSED NEW PROJECT - DRAFT



Ohlson Mountain Rope Tow Safety Equipment Upgrade

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

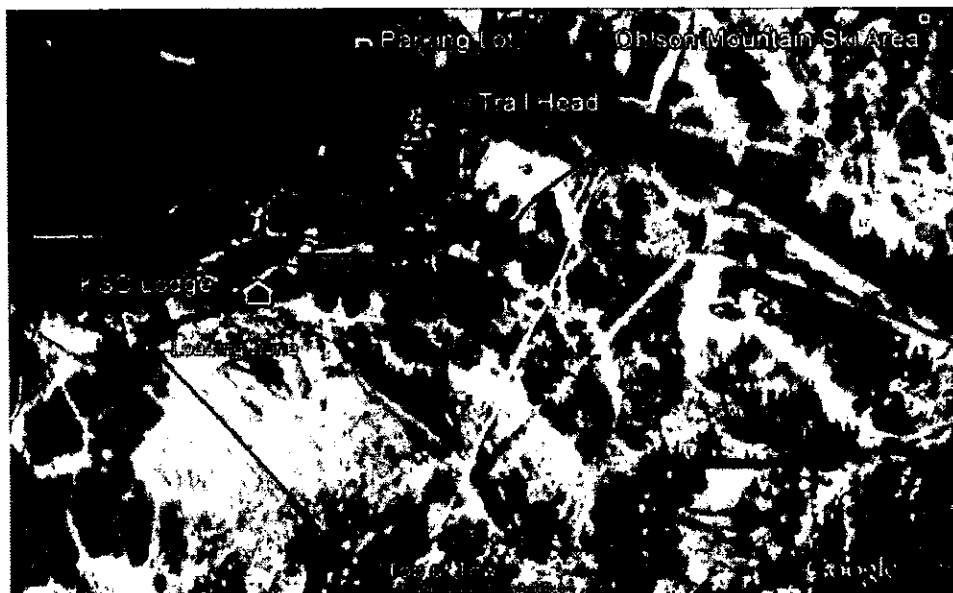
This project would purchase of a snow machine capable of evacuating an injured skier uphill to the parking lot (where local club first aid responders would transfer care to local EMS providers), as well as for use packing both the access right of way and the tow path of the rope tow itself. Both of the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

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

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

Total Project Cost: \$30,000

Schedule: 2015



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

PROPOSED NEW PROJECT - OHMAY

City of Homer Capital Improvement Plan 2014-2019



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

City of Homer
491 E. Pioneer Avenue
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DRAFT



City of Homer

City Manager

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February 14, 2013

To The Honorable Mayor and Homer City Council:

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

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

DRAFT

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

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

Sincerely,

Walt Wrede
City Manager

Update with new letter from CM

DRAFT



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Update accordingly



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Update accordingly



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DRAFT

Update accordingly



City of Homer Capital Improvement Plan • 2013 - 2018

Funded Projects from 2010-2017 CIP List

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

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

DRAFT



Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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

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

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

DRAFT

Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

DRAFT

City of Homer State Legislative Request FY 2014 Capital Budget



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

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

Update with new graphic



Legislative Request FY2014

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

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

DRAFT

Replace with new Legislative Priority list from 2013 Resolution.



1. Harbor Improvement Revenue Bond Projects

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

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

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

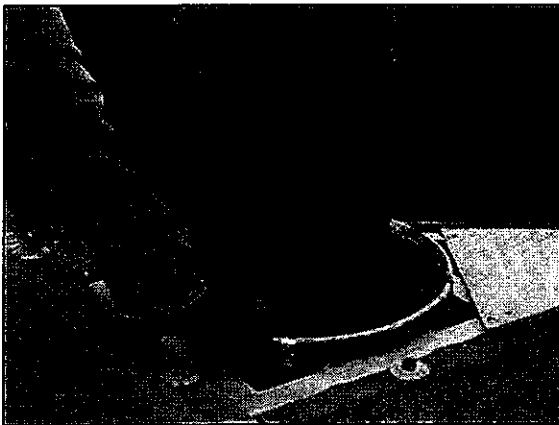
Total Project Cost: \$9,129,000

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

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

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

DRAFT



Hole in damaged piling that needs replacing

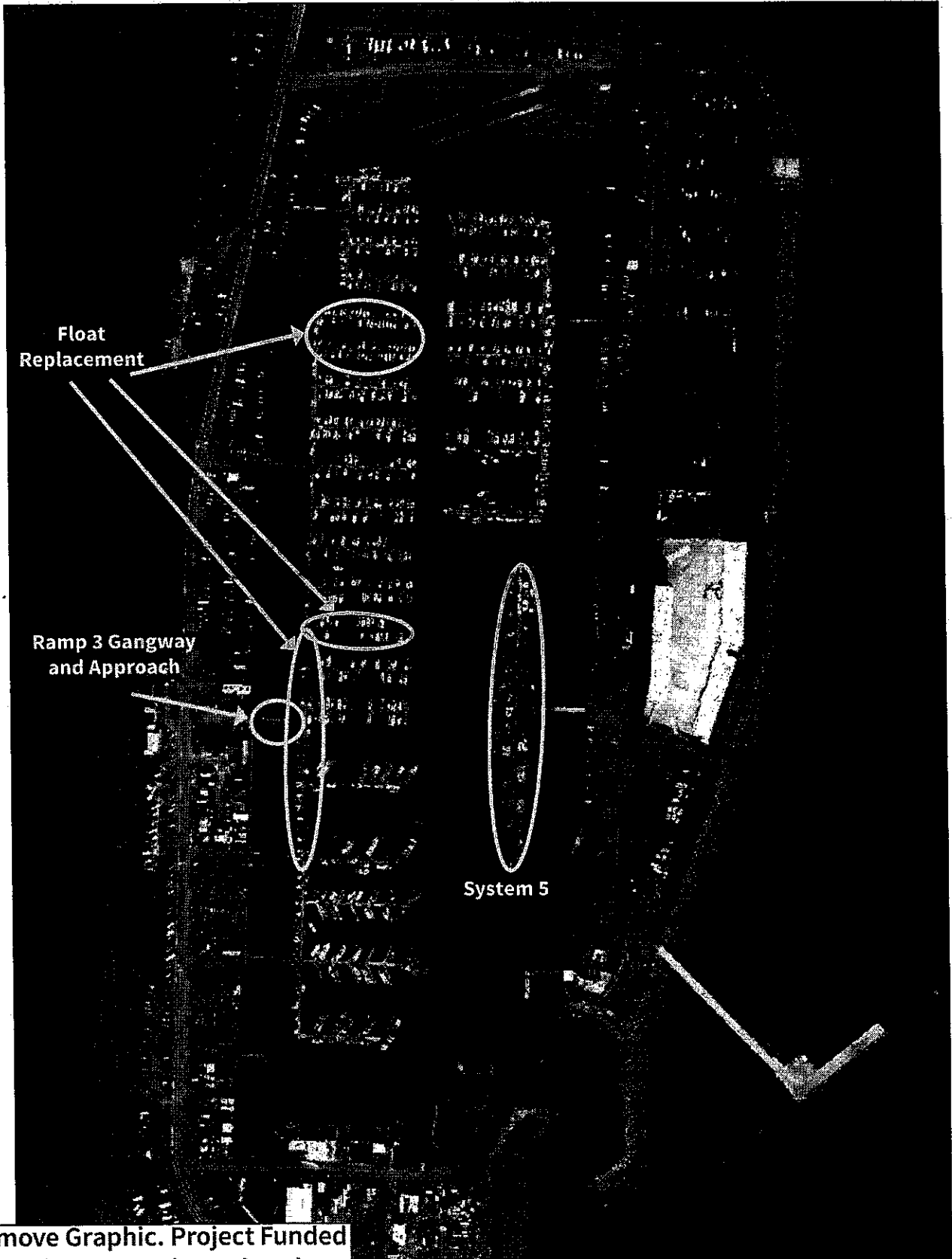


Exposed flotation on a damaged float.

See following page for project

Recommend Removal. Funded through grant program and COH bonds.

DRAFT



Remove Graphic. Project Funded through grant and COH bonds.



2. Port & Harbor Building

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

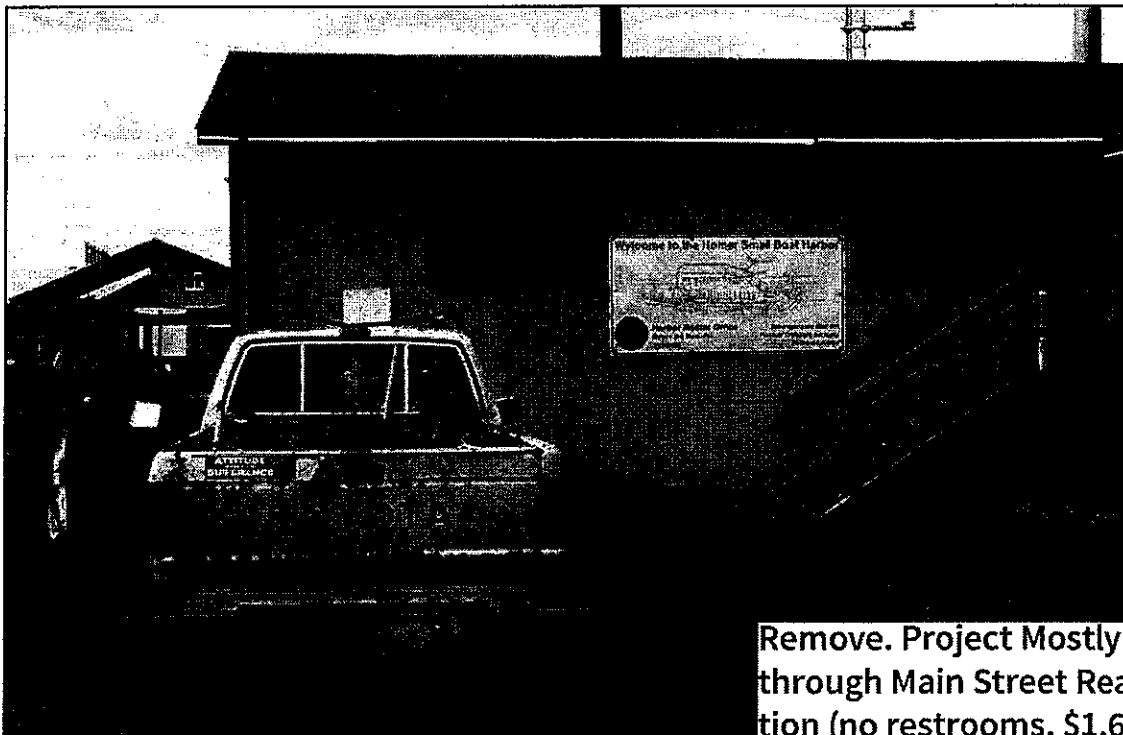
A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices and meetings with the public. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new building will meet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

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

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

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

DRAFT



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



3. Skyline Fire Station

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

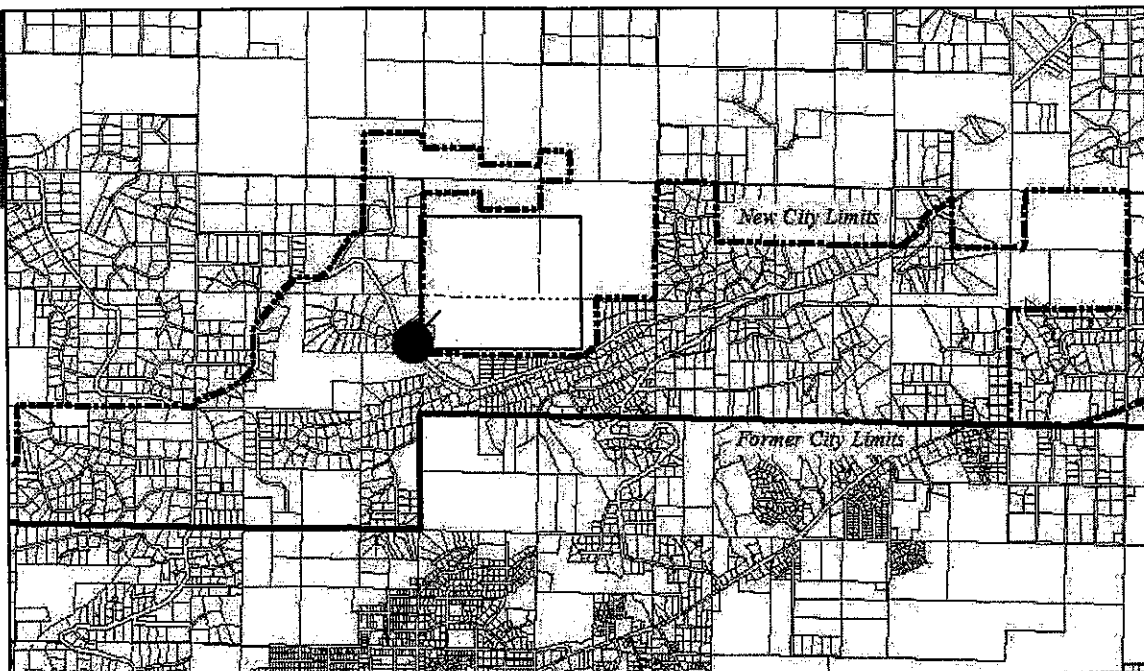
The Skyline Fire Station will improve the City's ISO rating, lower insurance rates for property owners on the bluff, improve response times, and provide storage for equipment the Homer Volunteer Fire Department (HVFD) currently cannot operate in the winter because of lack of warm storage. A Fire Station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

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

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

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

DRAFT



Remove. Project funded through Main Street Reappropriation.



4. Pratt Museum New Facility and Site Redesign

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

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

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

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

Total Project Cost:

Preconstruction: \$ 1,000,000

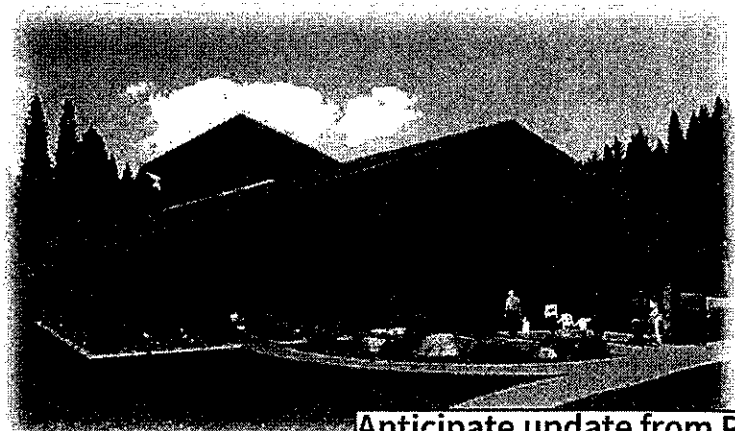
Construction: \$8,500,000

Schedule:

Design: January 2011-February 2014

Construction: April 2014-June 2016

FY2014 State Request: \$2,800,000



NEW PRATT MUSEUM
HOMER, ALASKA

EXTERIOR

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

DRAFT



5. Homer Education and Recreation Center

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

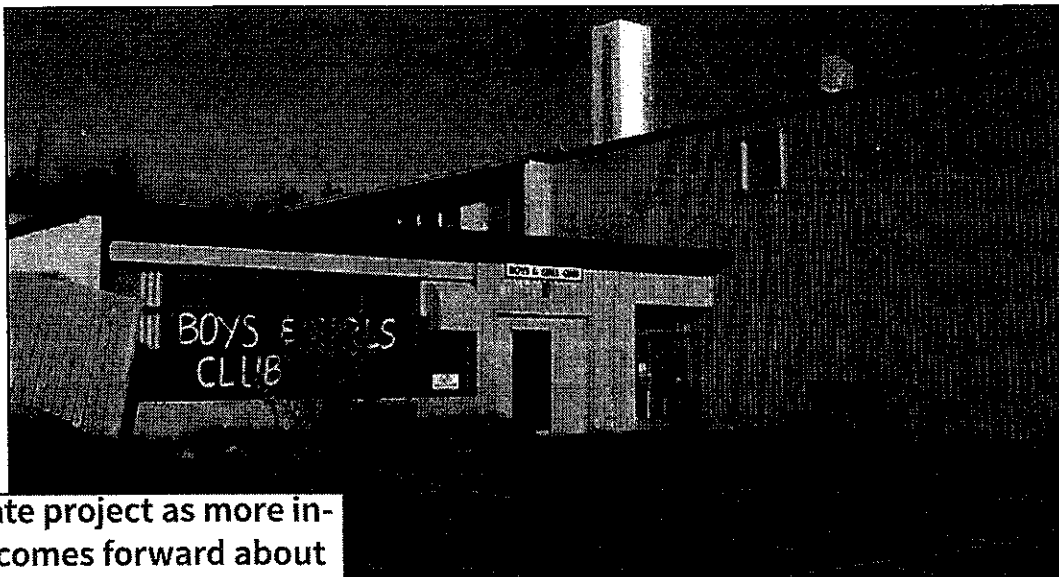
The City owns the “old middle school,” a two-story 18,000 square foot structure centrally located on the corner of Pioneer Avenue and the Sterling Highway built in 1956. Due to age and disrepair, the building is an expensive facility to heat and maintain. Though this building currently carries the title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

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

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

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

DRAFT



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

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



6. Harbor Entrance Erosion Control

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

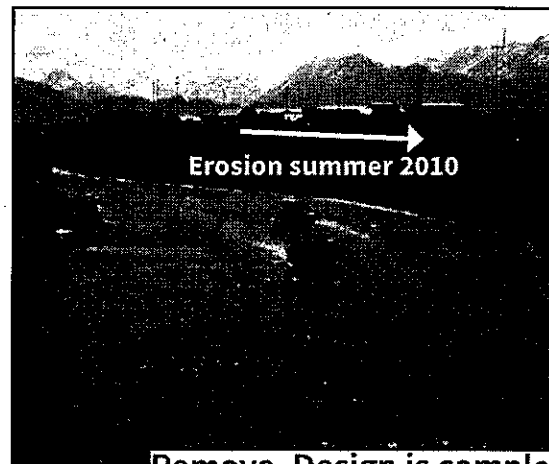
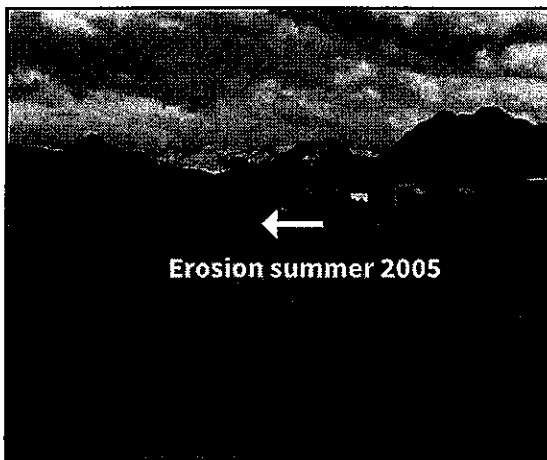
Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be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

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

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

Total Project Cost: \$2,792,000
2013 (Design): \$216,000
2014-2015 (Construction): \$2,576,000
FY2014 State Request: \$2,512,800
(10% City of Homer Match: \$279,200)

DRAFT



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



7. Fire Engine 4 and Tanker 2 Refurbishment

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

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

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

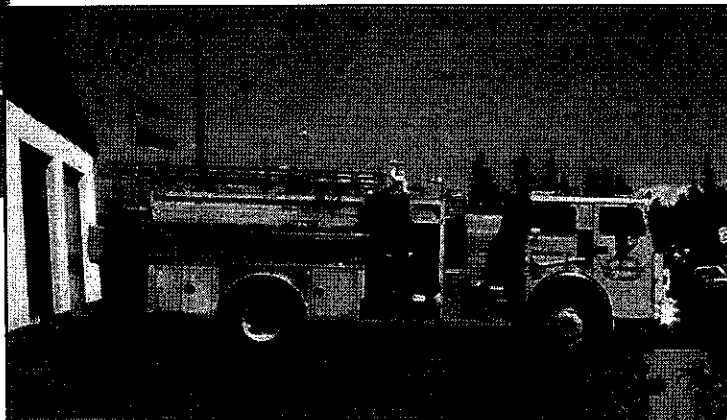
The Homer Volunteer Fire Department's Tanker 2 is an E-One Pumper Tanker purchased in 1989. The maintenance schedule for Tanker 2 calls for refurbishment or retirement after 20 years, which means Tanker 2 is overdue for an overhaul. A new tanker-pumper would cost in the range of \$800,000. A Level 2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

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

Total Project Cost: \$350,000

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

DRAFT



Fire Engine 4



Tanker 2

Keep. Still a need. No significant updates.



8. Public Safety Building

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

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

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

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

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

Total Project Cost: \$14,500,000

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

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

2019 (Inspection): \$650,000

FY2015 State Request: \$13,050,000

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

DRAFT



Homer Fire Hall in winter



Homer Police

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



9. Barge Mooring Facility

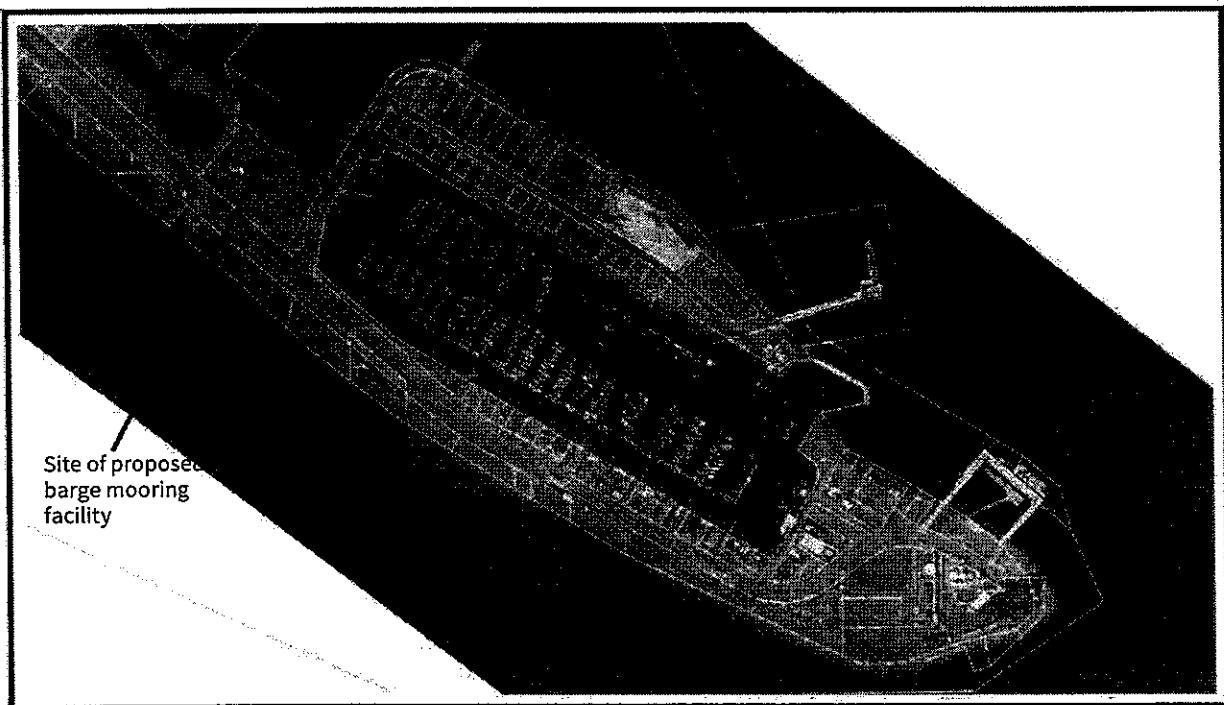
Project Description & Benefit: Constructing a barge mooring facility at Lot TR 1A (east of the Nick Dudiak Fishing Lagoon) will meet the growing freight needs of existing Homer businesses and attract additional large vessel business. The mooring facility will consist of a row of piles driven perpendicular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

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

FY2015 State Request: \$360,000

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

DRAFT



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



10. Kachemak Drive Rehabilitation/Pathway

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

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

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

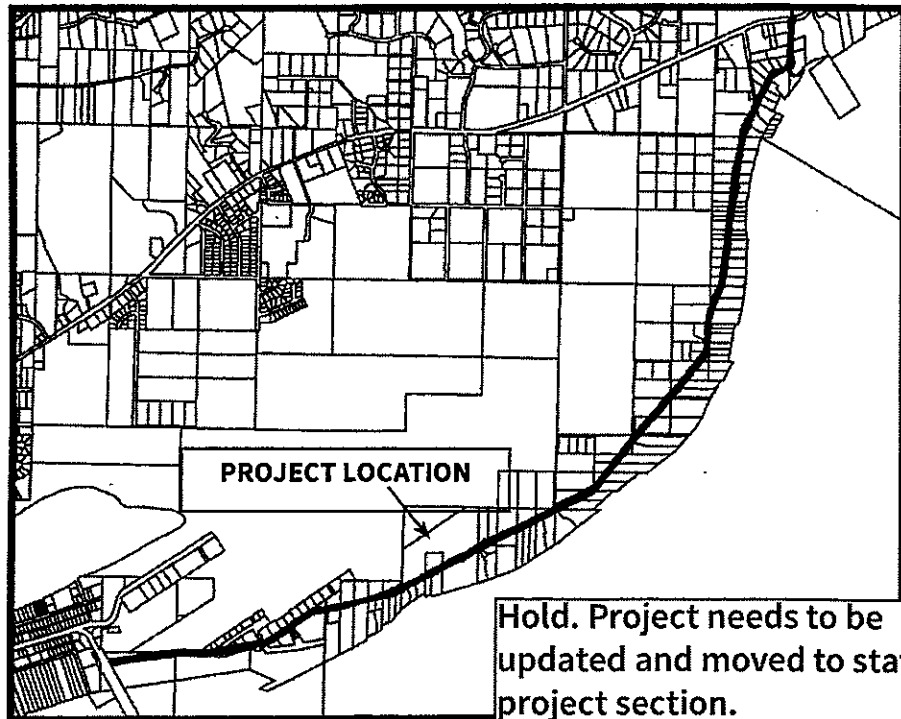
Total Project Cost: \$20,000,000

Separated Pathway: \$4,000,000

Road Rehabilitation: \$16,000,000

FY2014 State Request: \$20,000,000

DRAFT





11. Brush/Wildland Firefighting Truck

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

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

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

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

FY2015 State Request: \$108,000

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

DRAFT



Keep. Still a need. No significant updates.



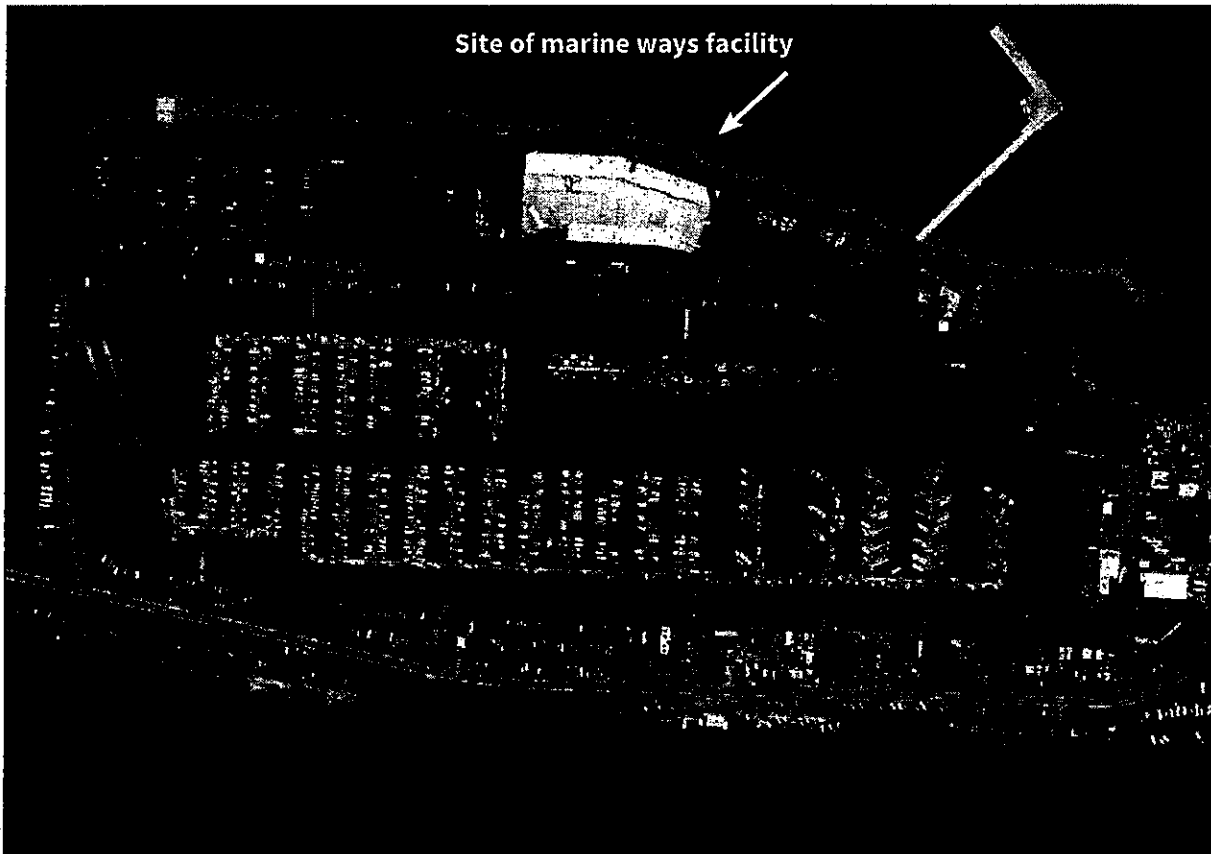
12. Marine Ways Large Vessel Haulout Facility

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

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

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

FY2015 State Request: \$2,700,000
(10% City of Homer Match: \$300,000)



DRAFT

Keep. Still a need. No significant updates.



13. Baycrest Overlook Gateway Project

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

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

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

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

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

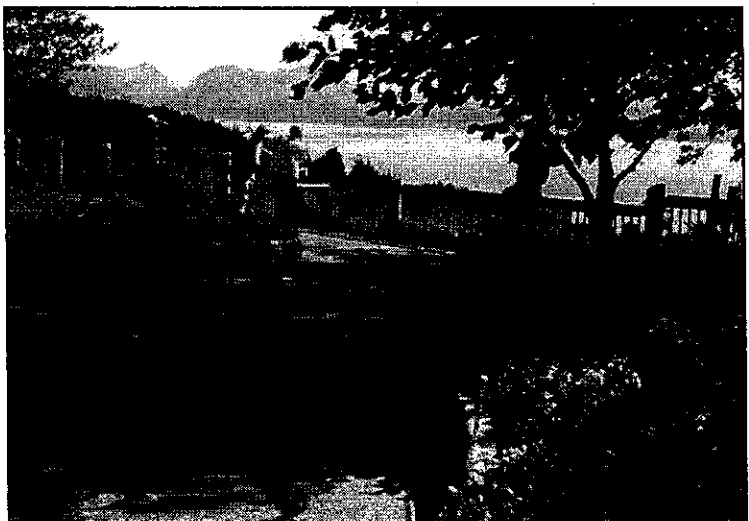
Six thousand dollars has been designated to the design phase from the State and the City of Homer. Design, development, and locations for welcome and interpretive signage should be completed by early spring 2013. Public Arts Committee meetings on the project are ongoing and a public comment meeting was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

The project will consist of three phases:

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

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

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



Keep. Need to update with Public Arts Committee progress.



14. Water Storage/Distribution Improvements

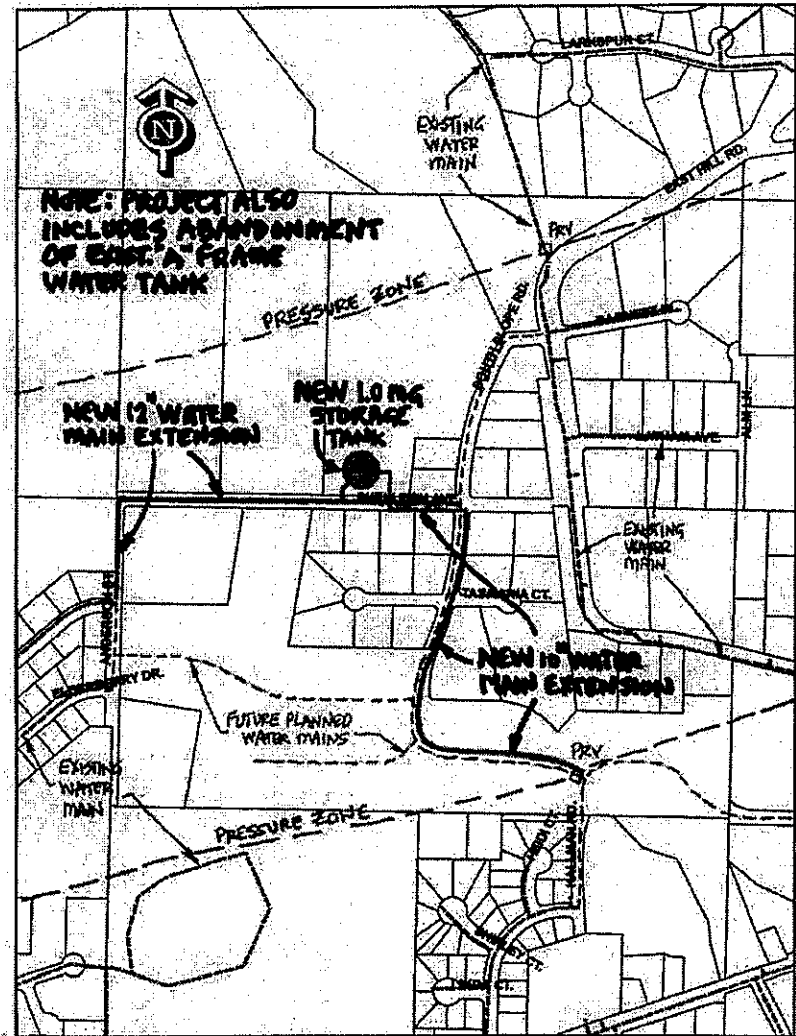
Project Description & Benefit: This project will design and construct improvements that will increase water storage, improve water system distribution, drinking water quality/public health, and treatment plant and water transmission effectiveness.

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

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

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

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



DRAFT

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



Mid-Range Projects

Part 2: Mid-Range Projects

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

Update accordingly



Local Roads

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

Update accordingly



Heath Street - Pioneer to Anderson

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

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

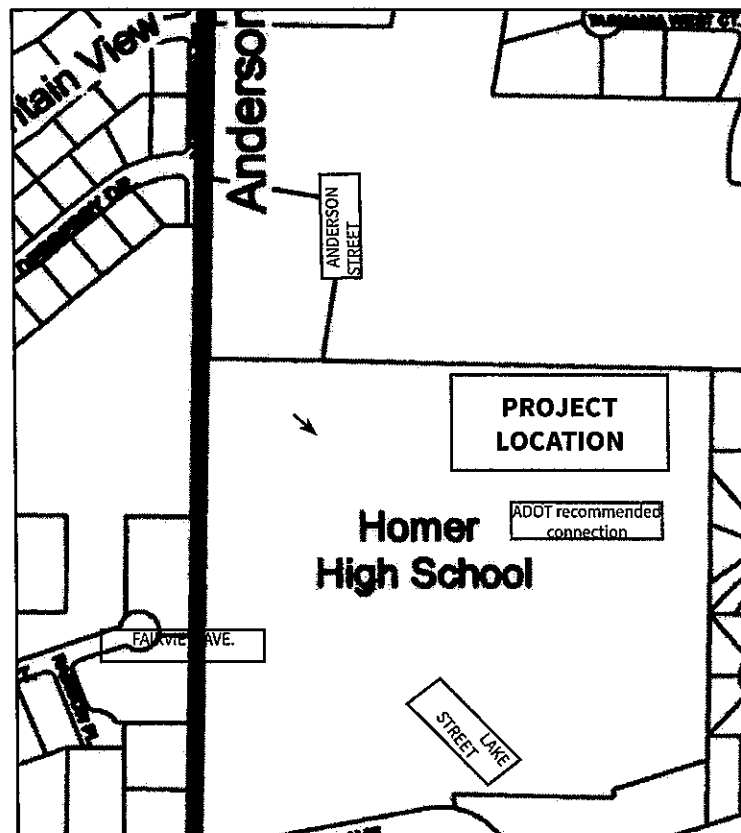
Total Project Cost: \$4,500,000

Schedule:

2017 (Design): \$500,000

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

Priority Level: 3



Update with better graphic.



Land Acquisition for New Roads

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

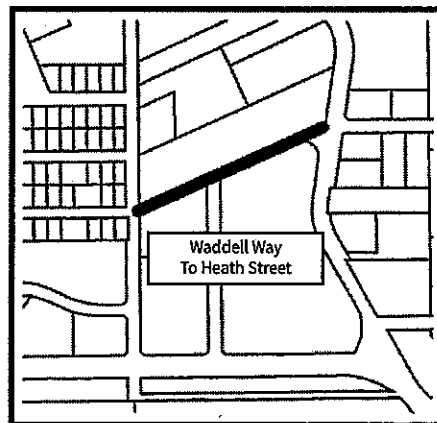
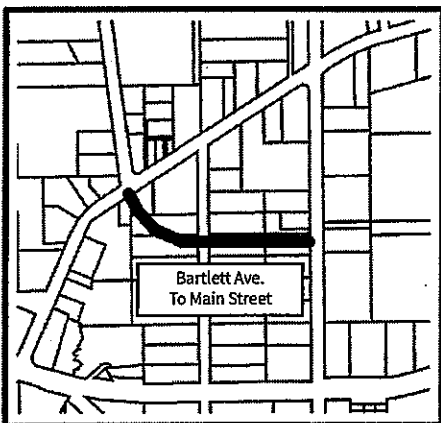
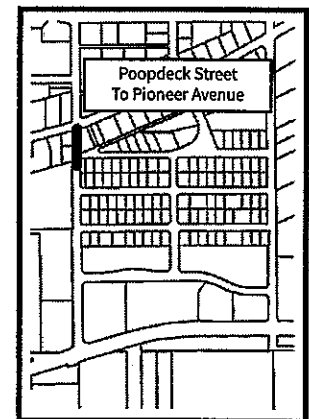
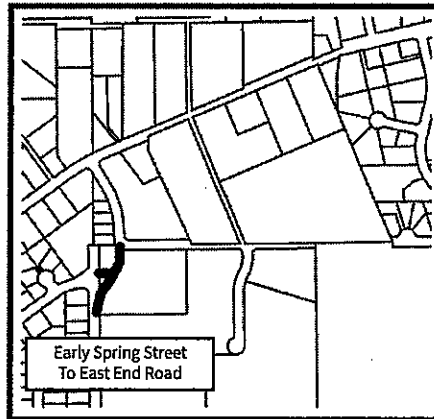
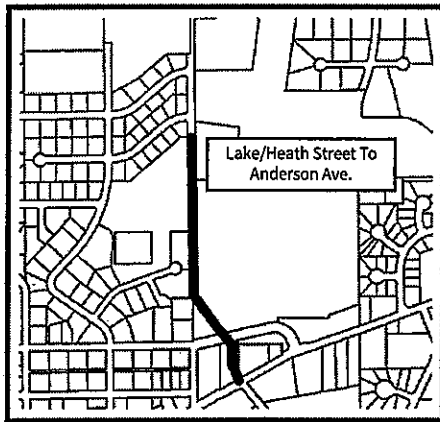
- **Lake/Heath Street to Anderson Avenue**
- **Bartlett Street extension south and east to Main Street**
- **Poopdeck Street extension north to Pioneer Avenue**
- **Early Spring Street extension north to East End Road**
- **Waddell Way extension west to Heath Street**

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

Total Project Cost: \$2,000,000

Schedule: 2014-2016

Priority Level: 1



Updated total project cost.



Town Center Infrastructure

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

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

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

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

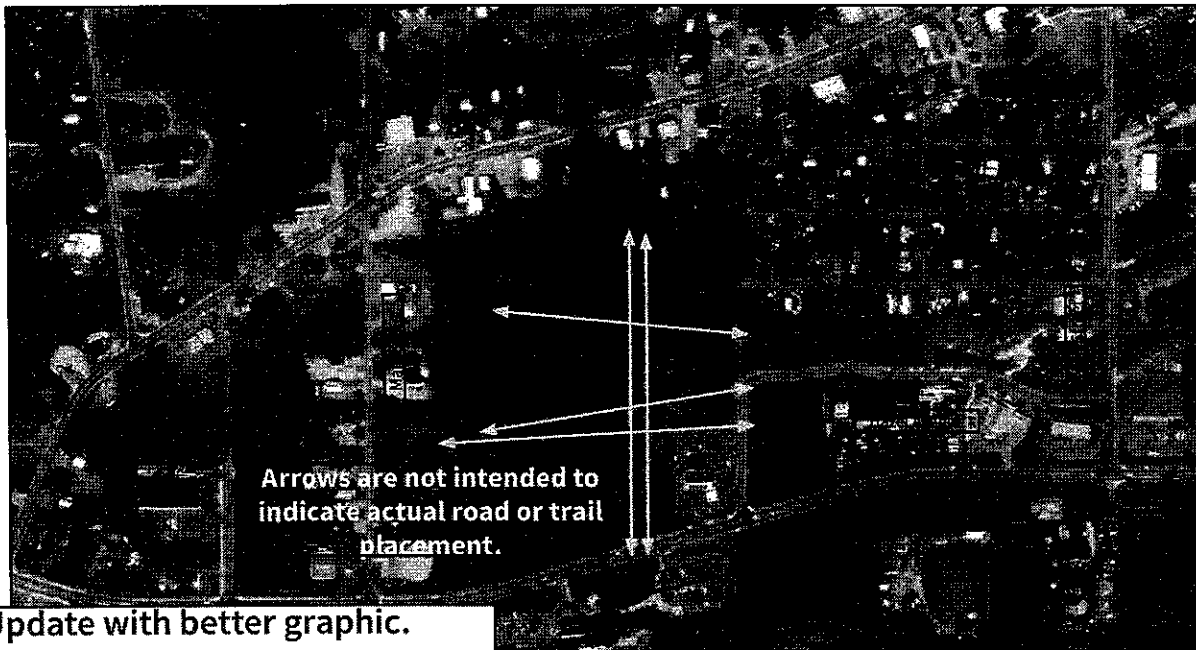
Total Project Cost: \$2,250,000

Schedule:

2015 (Design): \$250,000

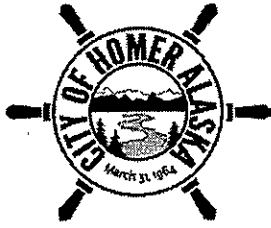
2016 Construction: \$2,000,000

Priority Level: 1



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

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



Parks and Recreation

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

Update accordingly



Ben Walters Park Improvements, Phase 2

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

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

Total Project Cost: \$250,000

Schedule: 2015

Priority Level: 2



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

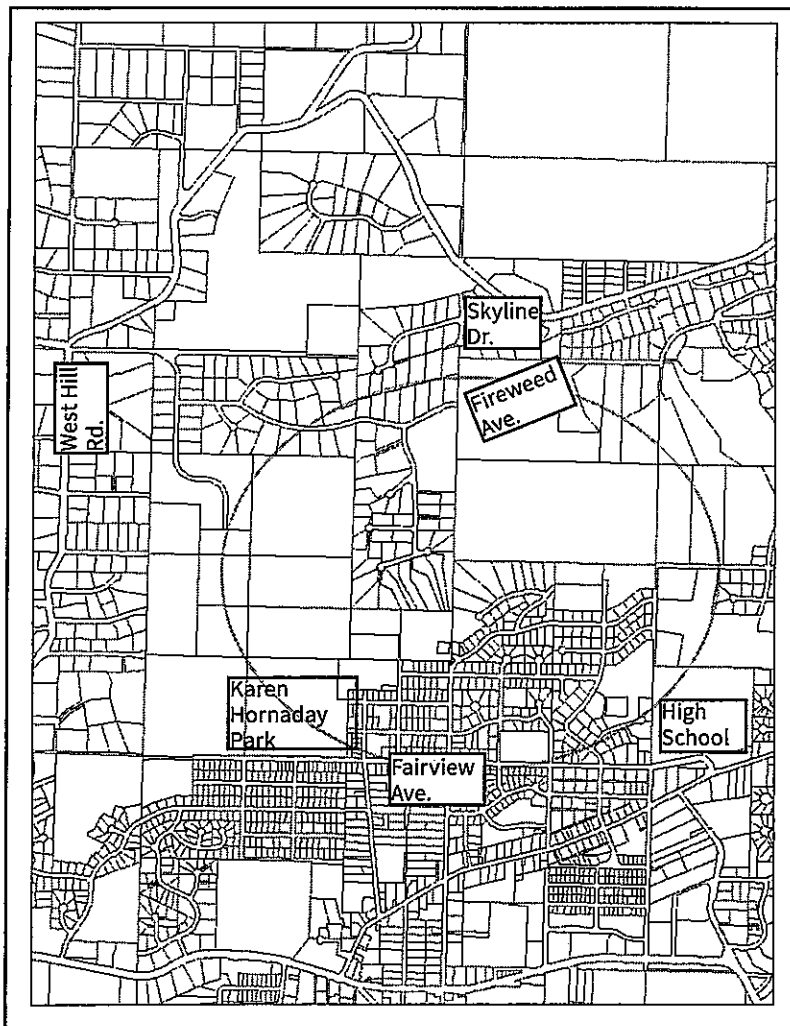
Keep. Only updates are from Rotary adopting park.



Horizon Loop Trail, Phase 1: Feasibility and Conceptual Design

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

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



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

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

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

Total Project Cost: Staff time

Schedule: 2017

Priority Level: 3

Move to long range section.



Jack Gist Park Improvements, Phase 2

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

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

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

Total Project Cost: \$155,000

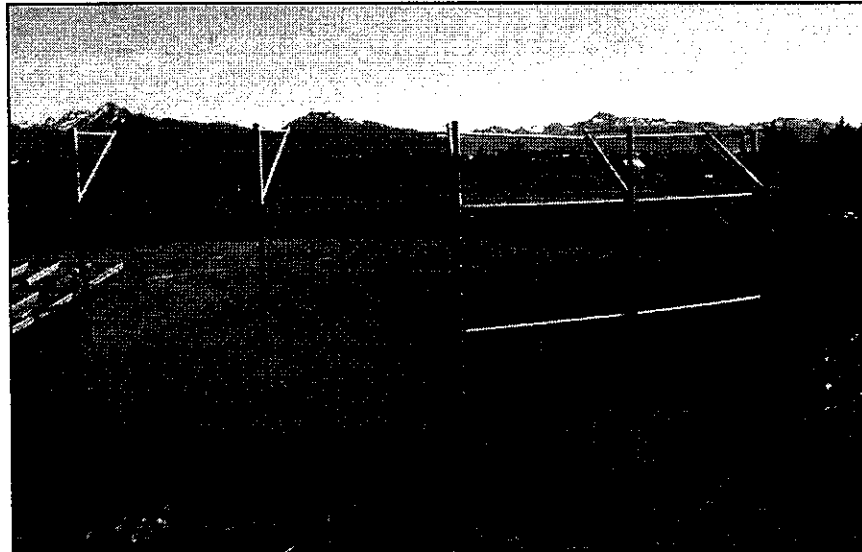
Parking Lot Expansion: \$45,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2013

Priority Level: 2



Keep. No significant updates.



Karen Hornaday Park Improvements, Phase 2

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

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

Total Project Cost: \$1,978,750

Schedule: 2014 - 2016

Priority Level: 2



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

Keep. Still a need.



Mariner Park Restroom

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

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

Schedule: 2015

Priority Level: 2



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

Keep. Still a need. Updated cost estimate.



Port and Harbor

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

Update accordingly.



Deep Water/Cruise Ship Dock Expansion, Phase 1

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

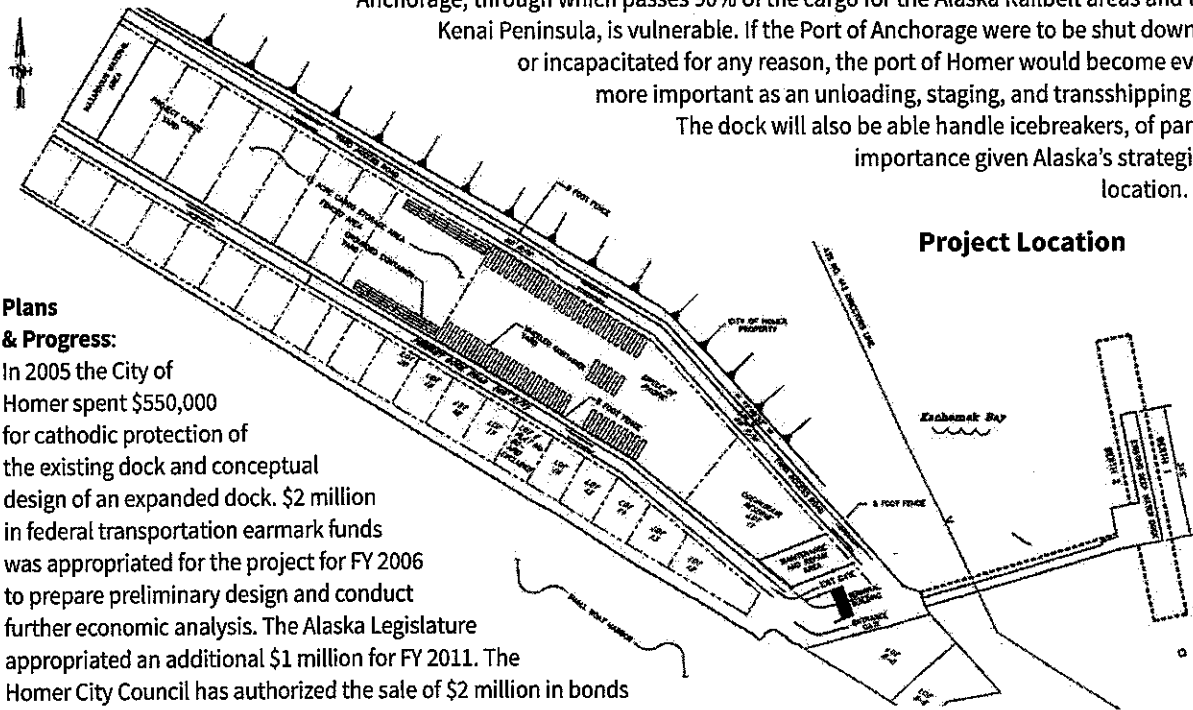
To provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area, upgrades to the Deep Water/Cruise Ship Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet, increase overall length to 744 feet, and widen and strengthen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

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

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

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

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



Plans

& Progress:

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

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

Project Location

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

Schedule:

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

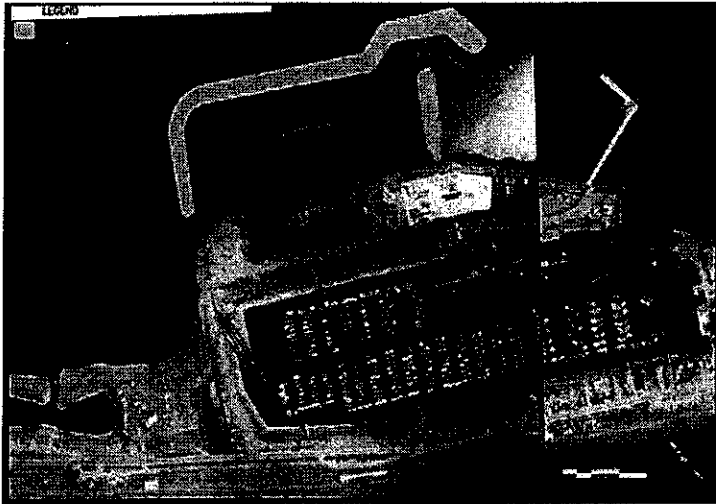


East Boat Harbor

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

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

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



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

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

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

Total Project Cost: \$100,620,000

Schedule:

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

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

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

Priority Level: 2

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



Fire Cart Replacement

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

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

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

Total Project Cost: \$225,000

Schedule: 2016

Priority Level: 1



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

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



Harbor Sheet Pile Loading Dock

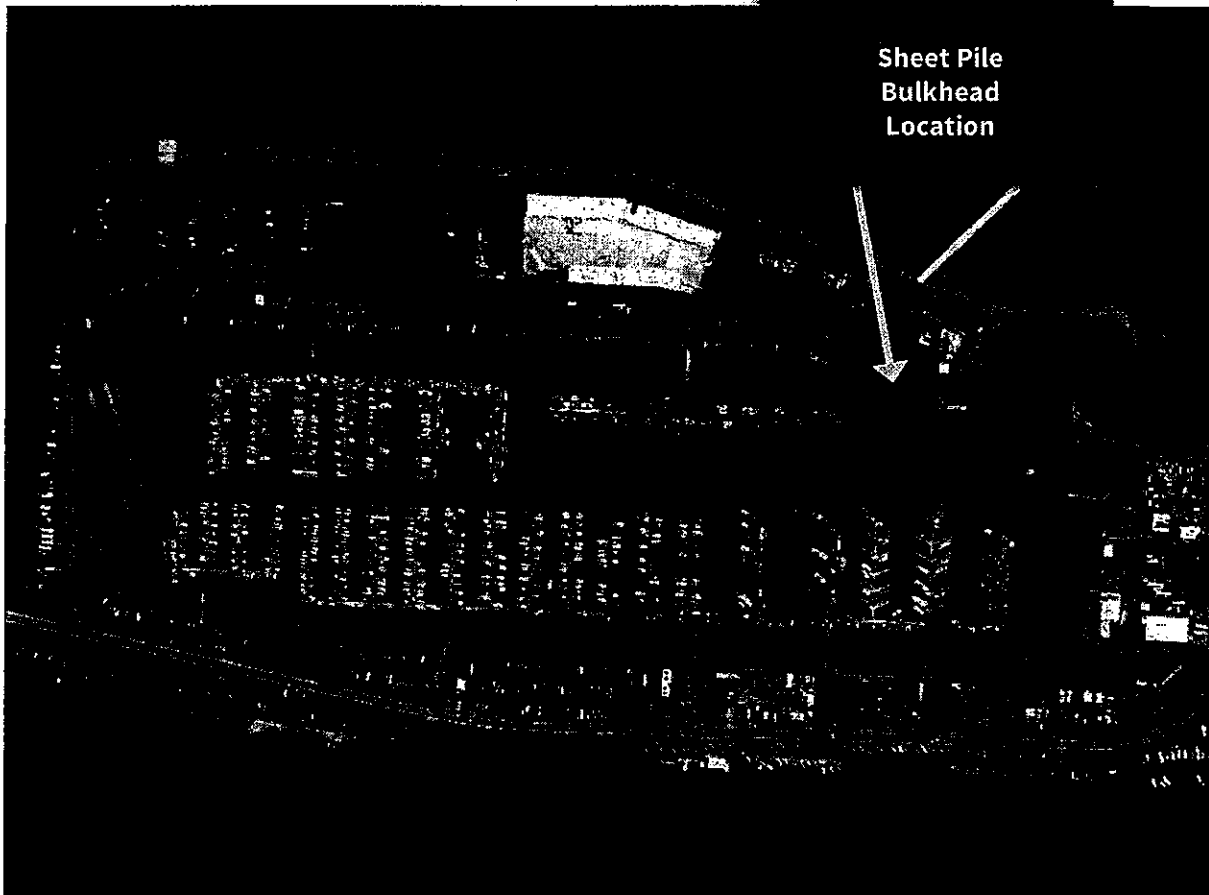
Project Description & Benefit: This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads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

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

Total Project Cost: \$800,000

Schedule: 2014

Priority: 2



Keep. No significant updates.



HH Float Improvements

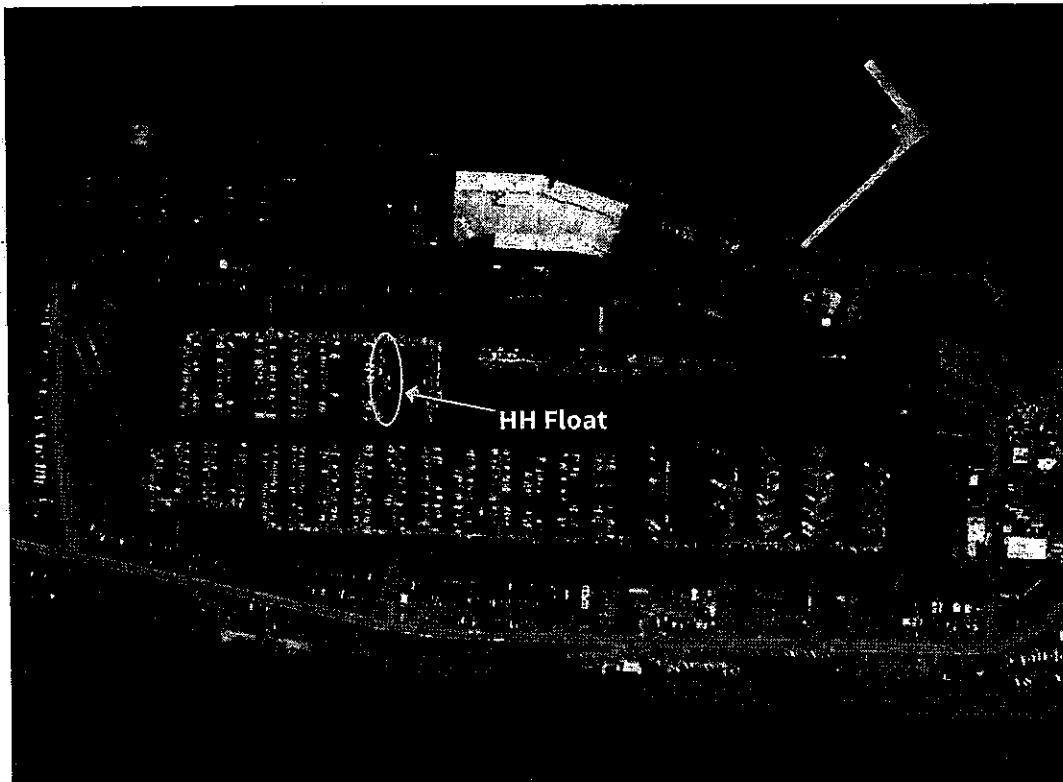
Project Description & Benefit: The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on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

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

Total Project Cost: \$3,000,000

Schedule: 2016

Priority: 2



Keep. No significant updates.



Homer Spit Dredged Material Beneficial Use Project

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

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

Total Project Cost: \$980,000

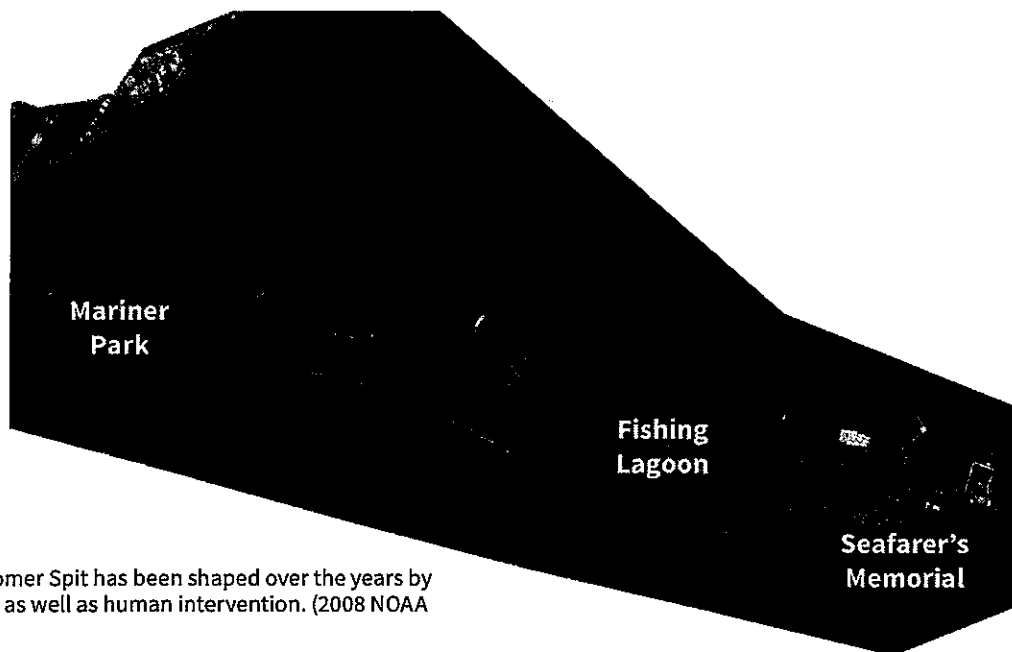
Schedule:

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

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

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

Priority Level: 2



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

Keep. No significant updates.



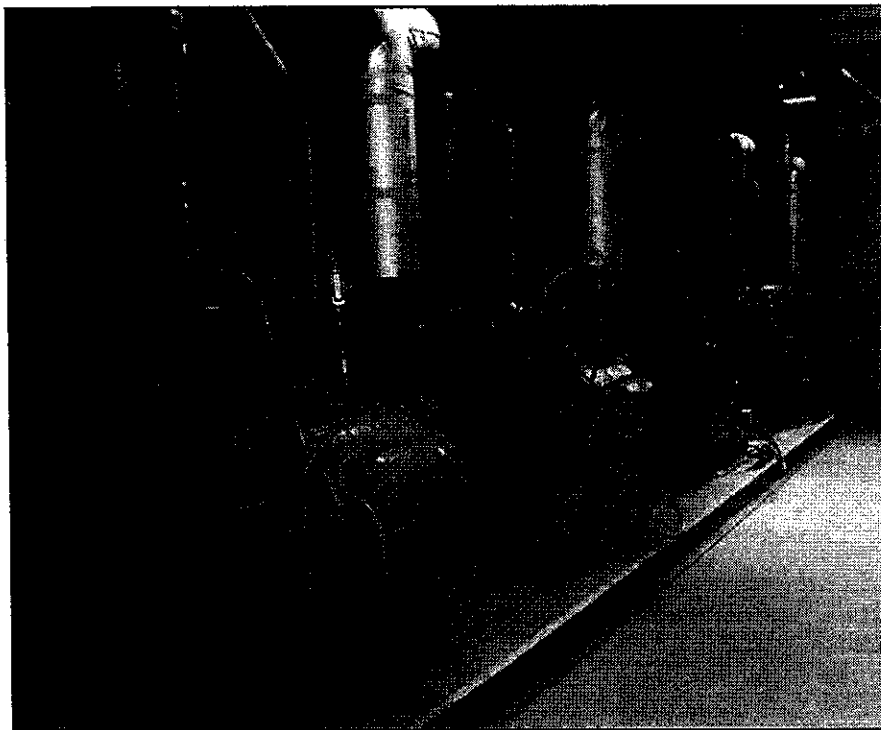
Ice Plant Upgrade

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

Total Project Cost: \$500,000

Schedule: 2014

Priority: 2



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

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



System 2 Potable Water Upgrade

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

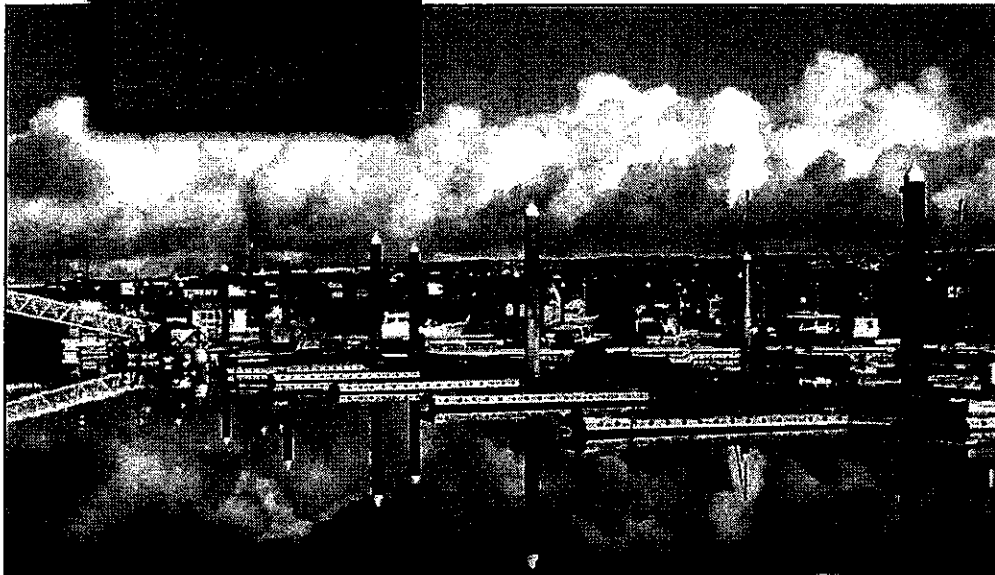
Total Project Cost: \$36,400

Schedule: 2015

Priority Level: 1



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



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



System 4 Vessel Mooring Float System

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

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

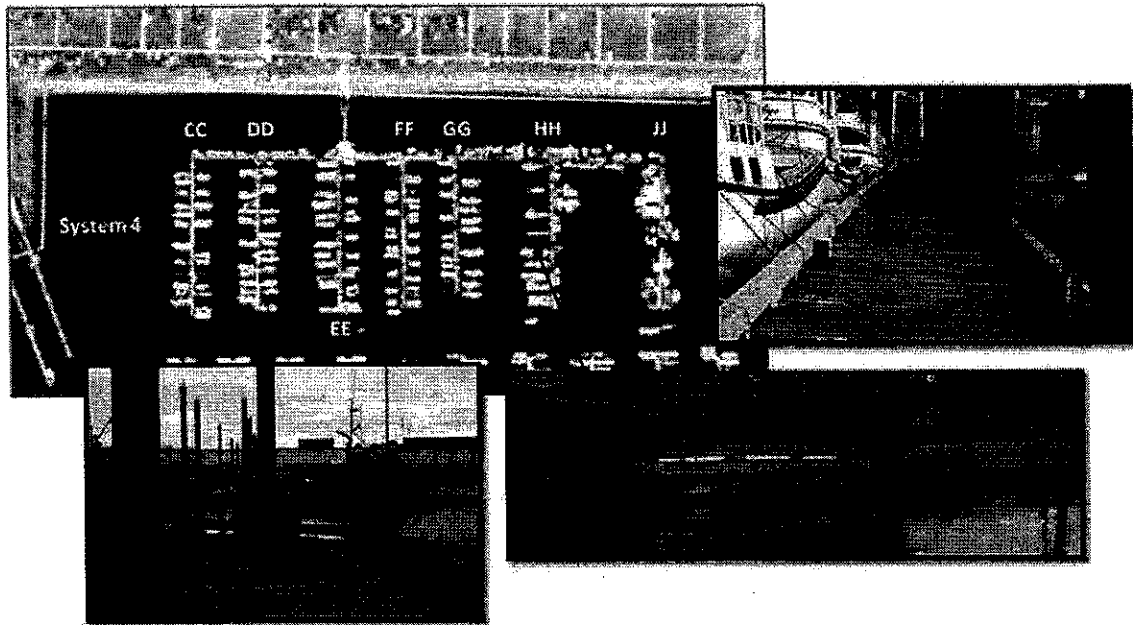
Total Project Cost: \$6,600,000

Schedule:

2015 (Design): \$600,000

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

Priority Level: 2



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



Truck Loading Facility Upgrades at Fish Dock

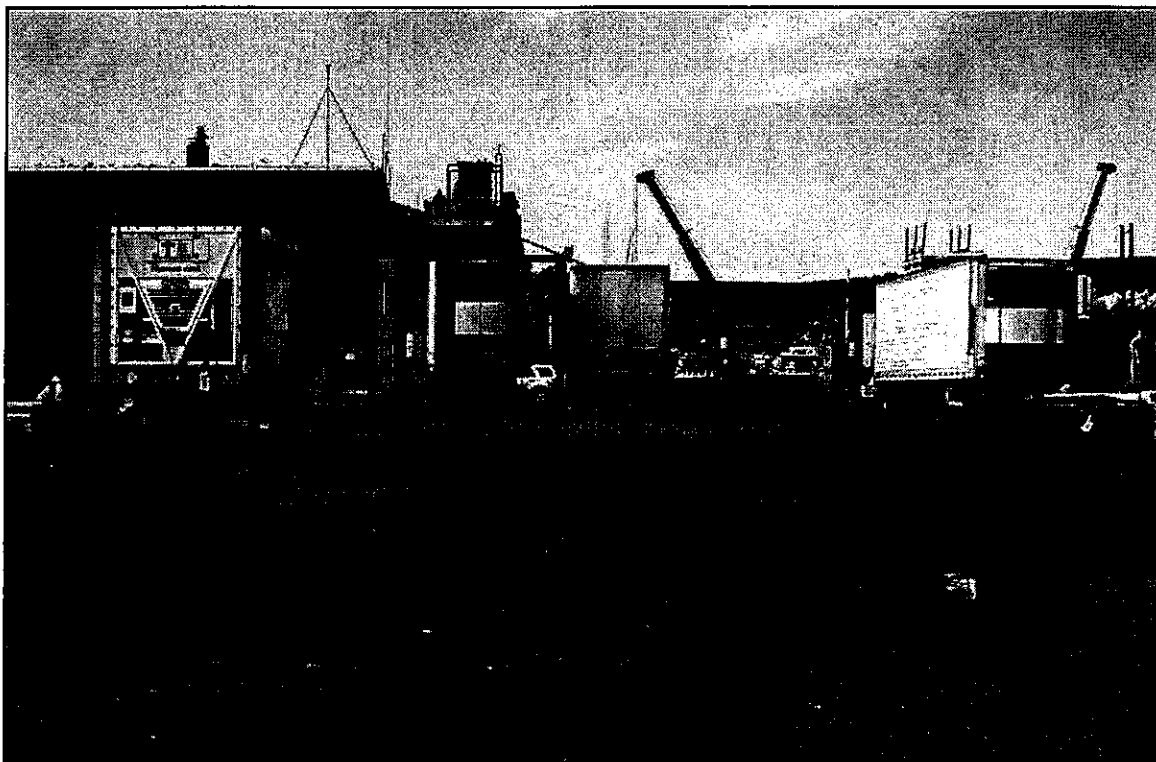
Project Description & Benefit: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck, fork lift, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate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

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

Total Project Cost: \$300,000

Schedule: 2016

Priority: 1



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

Keep. No significant updates.



Ramp 5 Restroom

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

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

Total Project Cost: \$295,000

Schedule: 2015

Priority Level: 2



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

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



Ramp 8 Restroom

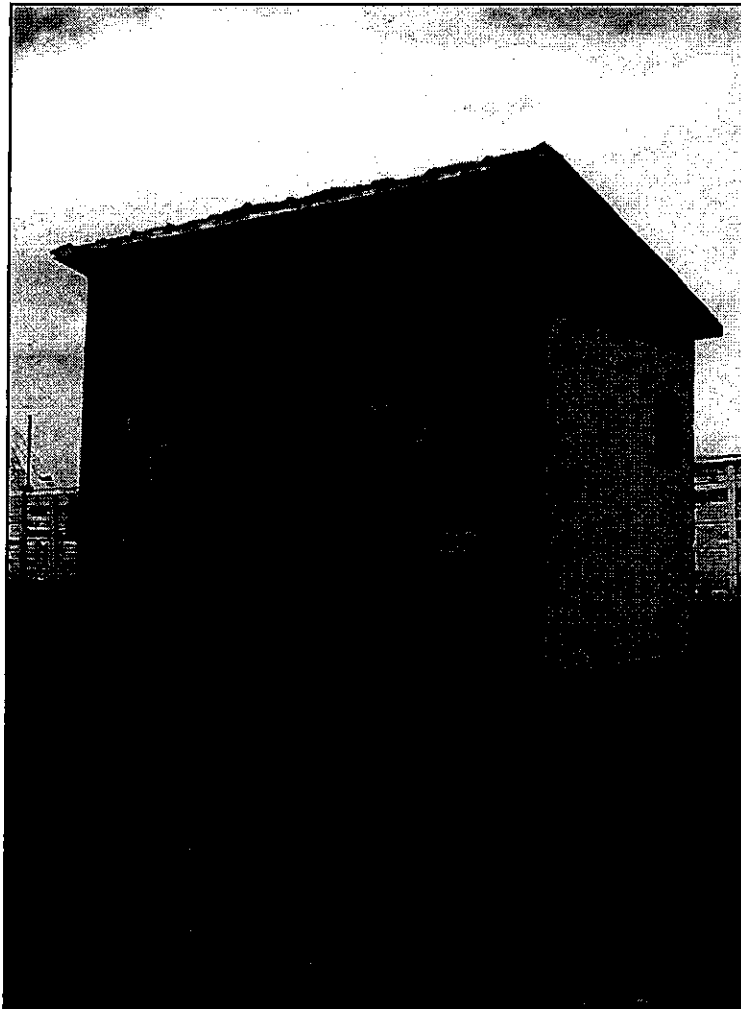
Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Presently Ramp 8 restroom is an outhouse facility capable of occupying only two people at a time. Vessel crews have come to the Harbormaster's office with complaints of this lack of basic service. Potable water, adequate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

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

Total Project Cost: \$295,000

Schedule: 2014

Priority Level: 3



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

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



Public Facilities

- **Public Market Design and Financing Plan**

Update accordingly.



Public Market Design and Financing Plan

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

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

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

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

Schedule: 2013-2015

Priority Level: 2



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

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



Public Safety

- **Firefighting Enhancement - Aerial Truck**

Update accordingly.



Firefighting Enhancement - Aerial Truck

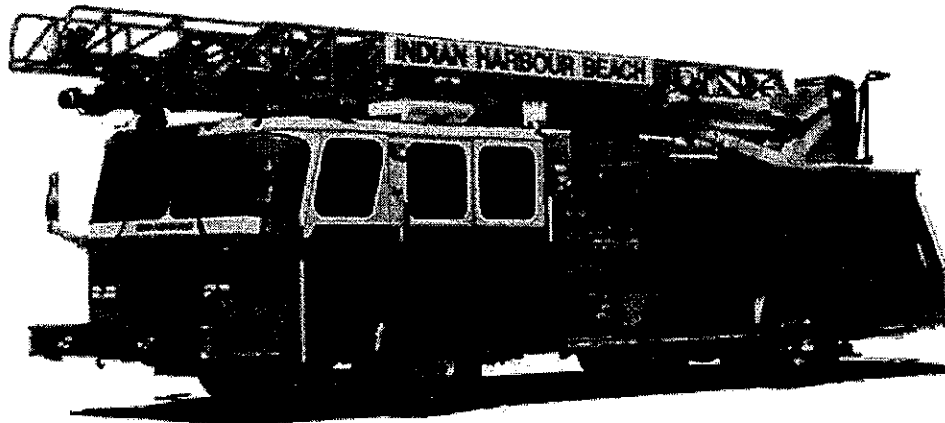
Project Description & Benefit: This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders.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

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

Total Project Cost: \$800,000

Schedule: 2014

Priority Level: 1



Keep. Still a need.



Utilities

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

Update accordingly.



Alternative Water Source

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



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

Total Project Cost: \$16,750,000

Schedule:

2013 (Feasibility Study): \$750,000

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

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

Priority Level: 2

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

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



Bridge Creek Watershed Land Acquisition

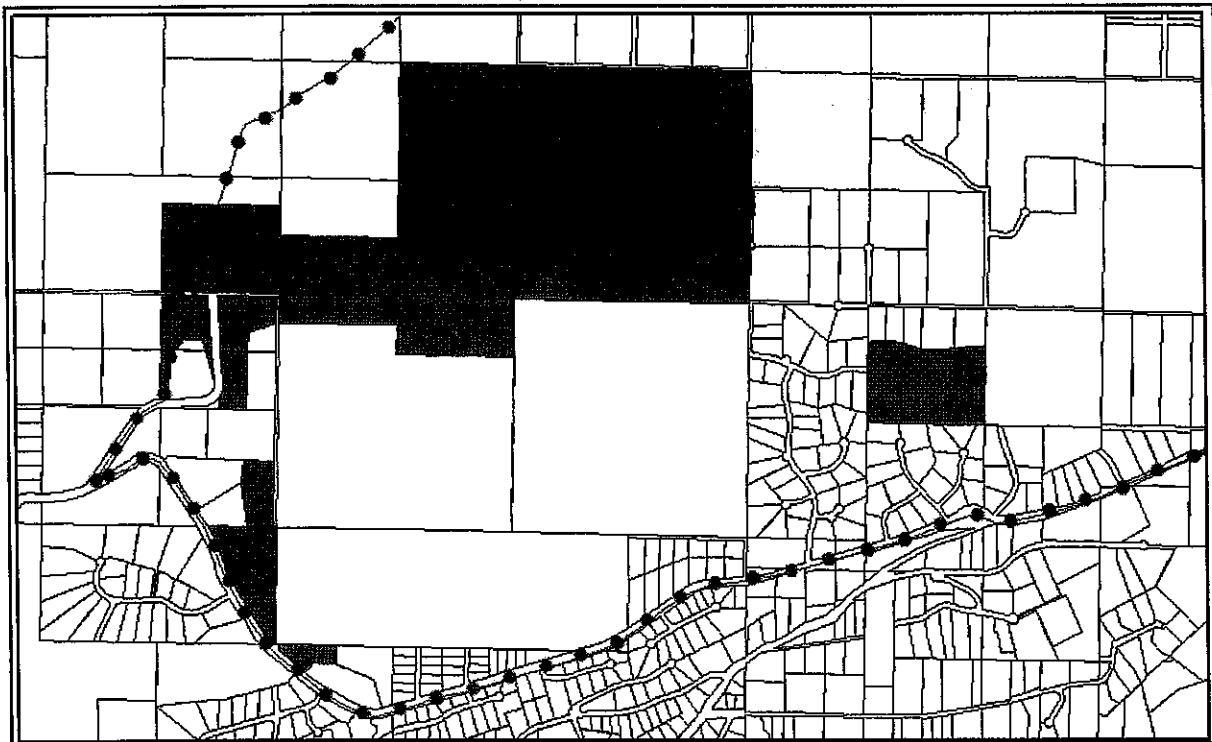
Project Description & Benefit: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed,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

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

Total Project Cost: \$1,000,000

Schedule: 2013 - 2018

Priority Level: 2



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

Move to long-range section.



State Projects

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

Transportation projects within City limits:

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

Transportation projects outside City limits:

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

Non-transportation projects:

- **Alaska Maritime Academy**

Update accordingly.



Homer Intersection Improvements

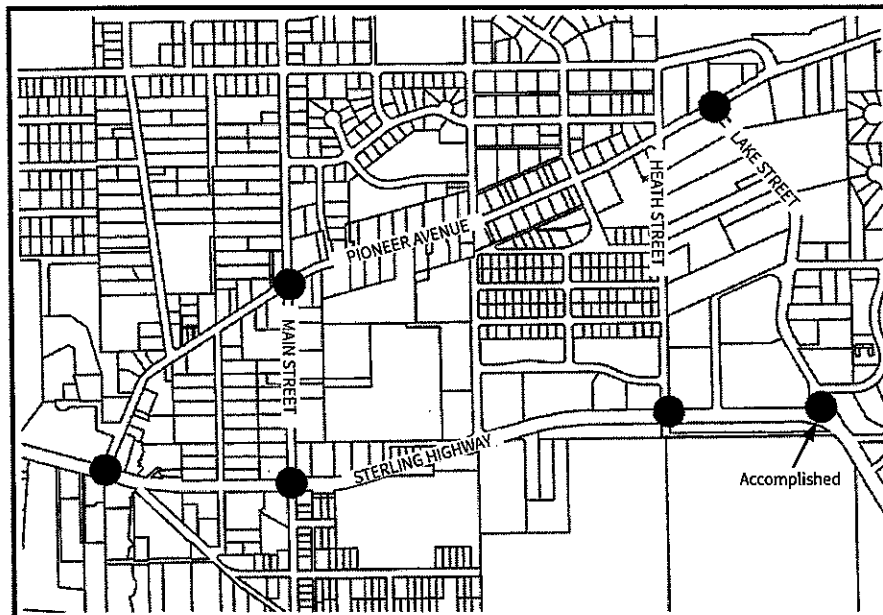
Project Description & Benefit: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection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

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

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

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

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



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

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



Main Street Reconstruction

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

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

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

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

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

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



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

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



Ocean Drive Reconstruction with Turn Lane

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

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

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

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

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



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

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

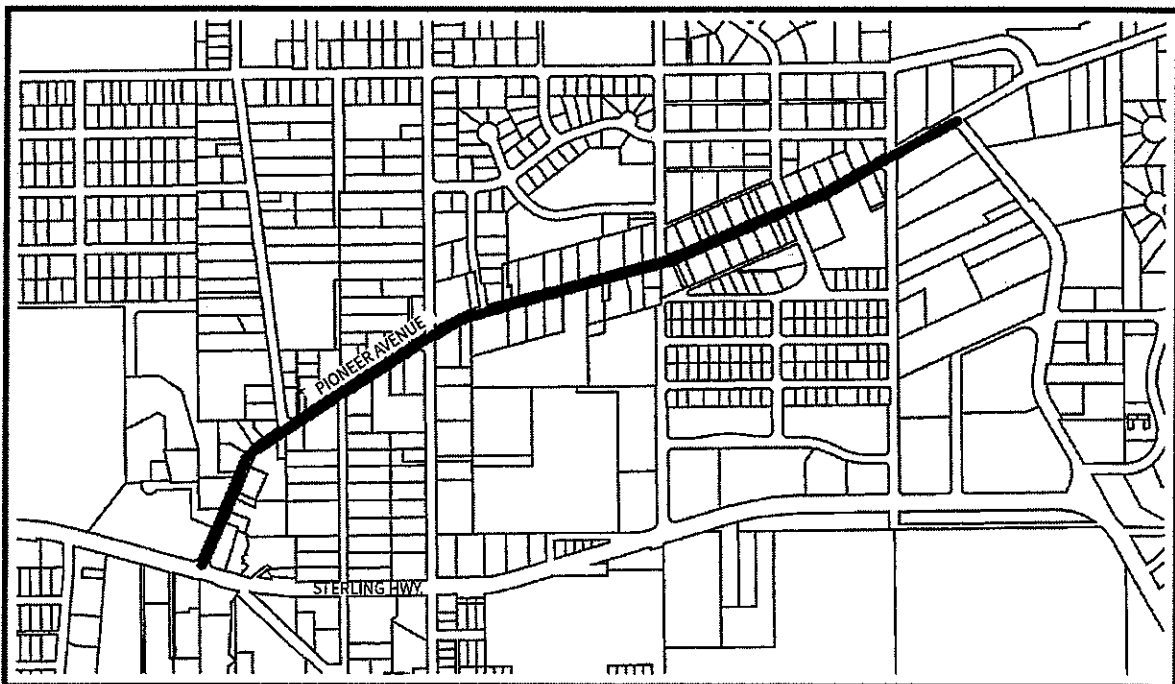


Pioneer Avenue Upgrade

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

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

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



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

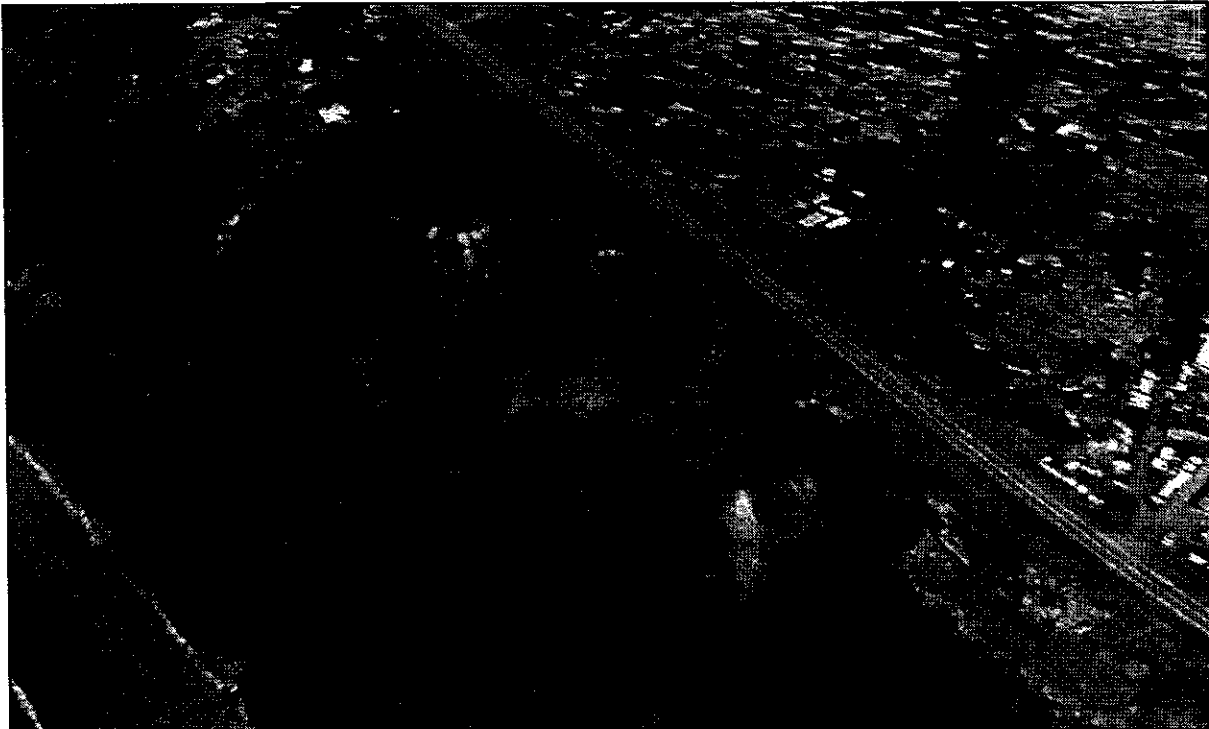


Sterling Highway Realignment MP 150-157

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

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

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



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

Keep. No significant updates.



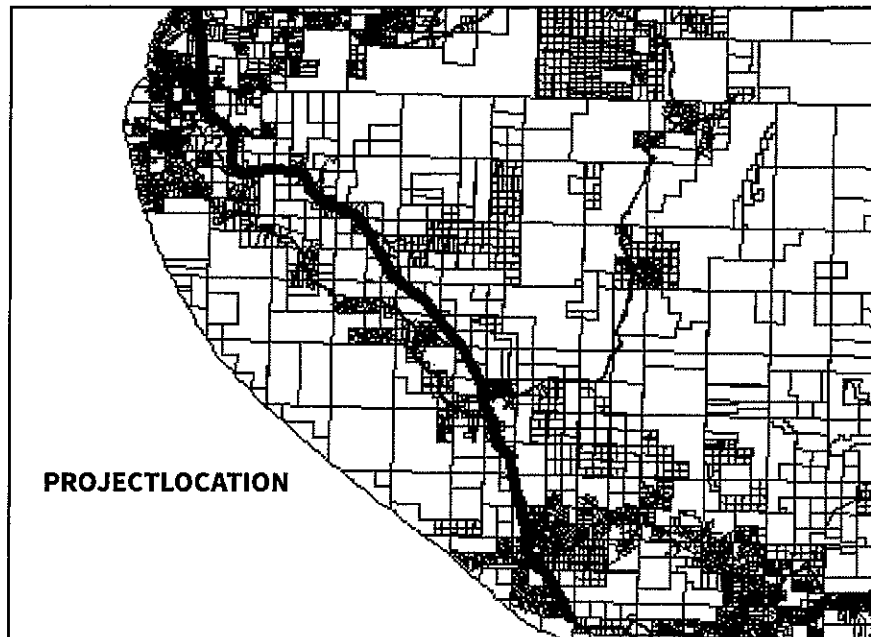
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

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

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



Keep. No significant updates.



Alaska Maritime Academy

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

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

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



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

Recommend Remove.



Projects Submitted by Other Organizations

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

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

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



Cottonwood Horse Park

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

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

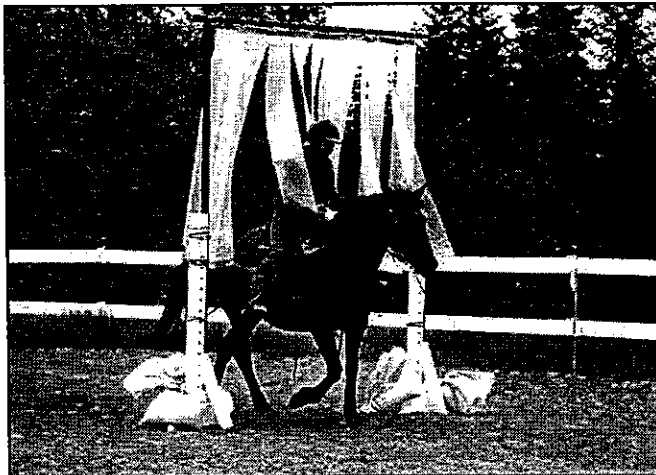
The Horse Park fulfills a goal identified in past Homer recreation plans. This multi-use park is used for horse shows, clinics, riding lessons, picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop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

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

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

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

The organization has a business plan and continues to fundraise.



A rider negotiates an obstacle in the Cowboy Race 2010.

Total project cost: \$317,000

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

No update received as of 6-13



Haven House Sustainability/ Energy Efficiency Projects

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

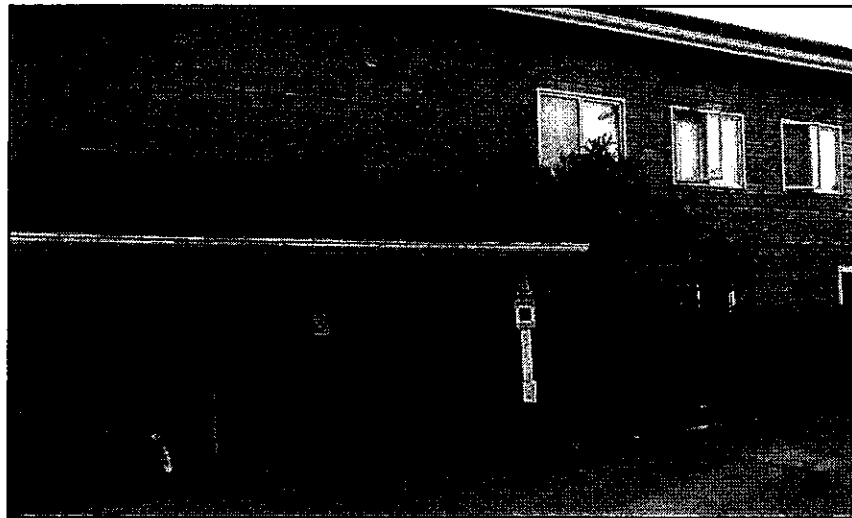
The proposed project seeks to enhance sustainability and reduce costs at Haven House through replacement/repair of the existing roof, including updated the attic insulation; and modification of the current entry way and replacement of entry way doors with more heat-efficient models. This modification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

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

Total Project Cost: \$26,000

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

Entry Way Modifications: \$8,000



No update received as of 6-13



Rogers Loop Trailhead Land Acquisition

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

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

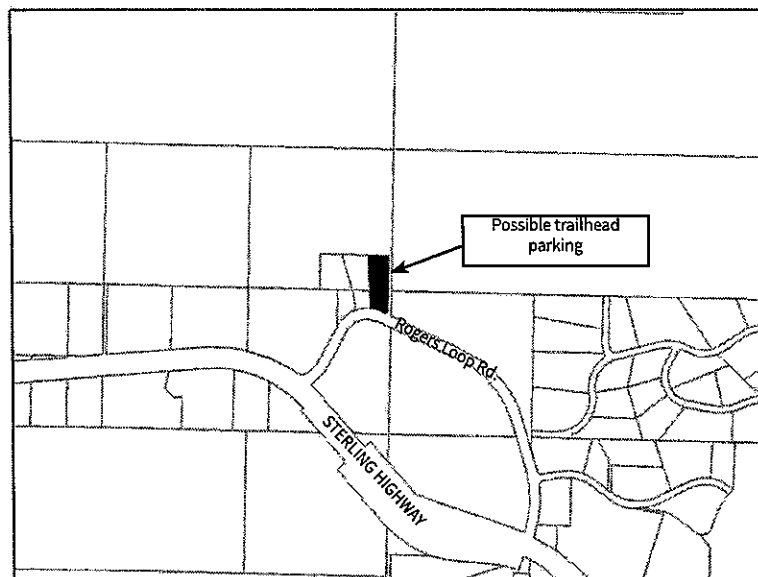
Currently the only parking on the popular Roger's Loop trailhead is on the shoulder of Rogers Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

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

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

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

Total Project Cost: \$250,000
Purchase Land: \$50,000
Improvements: \$200,000



No update received as of 6-13



Visitor Information Center Beautification Phase 1: Parking Lot

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

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

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

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

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

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

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

Total Project Cost: \$200,000

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



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

No update received as of 6-13



Capital Improvement Long-Range Projects

DRAFT

Part 3: Capital Improvement Long-Range Projects Local Roads

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

Update accordingly



Capital Improvement Long-Range Projects

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

Local Roads

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

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

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

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

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

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

Parks And Recreation

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

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

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

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

DRAFT



Capital Improvement Long-Range Projects

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

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

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

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

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

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

The 1.3 mile Homer Coastal Trail would be completed in three phases. Phase 1 will be to install riprap revetment and construct 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

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

Cost: \$400,000 Priority Level 3

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

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

Total: \$725,000 Priority Level 3



Capital Improvement Long-Range Projects

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

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

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

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

PUBLIC FACILITIES

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

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

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

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

Cost: \$5 million

Priority Level 3

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

A new Public Works complex will include the following:

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

DRAFT



Capital Improvement Long-Range Projects

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

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

DRAFT

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

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

Cost: \$400,000 Priority Level 3

PUBLIC SAFETY

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

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

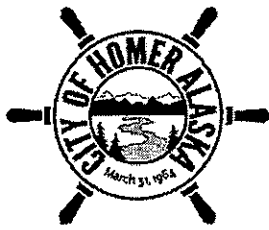
Cost: \$1,000,000 Priority Level 3

**Request submitted this year to
move project to mid-range**

UTILITIES

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

Cost: \$400,000 Priority Level 3



Capital Improvement Long-Range Projects

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

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

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

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

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

DRAFT



Capital Improvement Appendices

Part 4: Capital Improvement Appendices

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

DRAFT

Update accordingly



Capital Improvement Appendices

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

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

DRAFT

Updated with 2013 schedule



Capital Improvement Appendices

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**CITY OF HOMER
HOMER, ALASKA**

City Manager

RESOLUTION 13-018

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

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

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

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

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

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

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

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

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

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

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

Update with new Resolution



Capital Improvement Appendices

Page 2 of 2
RESOLUTION 13-018
CITY OF HOMER

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

57
58 PASSED AND ADOPTED by the Homer City Council this 11th day of February, 2013.

59
60 CITY OF HOMER

61
62 *Mary E. Wythe*
63 MARY E. WYTHE, MAYOR

64
65 ATTEST

66 *Jo Johnson*
67 JO JOHNSON, CMC, CITY CLERK

68
69
70 Fiscal Note: N/A

71

DRAFT

Update with new Resolution



Capital Improvement Appendices

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CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 12-087(S)

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

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

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

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

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

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

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

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

Update accordingly



Capital Improvement Appendices

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

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

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CITY OF HOMER



Mary E. Wythe
MARY E. WYTHE, MAYOR

ATTEST
[Signature]
JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

DRAFT

Update accordingly



Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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

CIP PRIORITIES RANKING WORKSHEET

NAME	#1	#2	#3	#4	#5

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





City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue

Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

MANAGER'S REPORT

June 10, 2013

TO: MAYOR WYTHE / HOMER CITY COUNCIL

FROM: WALT WREDE

UPDATES / FOLLOW-UP

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

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

ATTACHMENTS

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



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

MEMORANDUM 13-079

TO: HOMER CITY COUNCIL

FROM: MARY E. WYTHE, MAYOR

DATE: JUNE 3, 2013

SUBJECT: RECOMMENDATION FOR THE REAPPOINTMENT OF RICK FOSTER TO
THE KENAI PENINSULA BOROUGH PLANNING COMMISSION

Appointments to the Kenai Peninsula Borough Planning Commission are made by the Borough Mayor. Commission members from a first class city are selected by the Borough Mayor from a list of recommendations made by City Council.

Advertisement for the Borough Planning Commission seat was made with no new applicants coming forward.

For the past six years Rick Foster has represented the City of Homer on the Kenai Peninsula Borough Planning Commission. Dr. Rick Foster has expressed his desire to seek reappointment to the seat. His experience and expertise in planning and ecology management are beneficial in representing the City of Homer.

I recommend the reappointment of Rick Foster as the City of Homer representative on the Kenai Peninsula Borough Planning Commission with a term to expire July 31, 2016.

RECOMMENDATION:

Confirm the recommendation for reappointment of Rick Foster as the City of Homer representative on the Kenai Peninsula Borough Planning Commission with a term to expire July 31, 2016.





City of Homer

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Office of the Mayor

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June 11, 2013

Mayor Mike Navarre
Kenai Peninsula Borough
144 North Binkley Street
Soldotna, AK 99669


Dear Mayor Navarre,

It is my recommendation that Rick Foster be reappointed to the Kenai Peninsula Borough Planning Commission to represent the City of Homer. Dr. Foster has the qualifications and experience to serve on the commission and represent the City well.

The Homer City Council confirmed my recommendation at the June 10, 2013 meeting with the approval of Memorandum 13-079.

Thank you for considering Dr. Rick Foster to represent the City of Homer on the Borough Planning Commission.

Sincerely,


Beth Wythe,
Mayor

Enc. Memorandum 13-079





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www.cityofhomer-ak.gov

Office of the Mayor

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mayor@ci.homer.ak.us

(p) 907-235-3130

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MEMORANDUM 13-080

TO: HOMER CITY COUNCIL

FROM: MARY E. WYTHE, MAYOR

DATE: JUNE 3, 2013

SUBJECT: REAPPOINTMENT OF FRANCO VENUTI TO THE HOMER ADVISORY
PLANNING COMMISSION

Franco Venuti is reappointed to the Homer Advisory Planning Commission for a three-year term to expire July 1, 2016.

RECOMMENDATION:

Confirm the reappointment of Franco Venuti to the Homer Advisory Planning Commission.

Fiscal Note: N/A



City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Franco Venuti

Has been reappointed to

serve as

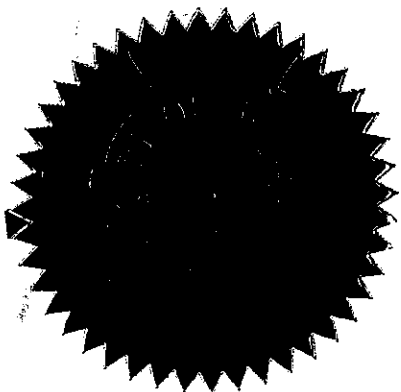
“Commissioner”

on the

“Advisory Planning Commission”

This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 11th day of June, 2013.*


Mary E. Wythe
Mary E. Wythe Mayor

Attest:

Melissa Jacobsen

Melissa Jacobsen, CMC, Acting City Clerk





City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

June 11, 2013

Franco Venuti
PO Box 3652
Homer, AK 99603


Dear Franco,

Congratulations! Council confirmed/approved your reappointment to the Advisory Planning Commission during their Regular Meeting of June 10, 2013, via Memorandum 13-080 for a three-year term that will expire July 1, 2016.

Currently on file is your 2012 Public Official Conflict of Interest Disclosure Statement. In October you will be notified to complete the 2013 disclosure statement. Public officials are required to comply with this reporting requirement pursuant to HCC 1.18.043.

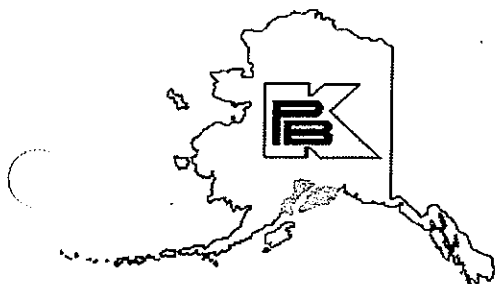
Thank you for your willingness to serve the City of Homer on the Advisory Planning Commission. Let's see what else the future holds in store for us!

Cordially,


Beth Wythe, Mayor

Enc: Memorandum 13-080
Certificate of Reappointment
Cc: Homer Advisory Planning Commission





KENAI PENINSULA BOROUGH

PLANNING DEPARTMENT

144 North Binkley Street • Soldotna, Alaska 99669-7520

PHONE: (907) 714-2200 • **FAX:** (907) 714-2378

Toll-free within the Borough: 1-800-478-4441, Ext. 2200

www.borough.kenai.ak.us

MIKE NAVARRE
BOROUGH MAYOR

May 29, 2013

NOTICE OF DECISION KENAI PENINSULA BOROUGH PLANNING COMMISSION

MEETING OF MAY 28, 2013

RE: Right of Way Map Homer East End Road Kachemak Drive to Waterman Road
Preliminary Plat Time Extension Request

The Kenai Peninsula Borough Planning Commission approved the subject time extension during their regularly scheduled meeting of May 28, 2013. Draft, unapproved minutes of the pertinent portion of the meeting are attached.

If you have any questions, please contact the Kenai Peninsula Borough Planning Department.

This notice and unapproved minutes were sent May 29, 2013 to:

City of: City of Homer
491 E. Pioneer Avenue
Homer, AK 99603

Advisory Planning Commission/Community Council:
Homer Advisory Planning Commission
491 E. Pioneer Avenue
Homer, AK 99603

Survey Firm: P. Louise Hooyer PLS
Department of Transportation & Public Facilities
PO Box 196900
Anchorage, AK 99519-6900

Subdivider/Petitioner: Anthony Boneta
Department of Transportation & Public Facilities
PO Box 196900
Anchorage, AK 99519-6900

Gene LeQuire
Department of Transportation & Public Facilities
PO Box 196900
Anchorage, AK 99519-6900

KPB File Number: 2010-019



END OF STAFF REPORT

*** Approved by Adoption of the Consent Agenda**

AGENDA ITEM C. CONSENT AGENDA

1. Time Extension Request
 - c. Homer East End Road Kachemak Dr to Waterman Rd.
Right of Way Map
KPB File 2010-019; SOA-DOT/LeQuire, Boneta
Location: City of Homer & City of Kachemak

STAFF REPORT

PC Meeting 5/28/2013

Due to the scope of this project, the plat was granted a three-year conditional preliminary approval by the Plat Committee on April 26, 2010 which is valid through April 26, 2013.

Per Louise Hooyer, with the State DOT has requested a time extension on May 1, 2013.

Since the request was not received prior to the preliminary expiration date, only a 1-year time extension can be requested per Planning Commission Resolution 89-27.

The State DOT is still in the process of acquiring parcels and construction is anticipated to begin spring of 2014.

There have been no changes in the area that would affect this plat.

STAFF RECOMMENDATIONS: Extend preliminary plat approval for one year, through May 28, 2014, subject to the following:

1. Plat must comply with any subsequent changes to Kenai Peninsula Borough Code.
2. Copy of plat with a current utility review being submitted with the final plat.

An appeal of a decision of the Planning Commission may be filed to the Board of Adjustment in accordance with the requirements of the Kenai Peninsula Borough Code of Ordinances, Chapter 21.20.250. An appeal must be filed with the borough clerk within 15 days of date of notice of the decision; using the proper forms; and, be accompanied by the \$300 filing and records preparation fee.

END OF STAFF REPORT

*** Approved by Adoption of the Consent Agenda**

AGENDA ITEM C. CONSENT AGENDA

- *2. Planning Commission Resolutions - None

AGENDA ITEM C. CONSENT AGENDA

3. Plats Granted Administrative Approval
 - a. Kenny's Corner Subdivision; KPB 2012-181
 - b. Soldotna Airport Property Funny River Road Realignment Addition Part Two; KPB File 2011-



KENAI PENINSULA BOROUGH

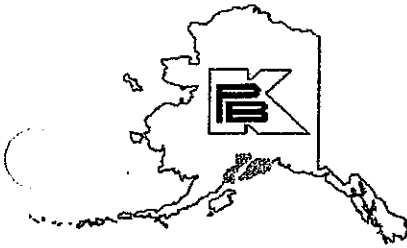
PLANNING DEPARTMENT

144 North Binkley Street • Soldotna, Alaska 99669-7520

PHONE: (907) 714-2200 • FAX: (907) 714-2378

Toll-free within the Borough: 1-800-478-4441, Ext. 2200

www.borough.kenai.ak.us



MIKE NAVARRE
BOROUGH MAYOR

KENAI PENINSULA BOROUGH PLANNING COMMISSION NOTICE OF SUBDIVISION/REPLAT

Public notice is hereby given that a preliminary plat has been received proposing to subdivide or replat property. You are being sent this notice because you are within 600 feet of the proposed subdivision, or a beneficial interest holder, and are invited to comment. *If you are an owner adjacent to a half right-of-way being dedicated, please be aware that you may be required to match the dedication if your property is subdivided in the future.*

Proposed plat under consideration is described as follows:

Scenic View Sub Scenic Grove

Addn. No. 1 2013 Replat

KPB File 2013-100

[Seabright/Hall]

Location: City of Homer

Please Turn Over For Map

A proposed preliminary plat combines 3 Lots making it into Lot 2-A-1.

The location of the proposed plat is provided on the attached map. A preliminary plat showing the proposed subdivision may be viewed at the Planning Department. Subdivision reviews are conducted in accordance with KPB Subdivision Ordinance. A copy of the Ordinance is available from the Planning Department. **Comments should be guided by the requirements of that Ordinance.**

Public hearing will be held by the Kenai Peninsula Borough Plat Committee or Planning Commission on **Monday, June 24, 2013**, commencing at **5:30 p.m.** or as soon thereafter as business permits. Meeting to be held in the Assembly Chambers of the George A. Navarre Kenai Peninsula Borough Administration Building, 144 N. Binkley Street, Soldotna, Alaska.

Anyone wishing to testify may come to the above meeting to give testimony or may submit a written statement to the attention of Sylvia Vinson-Miller or Maria Sweppy Kenai Peninsula Borough Planning Department - 144 N. Binkley Street - Soldotna, Alaska 99669. Please provide written testimony to the Planning Department by **Friday, June 21, 2013**. [Written comments may also be sent by Fax to 907-714-2378].

For additional information contact Sylvia Vinson-Miller or Maria Sweppy, Resource Planning Department, 907-714-2200 (1-800-478-4441 toll free within Kenai Peninsula Borough).

Paul Voeller
Platting Officer
Mailed June 4, 2013

WASTEWATER DISPOSAL

PLANS FOR WASTEWATER DISPOSAL THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

KENTON T. BLOOM, P.L.S.
7888-S

DATE

NOTES

1. NO PERMANENT STRUCTURES SHALL BE CONSTRUCTED OR PLACED WITHIN AN EASEMENT UNLESS THE APPLICABLE ZONING REGULATIONS OF THE CITY OF HOMER PERMIT THE ABILITY OF A UTILITY TO USE SAID EASEMENT.
2. ALL WASTEWATER DISPOSAL SYSTEMS SHALL COMPLY WITH EXISTING APPLICABLE LAWS AT THE TIME OF CONSTRUCTION.
3. THIS SUBDIVISION IS SUBJECT TO THE ZONING REGULATIONS OF THE CITY OF HOMER.
4. THIS PLAT WAS PREPARED FOR THE REMOVAL OF LOT LINES ONLY. THE SUBDIVISION OF THIS PLAT INTO LOT DIMENSIONS SHOWN ON THIS PLAT ARE FROM RECORD DATE AS SHOWN ON PLAT #2008-18 (HRD).
5. NO DIRECT ACCESS TO STATE MAINTAINED HIGHWAYS SHALL BE ALLOWED WITHOUT THE WRITTEN CONSENT OF THE ALASKA STATE DOT.

NOTARY'S ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS

DAY OF _____, 2013.

FOR _____

NOTARY PUBLIC FOR ALASKA

MY COMMISSION EXPIRES _____

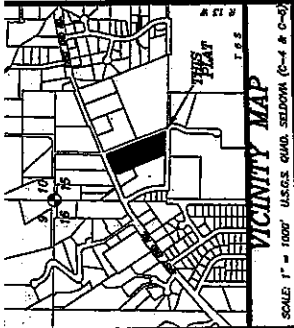
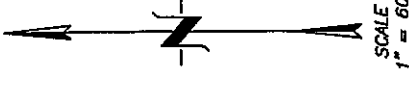
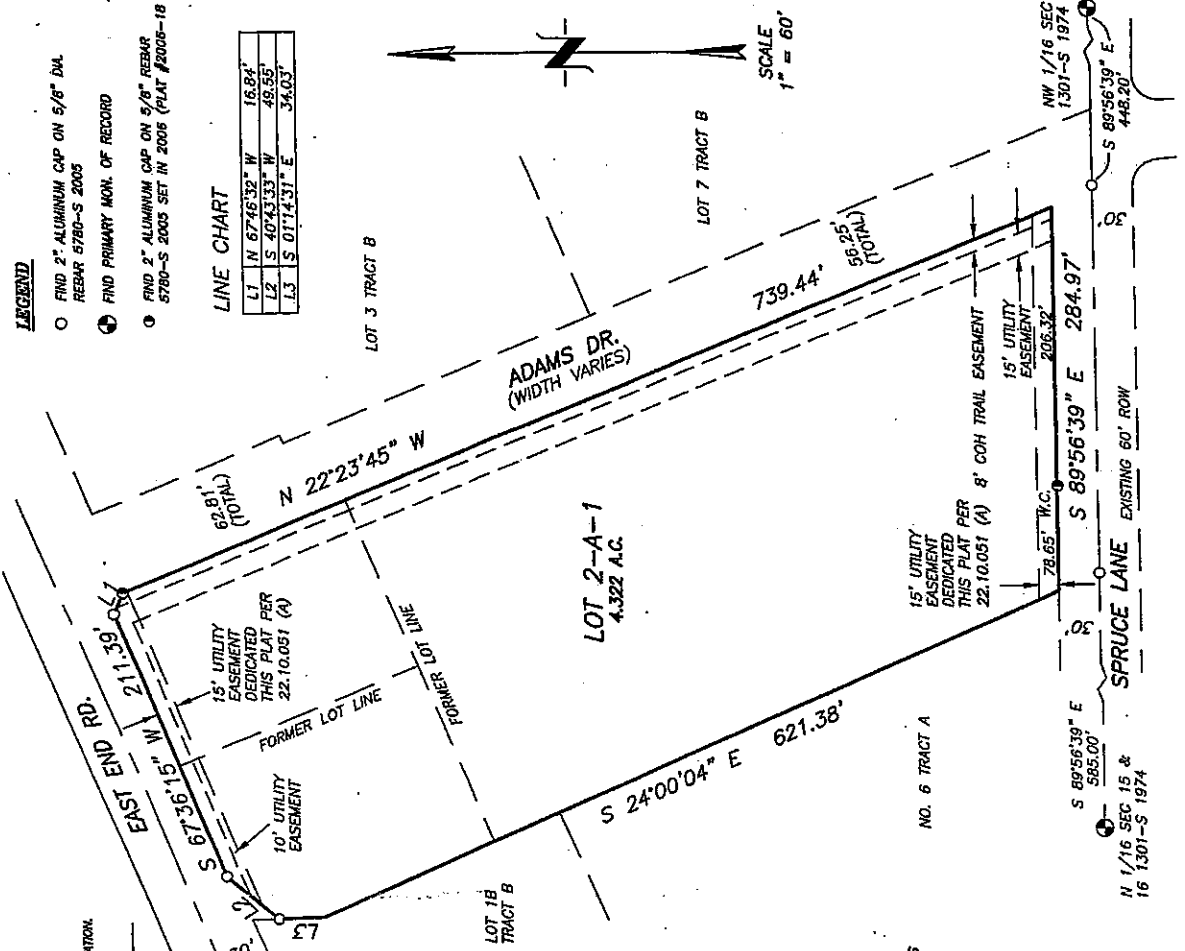


LEGEND

- FIND 2" ALUMINUM CAP ON 5/8" DIAL REBAR 5780-S 2005
- FIND PRIMARY MON. OF RECORD
- FIND 2" ALUMINUM CAP ON 5/8" REBAR 5780-S 2005 SET IN 2005 (PLAT #2008-18 HRD)

LINE CHART

L1	N 67°46'32" W	18.84'
L2	S 40°43'33" W	49.55'
L3	S 01°14'31" E	34.03'



CERTIFICATE OF OWNERSHIP

I HEREBY CERTIFY THAT I AM THE OWNER OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, THAT I HEREBY ADOPT THIS PLAT OF SUBDIVISION, AND BY MY FREE CONSENT, DEDICATE ALL RIGHTS OF WAY, TRAIL, EASEMENTS TO THE USE SHOWN HEREON.

HANNAH HILL
6432 BROOKER RD.
HOMER, ALASKA 99603

PLAT APPROVAL
THIS PLAT WAS APPROVED BY THE KENAI
THE MEETING OF _____

BY: _____ DATE _____
AUTHORIZED OFFICIAL
KENAI PENINSULA BOROUGH

2013-100

HOMER RECORDING DISTRICT
HOMER FILE No. 2013-

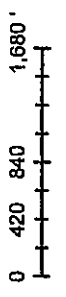
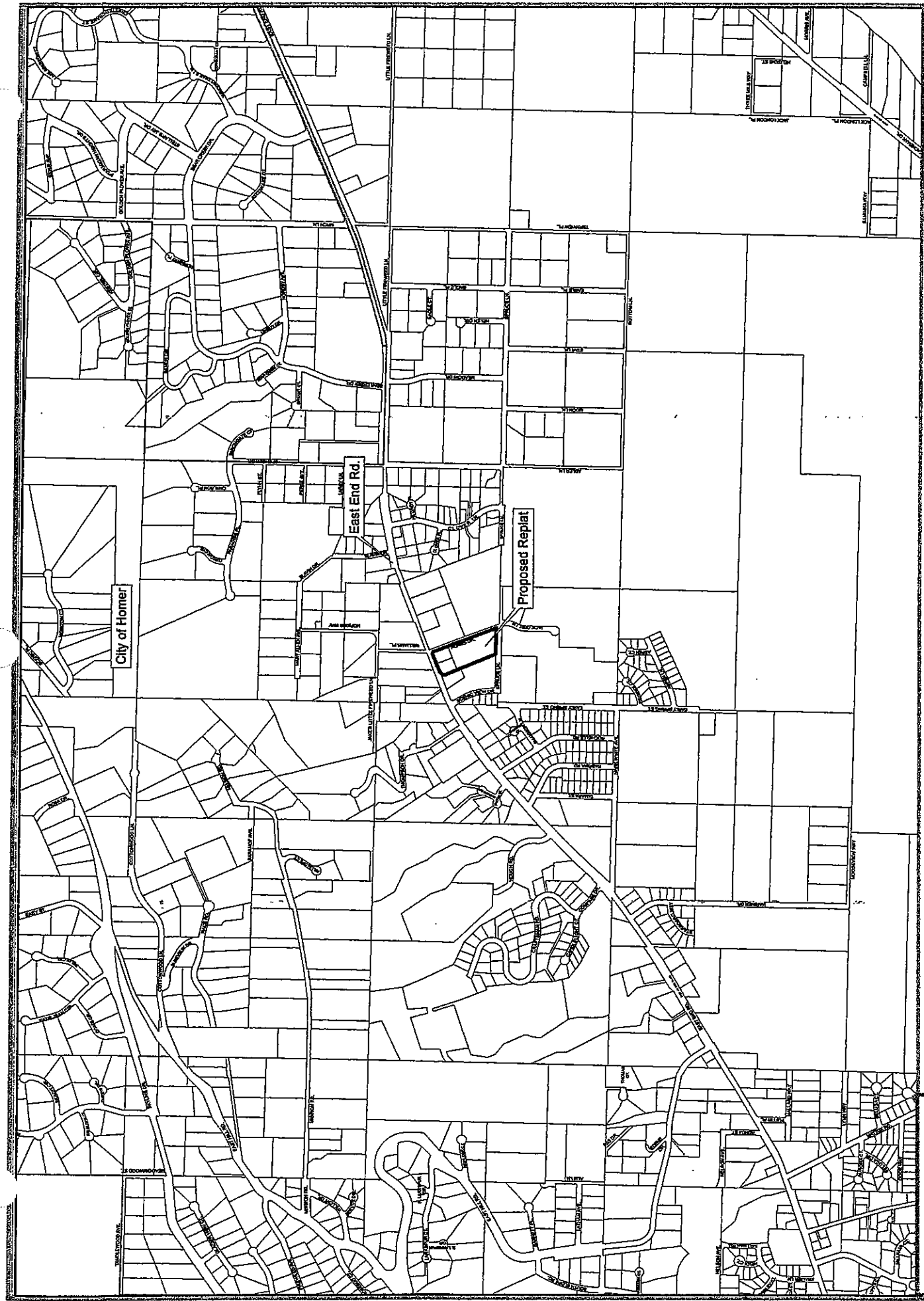
**SCENIC VIEW SUBDIVISION
SCENIC GROVE ADDITION NO. 1
SCENIC 2015 REPLAT**

A REPLAT OF LOT 1, LOT 2 AND LOT 2-A TRACT B (PLAT #2008-18 HRD) SCENIC VIEW ADDITION, SCENIC GROVE ADDITION, PLATS 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**SEABRIGHT SURVEY + DESIGN
KENTON T. BLOOM, P.L.S.**

1044 EAST ROAD, SUITE A
HOMER, ALASKA 99603
(907) 235-4247

CONTAINING 4,322 ACRES, MORE OR LESS
DRAWN BY: KK CHRD BY: KB JOB #13-07
DATE: 03/2013 SCALE: 1"=60' SHEET #1 OF 1



Vicinity Map

The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.



