

**NOTICE OF MEETING
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. PUBLIC COMMENT UPON MATTERS ALREADY ON THE AGENDA**
- 4. VISITORS (10 minute presentation, 5 minutes Q&A)**
 - A. Pratt Museum, Sister City Art Proposal **reference page 167**
 - B. Joel Cooper, Kachemak Heritage Land Trust (KHLT), HART Trails funding request
Reference page 41
- 5. RECONSIDERATION**
- 6. ADOPTION OF CONSENT AGENDA** *All items on the consent agenda are considered routine and non-controversial by the Parks Art Recreation & Culture Advisory Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.*
 - A. Amended Minutes from May 17, 2018 Regular Meeting **page 3**
 - B. Minutes for the Regular Meeting on June 21, 2018 **page 13**
 - C. Quarterly Letter to the Editor **page 21**
- 7. STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORT (20 minute limit)**
 - A. Staff Report – Julie Engebretsen, Deputy City Planner **page 23**
 - B. Community Recreation – Mike Illg, Recreation Manager
 - C. Parks Report – Matt Steffy, Parks Maintenance Coordinator
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS (10 minutes)**
 - A. Sidewalk Prioritization Memorandum to Council **page 37**
- 10. NEW BUSINESS (10 minutes per item)**
 - A. KHLT Funding Request and Draft MOU **page 41**
 - B. Capital Improvement Plan – Jenny Carroll, Special Projects & Communication Coordinator **page 69**
 - C. 2019 Budget Requests and Contractual Changes **page 143**
 - D. Woodard Creek Park Dedication
 - E. Pratt Proposal for Teshio Sister City Art Collection **page 167**
- 9. INFORMATIONAL MATERIALS**
 - A. Commission Annual Calendar 2018 **page 173**
 - B. Commissioner Attendance at City Council Meetings 2018 **page 174**
 - C. Ordinance 18-37 Karen Hornaday Park Road Improvements **page 175**
- 10. COMMENTS OF THE AUDIENCE**
- 11. COMMENTS OF THE COUNCILMEMBER** (If one has been assigned)
- 12. COMMENTS OF STAFF MEMBERS**
- 13. COMMENTS OF THE COMMISSION**
- 14. COMMENTS OF THE CHAIR**
- 15. ADJOURNMENT** the next regular meeting will be on **THURSDAY, SEPTEMBER 20, 2018** at 5:30pm in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer Alaska

Session 18-05 A Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order on May 17, 2018 at 5:30 pm by Chair Deb Lowney at the Cowles Council Chambers City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS LOWNEY, HARRALD, ARCHIBALD, ROEDL, ASHMUN, LEWIS, WALLS
AND SALZMANN

ABSENT: COMMISSIONER FAIR, SHARP (EXCUSED)

STAFF: DEPUTY CITY PLANNER ENGBRETSSEN
DEPUTY CITY CLERK KRAUSE
RECREATION MANAGER ILLG
PARKS COORDINATOR STEFFY

APPROVAL OF THE AGENDA

Chair Lowney called for a motion to approve the agenda.

LEWIS/ARCHIBALD – MOVED TO APPROVE THE AGENDA.

There was a no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT ON ITEMS ALREADY ON THE AGENDA

VISITORS

A. Tony Neal, Quiet Creek Subdivision Parks

Mr. Neal provided an overview of the plan for the new subdivision that he was building and pointed out various sections that would be conservation areas/parks that were natural areas in comparison to a traditional groomed parkland area with playground and picnic tables.

Mr. Neal answered a few questions from the Commission regarding trails through these natural areas and noted that the topography and wetlands would prohibit some trails or require additional steps before use.

B. Billy Day, Diamond Creek Trail

Mr. Day presented a proposal to develop a portion of the city owned property that will eventually connect the Rogers Loop Trailhead, and tie in the “Cloud Streets” along Diamond Ridge.

He provided some information on the work that the State is doing on a proposed redesign of the Sterling Highway from Anchor Point to Homer, points of trailheads throughout the area and within city limits. Mr. Day provided the funding information that he had so far and was hoping to have the support of the Commission so that he could receive additional needed funding from the City to assist in leveraging other sources of funding. Mr. Day explained that this would be a non-motorized trail system that would be

suitable for bikes and pedestrians and could be expanded in the future to access other neighborhoods.

Mr. Day responded to questions from the Commission regarding crossing the wetlands, reduced snow fall in past winters and this expanded trail system providing opportunity for the fat tire bike community and cyclists overall, this would be a single tract connection corridor for mountain biking and additional trailhead at Green Timbers.

Mr. Day stated that it would offer a safe transit route from Diamond Ridge since that road has become so dangerous with speeding traffic. He additionally pointed out two parcels of Borough land that could be purchased and that he has been working with Dave Cleary on additional funding from Rasmussen but requires an entity to sponsor the grants.

Deputy City Planner Engebretsen provided comment on the possible funding through HART program and noted the onerous RTC grant management requirements.

Further comments on working with the Bike Club and creating a presentation for Council with fiscal requirements, letters of support, ensued.

The commission expressed excitement for the project but hesitation and concerns on how large an endeavor this would be and recommended phased approach in the presentation which could assist in funding options.

ADOPTION OF THE CONSENT AGENDA

A. Minutes for the April 19, 2018 regular meeting

Chair Lowney requested a motion to adopt the Consent Agenda.

ARCHIBLD/LEWIS – MOVED TO APPROVE THE CONSENT AGENDA.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS

A. Julie Engebretsen, Deputy City Planner

Deputy City Planner Engebretsen provided a verbal report on the following:

- Council will be forming the HERC task force but has postponed action until the next meeting as there was some concerns on the appointments but it should be resolved to the Commission's liking.
- Met with Little League good conversation and both sides presented items of consideration but believe that it will be beneficial.

Ms. Engebretsen explained for the Commission that there will be some changes in how operations and communication will be with Little League in the future. She also noted the process for submitting a

recommendation to Council on using the HART funds.

B. Mike Illg, Recreation Manager

Recreation Manager Illg commented on the following items:

- Recognized the contributions to the community by Mr. Day
- Upcoming summer schedule for the Homer High School gym forcing higher usage of the HERC gym for programming
- Local administrators have been very helpful and supportive with the recreational programming needs
- Native Youth Olympics regular annual event
- Creating a timeline for the HERC task force on the costs of the facility since it has been built so that there are facts available for the public

Chair Lowney commented on having the Native Youth Olympics (NYO) when she taught and was happy to see that event coming back.

Commissioner Lewis inquired about the Fire Marshall approval status and occupancy numbers and commented on funds for travel to events for students.

Commissioner Harrald commented on the availability of training for the NYO events.

Commissioner Archibald inquired about the status of the Zumba room and Mr. Illg responded that some upgrades were done three years ago and he is working with Dan Gardner on getting back on tract.

C. Sister City Art Collection Report – Commissioner Roedl/Deputy City Clerk Krause

Commissioner Roedl explained that due to scheduling conflicts they were unable to meet but have tentatively planned a meeting for the end of the month. He noted that there may be some difficulty in displaying the artwork.

Commissioner Roedl explained that the museum cannot display a free venue.

Commissioner Lowney commented on speaking with the Library and that there are people who are interested but need more information as to what is involved in the display such as cabinets or wall.

Deputy City Clerk Krause explained the number of pieces involved there were concerns with safety and proper curation of the collection and defined for the commission that there were only 37 pieces but some were quite fragile.

D. Parks Report - Matt Steffy, Parks Maintenance Coordinator

Parks Manager Steffy reviewed his report and commented on the following:

- Ben Walters Park, Rotary and McDonalds – McDonalds will be working with the city, Rotary providing funding for park equipment and accessibility. Staff will be daylighting the heavily treed areas to open up the space creating more visibility. A master plan has been suggested for that Park. The restroom after being closed for three years is now open. This facility will be locked in the evenings. The surveillance cameras from McDonalds will be redirected to the restroom facility. Playground equipment will be purchased and the curb will be removed between McDonald's and

the park.

- The Library grounds flower beds will be redesigned to assist in the management of the invasive weeds and the city/contractor will be providing additional mowing services also.
- Picnic tables will be turning green and they are starting to roll out of production and into the parks
- The ADA Accessibility issues at the Fishing Hole is in progress. Fish and Game is willing to pay for the repairs and improvements and he is waiting on pricing since they are asking for a match. Islands and Ocean Visitors Center is looking into some funding also.
- He will be meeting with the Softball Association to discuss agreements for use at Jack Gist
- Commented on the meeting with Little League and that it went very well
- Statistics will be provided at each meeting for the previous month regarding the parks, camping, etc.
- He noted the requirements for the RTP grant is 90/10 and maximum amount is \$75,000 and that a Resolution of support is needed.
- Final summer seasonal staff has been hired and will start after Memorial Day.

The commissioners offered comment on opening up the restrooms and the library property management will really help, putting in a connecting sidewalk from the Highway to Ben Walter's Park to bring more foot traffic past or into the park may help dissuade to constant vandalism.

PUBLIC HEARING

PENDING BUSINESS

A. Sidewalk Funding

Deputy City Planner Engebretsen reviewed the sidewalks listed in the non-motorized transportation plan, she explained that she met with Carey Meyer, Public Works Director and he provided some parameters that makes some projects more costly than others. In reviewing the proposed streets for sidewalks Ms. Engebretsen recommended that the commission prioritize the list and provide a reason. She noted that as an example Upper Ben Walters they need storm drainage but they need to build out lower Ben Walters in order to have something to drain to.

Smokey Bay Way, low priority, not busy, wide shoulders, good visibility, a low or moderate need at this time. This may not be a priority. Council has requested striping across Lake Street. Ms. Engebretsen provided additional information on Soundview that has a section that is incomplete.

She noted that Upper Main Street is a half mile and this is one of the cost drivers for this project.

Chair Lowney provided her top five priority sidewalks for consideration:

2. Svedlund – High Priority due to the senior access - possibly to Lee or prefer up to Fairview
3. Crittenden – short, should be completed and students use this route
4. Bunnell from Lower Main Street to Beluga Place – some work has been done but more is needed, there are deep ditches on each side making pedestrian use the roadway, heavily used route
5. Heath Street – Pioneer to Fairview, heavily used by students as a route to the Library
1. Main Street – Upper Main to Bayview Park

Kachemak Way – Bicycle notices are in place but there is shrubbery does need some addressing especially around the curve to improve visibility

Commissioners offered the following comments on the prioritization:

- Routes travel by students are high priority
- Wanting to keep Main Street as a high priority due to the amount of foot traffic
- Keeping Svedlund on high priority as a more “doable” project extend to Fairview
- Not changing their list as Council will make the decisions that they make
- Providing council with maintenance costs after sidewalks are completed
- Suggested that Beluga Place is not as high Priority
- How to prioritize Upper Main Street over other sidewalks for clarification for Council
- Formula to determine the costs for a length of sidewalk and maintenance costs related to those sidewalks

Ms. Engebretsen will provide a memo to Council for approval by the commission for the June meeting. She will be providing a status update for Council.

Chair Lowney requested confirmation on taking care of some maintenance of shrubbery issues on Kachemak Way.

C. Safety Signage for the Waters of Kachemak Bay

Chair Lowney reviewed the memorandum in the packet and noted that commission approval is requested.

Commissioner Lewis commented on having more issues with people driving on the beach and getting stuck.

Commissioner Archibald commented on having junky signage and the issues the commission faced at the last meeting.

Chair Lowney reviewed the discussion at the previous meeting and points made in the Memorandum. She requested input from Mr. Steffy regarding limited help versus no help.

Commissioner Harrauld reviewed her recollection of their discussion on signage and just does not want to put any signage up and this memorandum leads her to believe there is a financial issue not that they just do not want to put signage.

Further discussion on amendments to the memorandum.

HARRALD/LEWIS - MOVED TO AMEND THE RECOMMENDATION TO STATE THAT THE COMMISSION DOES NOT SUPPORT PLACEMENT OF SAFETY SIGNAGE.

ASHMUN/ MOVED TO AMEND THE MEMORANDUM TO DELETE PARAGRAPH FIVE AND CHANGE THE VERBIAGE TO REFLECT, “ALTHOUGH WE RECOGNIZE THAT THERE IS A WATER HAZARD SIGNAGE IS IMPRACTICAL AND OTHER MECHANISMS FOR EDUCATING THE PUBLIC SHOULD BE USED.”

Deputy City Clerk Krause interjected that the discussion is not germane to the motion on the floor and at the request of the Chair read the motion before the Commission.

Commissioner Lewis inquired about liability issues if the city does not place signage.

Chair Lowney proceeded to briefly bring Commissioner Lewis up to date on the previous discussions.

ASHMUN MOVED TO AMEND THE RECOMMENDATION TO BE REPHRASED, "WE DO NOT RECOMMEND PLACEMENT OF SIGNS ALONG CITY BEACHES BECAUSE OF THE NEED FOR TOO MANY AND BELIEVE THEY ARE UNSIGHTLY."

The amendment died for lack of a second.

Commissioner Harrauld noted that her notes reflected they did not come to a conclusion and just postponed the discussion. Chair Lowney responded that the commission was heading in that direction.

Chair Lowney requested the Clerk to read the motion on the floor and for the commission to consider the motion to approve the memorandum minus the fifth paragraph and the amended recommendation.

Deputy City Clerk Krause read the motion as understood

"MOVED TO AMEND THE RECOMMENDATION TO REFLECT THE COMMISSION DOES NOT APPROVE PLACEMENT OF SIGNAGE"

Commissioner Harrauld suggested amending the language to use the language in the subject line of the memo.

MOVED TO AMEND THE RECOMMENDATION TO REFLECT THE COMMISSION DOES NOT APPROVE CITY OF HOMER SAFETY SIGNAGE FOR HOMER SPIT

There was no further discussion.

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

Motion carried.

Chair Lowney requested the Commission review the letter for additional changes and if there are no additional changes they can then move to approve the memorandum.

Commissioner Harrauld suggested that they delete the first paragraph.

Ms. Engebretsen recommended leaving the paragraph as it demonstrates to Council the work and considerations done by the Commission on the issue. Commissioner Harrauld requested Ms. Engebretsen repeat what she just said off the record, Ms. Engebretsen repeated on the record, "Although we recognize the water hazard, signage is impractical and requires another mechanism for public education."

Chair Lowney noted that the recommendation was to use the verbiage that was in the subject line of the Memorandum.

Deputy City Planner Engebretsen stated that being concise in their recommendation was preferred and recommended using just "Safety Signage."

ASHMUN/HARRALD MOVED TO APPROVE THE MEMORANDUM AS AMENDED, DELETING PARAGRAPH FIVE, CHANGING THE VERBIAGE AND FORWARD TO COUNCIL.

There was a brief discussion to provide clarification on the amendments.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Welcome New Commissioner

The Commission welcomed David Lewis and thanked him for signing up.

B. Quiet Creek Subdivision Park Plan

Chair Lowney read the title into the record.

ASHMUN/HARRALD MOVED TO RECOMMEND THE CITY ACCEPT THE PARKLANDS AS DELINEATED IN THE PRELIMINARY PLAT.

A brief discussion ensued regarding the intent to leave open natural areas in the planned subdivision, potential revenue loss to the city if these lots were buildable with information from Staff that they were not hence leaving them as natural landscape.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Karen Hornaday Park Road and Safety Improvements

Chair Lowney read the title into the record acknowledged the laydown materials provided regarding the various scenarios on reconfiguring the parking and road and a brief overview of the worksession held up at the park.

The commission reviewed the proposed options that included a main parking design to delineate parking spaces with longs on each side of the road but putting a curve in the road at the northern edge of the east side parking lot with boulders delineating where the road is through the parking areas, a speed bump before and after the parking areas. A new gravel path from the gravel access road to the existing restroom that provides a culvert over the ditch will allow easier access to the facilities from the upper and lower fields this is estimated to cost \$40,000

The commissioners liked the proposed parking plan but still expressed some concerns with pedestrians having to cross the road if parking in the east side parking lot and the second trail alternate was good but alternate three was more aesthetically pleasing.

Deputy City Planner Engebretsen reported that they did not look at redesigning where the existing restroom is and the location of the current ADA parking spots. Stating it is not included in the design at this time. If the commission decides this is a priority then they will work on it.

Deputy City Planner requested the commission to narrow down the proposals so they can bring a more refined plan back at a future meeting.

Chair Lowney inquired if anyone was opposed to the proposed parking plan as presented for \$40,000.

There was no opposition expressed by the Commission.

Chair Lowney then reviewed the individual proposed alternates.

Alternates to the main plan were reviewed with providing boulders along the western side of the campground road and pedestrian access along the back edge of the lower fields at a cost of \$20,000; a separated gravel trail along the western side of the campground road with a trail along the fields for \$85,000; and finally a separate gravel trail that borders the lower fields from the upper field access road down to Fairview Avenue which will tie into the existing gravel trails at the bottom and top for \$45,000.

Deputy City Planner Engebretsen confirmed consensus on alternate number three with the commission.

D. Diamond Creek Plan Review

The Commission agreed by consensus to postpone this item until the June meeting due to time constraints at the request of staff.

E. Request for Donation from Bunnell Arts Gallery to Install Mural on Bishops Beach Pavilion

Chair Lowney declared that she had a conflict of interest.

ARCHIBALD/LEWIS MOVED THAT COMMISSIONER LOWNEY HAD A CONFLICT OF INTEREST.

Chair Lowney reported her conflict by being a member on the board for the Bunnell.

VOTE. YES. ASHMUN, ROEDL, HARRALD, ARCHIBALD, SHARP, LEWIS

Motion carried.

Chair Lowney turned the meeting over to Vice Chair Archibald.

Deputy City Planner Engebretsen reviewed her report.

The Commission reviewed the application and several expressed concern on the request not being defined or explained clearly on why they needed the additional funds and requested input from staff.

Deputy City Clerk Krause provided clarification on the donation process and noted that the commission did not have to approve the request and that the funds would have to come from the parks reserve or the

commission funds.

HARRALD/ROEDL MOVED TO APPROVE THE REQUEST FOR THE ADDITIONAL \$500 BY THE BUNNELL ART CENTER.

There was a brief discussion.

VOTE. YES, ROEDL, HARRALD, SHARP, LEWIS

VOTE. NO, ARCHIBALD, ASHMUN

Motion carried.

Chair Lowney returned to the table and Vice Chair Archibald turned the meeting back to the Chair.

INFORMATIONAL MATERIALS

A. Commission Annual Calendar 2018

Chair Lowney reviewed the June agenda items.

B. Commissioner Attendance at City Council Meetings 2018

Commissioner Harrald reported that she will attend the May 29th Council meeting.

C. Memorandum to City Council Re: Art Donation of a Mural for Ben Walters Park

D. Memorandum to City Council re: KHLT Recommendation

COMMENTS OF THE AUDIENCE

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CITY STAFF

Deputy City Clerk Krause announced that she would not at the next meeting.

Deputy City Planner Engebretsen commented it was a great meeting lots accomplished in a short time.

COMMENTS OF THE COMMISSION

Commissioner Ashmun welcomed Commissioner Lewis and commented that it was a great meeting.

Commissioner Roedl commented on the discussion on the sidewalks maintenance on snow removal so the city does not bear the full costs, he then noted that if they desire connectivity they should encourage developers to put in sidewalks or they will end up with spots. Great meeting.

Commissioner Harrald welcomed Commissioner Lewis, thanked staff for the great information included in packet, suggested Commissioner Roedl should be on the Planning Commission.

Commissioner Archibald commented that he did have an issue with subdivisions but that was not their problem in this commission.

Commissioner Salzman had no comments.

Commissioner Lewis commented he was glad to be appointed and that it looks like it will be fun.

Commissioner Walls welcomed Commissioner Lewis and thanked staff for everything, it was a good meeting.

Chair Lowney commented that she will have to check to see what they voted on for the Donation but won't ask now. She is excited to find out what they will do on the Task Force and was a bit surprised that there was some misunderstanding it seems. She commented on her participation on the Art Selection committee and apologized for running over the allotted time but appreciated the commission bearing with her.

ADJOURNMENT

There being no further business to come before the Commission, the meeting was adjourned at 8:28 p.m. The next regular meeting is scheduled for **THURSDAY, JUNE 21, 2018** at 5:30 p.m. at City Hall Cowles Council Chambers 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved: _____

Session 18-06 A Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order on June 21, 2018 at 5:30 pm by Chair Deb Lowney at the Cowles Council Chambers City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS LOWNEY, SHARP, LEWIS, ASHMUN, ARCHIBALD, FAIR

ABSENT: COMMISSIONERS WALLS, HARRALD AND ROEDL, SALZMANN

STAFF: DEPUTY CITY PLANNER ENGEBRETSEN
PARKS COORDINATOR STEFFY

APPROVAL OF THE AGENDA

Chair Lowney called for a motion to approve the agenda.

LEWIS/ARCHIBALD – MOVED TO APPROVE THE AGENDA.

There was a no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT ON ITEMS ALREADY ON THE AGENDA

VISITORS

RECONSIDERATION

ADOPTION OF THE CONSENT AGENDA

A. Minutes for the May 17, 2018 regular meeting

Chair Lowney requested a motion to adopt the Consent Agenda that contained the minutes from the last meeting.

Commissioner Sharp noted that he was absent and was included in the vote on a motion under New Business, Item E. in the May 17, 2018 minutes.¹

Deputy City Planner Engebretsen took roll call for the record at 5:37 p.m.

STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS

A. Julie Engebretsen, Deputy City Planner

Deputy City Planner Engebretsen provided a verbal report on the following:

1. HERC Task Force meeting schedule – 2nd and 4th Tuesdays 3:00-4:30 p.m.
2. Information will be hosted on the City website creation of a web page to offer the information on the

¹ No motion to approve the consent agenda or the amended minutes was made by the Commission.

HERC building and site and the progress of the Task Force will be done after the Special Election on June 26, 2018

3. Mid July Kenton Bloom will be placing a monument to honor Marvin Hanson for the Woodard Creek Monument Party. Invitation will be extended to various groups and notice issued on social media, Woodard Creek Coalition and Homer News online version only. There are no dates yet as some work needs to be completed before the event.

Chair Lowney provided some comment on finding the Parks Needs Assessment for the HERC Task Force.

Commissioner Archibald questioned if a member of the Commission was to be appointed to the HERC Task Force.

Commissioner Lewis noted that he reviewed the Council packet and that the Resolution from the Mayor was included as well as a substitute resolution from Councilperson Erickson will be before the Council.

Commissioner Archibald commented that there was a member of the EDC on the Task Force and if the Council has a problem with having voting members on the task force from other commissions then they should not include a member of the EDC.

B. Community Recreation – Mike Illg, Recreation Manager

Mr. Illg was not present and did not provide a report for this meeting.

C. Sister City Art Collection Report – Commissioner Roedl/Deputy City Clerk Krause

Chair Lowney noted that Commissioner Roedl provided a status update to her and the information was no different than provided in Deputy City Clerk Krause's report included in the packet.

D. Parks Report - Matt Steffy, Parks Maintenance Coordinator

Chair Lowney thanked Mr. Steffy for stepping up and providing the extra trash cans and putting up the fence for the Bunnell event scheduled for the weekend. They really appreciated it.

Parks Manager Steffy reviewed his report and commented on the following:

- Fishing Hole Campground repairs underway
- Understaffed and looking to fill three positions
- Still working on planting flowers
- Lawn contract has a few hiccups but they are trying to augment with staff
- ADA Paving at the fishing hole has been completed and will be completing some dirt work when they get a slow day on sites 1-10
- Renovated and modified location of campsites 1-9
- They are moving forward with the state funding for the ADA ramp leading to the fishing lagoon
- Rotary volunteer day at Ben Walters Park completed a lot of painting, grating was stolen that was removed from the windows for painting
- A retaining wall will be constructed at the ADA Ramp for the Fishing Hole
- The Elks Club has selected the Skateboard Park for their Community Upgrades project. They will be re-painting the ramps, transitions will be taken care of since it appears that the ramps were

installed then the concrete poured resulting in a “lip”

- There is no statistics as yet, he is still in the process of changing some of the data collection methodologies and what data will be collected.
- They are a little behind in camping fee collection but there are some variables that are affecting those results
- There are considerably more tents than RV's however it was discovered that the definition of tents versus recreation vehicle included even cab over campers.

Chair Lowney voiced concerns and comments on the following issues:

- Missing back board for the city side of the basketball court at the HERC building
- Fees charged for RV's versus tents at Karen Hornaday Park Campground
- Monofilament receptacles for the Fishing Lagoon
- Improvements for the Skate Board Park

Staff responded on the reason for the charges such as Dump Fees regarding sanitation costs, previous discussions on fee changes for camping, Price differentials between Seward and Homer; automatic pay stations for campgrounds similar to the Harbor; the issues within the lawn contract and division of the portions that are under the contract versus the city staff; he also answered a few questions regarding the vagrancy on the Library and Poopdeck Trails.

Commissioner Archibald thanked Mr. Steffy for the improvements being done at the fishing lagoon and the extensive ditching behind the ballfields at Karen Hornaday Park.

Mr. Steffy announced a permit application for a local event celebrating the wild salmon on August 10, 2018 at Karen Hornaday Park.

Chair Lowney requested staff to weedeat the trail at the park but to be mindful of the trees that were planted.

PUBLIC HEARING

PENDING BUSINESS

A. Sidewalk Prioritization Memorandum to Council

This item was postponed until the August meeting as staff did not have materials ready for this meeting.

B. Karen Hornaday Park Road Safety Alternatives

Chair Lowney provided a summary of the item on the agenda and invited Deputy City planner Engebretsen to provide further input.

Deputy City Planner Engebretsen stated the following:

- Recommendations from the last meeting
- Motion is needed to recommend those selections to council
- Changes to trails to make it more accessible will require more curves and be longer in length
- City is working on an ADA transition plan
- Expanding scope may change budget numbers and portions of the project may be included in the ADA

- plan in creating a universally accessible park and trails
- Paving will be required to create a universally accessible park as pushing a stroller on gravel is not doable
- Additional costs involved in paving
- Questions on phased approach wherein the trail be constructed so that paving can be done at a later date
- Option 3 is to improve the existing trail but is very steep and may be not be suitable for accessibility

Discussion ensued on the proposed construction of the option three on the existing trail, providing another more accessible access to the trail from the bleachers this does not just affect persons in wheelchairs, connection to other trails, phasing the project and how to approach that phasing process; push to be fiscally inexpensive.

Chair Lowney requested a motion.

LEWIS/SHARP MOVED RECOMMEND OPTION NUMBER THREE AS ADA COMPLIANT AS POSSIBLE

There was no discussion.

VOTE. NON-OBJECTION. UANIMOUS CONSENT.

Motion carried.

A brief discussion on the universal access routes revealed that additional work and information was needed; as well as the costs on the work required and that review of accessibility was a slower process than was originally thought and it may take longer.

The commission discussed including a recommendation to Council to address the accessibility issues prior to an overall city plan since the park is highly used ensued.

Deputy City Planner Engebretsen suggested including the fact of the park being highly used as a basis for the City Council to consider when prioritizing ADA Accessibility.

Chair Lowney and Commissioner Ashmun wanted to include in the recommendation that due to the high use the park should be included in the highest priority.

Commissioner Sharp expressed the unlikelihood of the park accessibility being fast tracked for accessibility issues by City Council.

Commissioner Lewis suggested using the language “universally accessible” instead of ADA Accessibility.

Chair Lowney requested a motion.

LEWIS/ARCHIBALD MOVED TO RECOMMEND PARKS AND RECREATION AND CITY COUNCIL CONSIDER UPGRADING KAREN HORNADAY PARK MAIN AREA TO BE UNIVERSALLY ACCESSIBLE.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Lowney then requested commission comments on the parking improvements. Noting that there are no turn around when pulling into the parking lot.

Commissioner Lewis suggested removing spaces to allow a pull through and Deputy City Planner Engebretsen recommended that the plan is employing logs for the delineation so if it appears that it is not working the logs can be removed and/or reconfigured.

Commissioner Sharp advocated for using the plan as presented since there was substantial amount of work and expertise used in creating the plan.

ASHMUN/LEWIS MOVED TO RECOMMEND ACCEPTING THE PARKING IMPROVEMENTS AS DESIGNED TO INCLUDE THE CURVE IN THE ROAD, SEASONAL ROAD SPEED BUMPS AND NEW PARKING RECONFIGURATION WITH THE CAVEAT OF ALLOWING FOR FURTHER PARKING RECONFIGURATION IF NEEDED IN THE FUTURE.

A brief discussion on how this would affect the existing Handicapped Parking spaces in front of the restroom ensued.

ASHMUN/LOWNEY MOVED TO AMEND THE RECOMMENDATION TO INCLUDE THE ADA ACCESSIBLE PARKING SPACES IN THE PARKING PLAN.

There was further discussion on ADA parking requirements and future configurations and adding additional ADA parking spaces.

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

Motion carried.

VOTE. (Main Motion). NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Diamond Creek Recreation Plan Review

Deputy City Planner Engebretsen provided a brief summary of the intent of the plan. She noted the following:

- ❖ City owns two parcels within the area
- ❖ Approved by the State and Federal Governments
- ❖ Managed in perpetuity
- ❖ Contains history and maps
- ❖ State owns some parcels
- ❖ Ski Trails
- ❖ Contains the Demonstration Forest

- ❖ Contains Typography and Hydrology Maps
- ❖ Objectives for the Park
 - Conservation – Preserve and protect Forested Areas
 - Preserve and Protect Wetlands and Riparian Zones
 - Improved Public Access
 - Educational Component

Non-motorized, low impact, sustainable activities are the guidelines for this park. Any improvements would need to comply with the requirements. There are summer trails but this is what Mr. Billy Day wanted to improve in the future. A brief discussion on the extensive boardwalks within the demonstration forest areas and most trails are for the skiers in winter. Some points made were the following:

- Permission for trail building and requirements
- Consideration for multi-use features for future trail construction
- Trail connection

There is no action required of the commission at this time, the commission requested review of the various plans.

Chair Lowney questioned if there is any concerns or questions regarding Mr. Day's proposed plan that they should consider before throwing their support behind it.

Deputy City Planner Engebretsen responded that she is going to take some direction from the actions of the City Council at the next meeting on the actions regarding the KHLT Trail.

Discussion was held on the construction and limitation on trail construction, the proposed trail and accesses, resources and costs involved depending on the level of trail construction.

NEW BUSINESS

A. Sidewalk Maintenance

Chair Lowney introduced the item into the record and inquired about any questions or comments. She noted that where she grew up property owners took care of the sidewalks.

The commission discussed the clearing of snow, maintaining and repairing sidewalks.

The following suggestions were made on winter maintenance of sidewalks

- If property owners were assessed then the responsibility if the city's and if not then it was the property owners responsibility to clean off.
- Residential property owners in more rural areas should maintain their walkway

The commission did not come to any consensus with who should be responsible for winter maintenance of public sidewalks.

ASHMUN/LEWIS MOVED TO REQUEST INFORMATION FROM PUBLIC WORKS ON THE AMOUNT OF ADDED SIDEWALK THAT COULD BE MAINTAINED BEFORE THE NEED OF SUPPLEMENTARY EQUIPMENT OR PERRSONNEL AND OR FUNDING WAS REQUIRED.

There was additional brief discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

A discussion ensued on the installation of sidewalks using asphaltic materials, snow removal and policies adopted by other municipalities in the State and the lower 48 and reducing the snow removal periods such as when there is three inches or more and the resulting effects of packed snow and then melt/freeze cycles creating ice. It was noted that service should be based on usage and not necessarily weather amounts; experience and efficiency since it can be quite time consuming.

The Commission discussed a recommendation that winter sidewalk maintenance be maintained by the residential property owners.

Further discussion on separate taxes for properties that have sidewalks, concerns for long term maintenance costs and those effects on the City budget.

Deputy City Planner Engebretsen reported that City Council wanted prioritization of projects which the commission has done; input on whether residents/property owners should pay for sidewalk installation and input on sidewalk maintenance.

Additional discussion ensued on concerns for maintaining and installing sidewalks, sidewalks in subdivisions and how do you assess property owners when there is a benefit to the community in the whole; benefits to having a sidewalks was also discussed. Sidewalks are currently under roads portion of HART fund.

Staff will try to gather the information and this will be on the August agenda.

INFORMATIONAL MATERIALS

A. Commission Annual Calendar 2018

August meeting will be Letter to the Editor subjects ADA improvements at the Fishing Hole, Budget Assumptions, and CIP

B. Commissioner Attendance at City Council Meetings 2018

Chair Lowney noted the upcoming Council meeting.
Commissioner Archibald and Sharp will be attending the June 25, 2018 Council meeting.

C. Memorandum to City Council Safety Signage

Commissioner Sharp questioned if the memorandum was the edited memo since it was dated May 10th and the revisions were done on the 17th.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CITY STAFF

Deputy City Planner Engebretsen commented it was a busy month and will continue to be busy.

COMMENTS OF THE COMMISSION

Commissioner Lewis thanked Commissioners Sharp and Archibald for attending the Council meeting on Monday and noted that it may be a long one. He commented on his disappointment in the three Councilmembers not attending the meeting and there may or may not be a violation in their oath of office for not handling city business.

Commissioner Fair brought up the new mural at Bishops Beach and felt it was really pretty and like it a lot; it may not be a commission business but he believes that use of a culvert to provide safe connections to the trails is something that the commission should support and noted the other areas in Soldotna and up by Cooper Landing where the DOT will be using large culvert to provide safe crossings.

Commissioner Sharp commented that he may have spoken out of turn volunteering to attend the Council meeting on Monday as further review of his calendar shows he has another commitment until 6:30 but if he can make it he will.

Commissioner Ashmun commented it was a great meeting.

Commissioner Archibald commented that it was a good meeting, no one wants to spend more money on property, and he would like to see comments sent to DOT regarding a large enough culvert put in for pedestrians to cross and invited everyone to come and attend the Highland Games up at park on July 7th.

COMMENTS OF THE CHAIR

Chair Lowney commented on Mr. Tony Neal laydown and asked what they need to do.

Ms. Engebretsen stated she will check with the City Manager to see if PARCAC can be of any assistance.

Chair Lowney then commented on how some other communities require new construction to include public art, preferably from local artists, within those projects. She would like to see how they could get the City of Homer to implement such a policy.

ADJOURNMENT

There being no further business to come before the Commission, the meeting was adjourned at 7:30 p.m. The next regular meeting is scheduled for **THURSDAY, AUGUST 16, 2018** at 5:30 p.m. at City Hall Cowles Council Chambers 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved: _____



City of Homer

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Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
FROM: CLARK FAIR, COMMISSIONER
THRU: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: JULY 29, 2018
SUBJECT: QUARTERLY LETTER TO THE EDITOR

The City of Homer Parks, Arts, Recreation and Culture Advisory Commission (PARCAC) welcomes David Lewis, appointed in May by the Homer City Council, as its newest commissioner. In its regular June meeting, PARCAC listened to a report from the city's Parks Maintenance Coordinator, Matt Steffy, who updated commissioners on the city's efforts to improve access for visitors to its Nick Dudiak Fishing Lagoon on the Homer Spit and its nearby campsites, restroom facilities and fish-cleaning station. The city, the state and the Independent Living Center have contributed financially and worked together toward these improvements. Thus far, the city has completed sidewalk access from its two handicap-parking spaces at the lagoon to the restroom to the south and a new ramp leading up to the fish-cleaning station at the adjacent city campground, which features two newly constructed handicap-access camping spaces. Meanwhile, the ramps leading down to the water at the lagoon continue to be problematic—tidal action deposits debris on the ramps, and some unevenness has occurred as concrete slabs have settled, thus hindering wheelchair access--so the city is exploring more funding and hopes to soon develop a more permanent and safe solution. Steffy mentioned the likelihood of constructing a retaining wall to hold back tidal debris, improved reinforcement of the ramps to keep them even, and upgraded bumper stops to enhance safety. In the meantime, Parks Maintenance staff members, assisted by harbor staff, have been regularly clearing the ramps.

Recommendation

Approve the content or make amendments as required. If amendments are intended this item will need to be moved to the regular Agenda under New Business, Item A.



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To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 8, 2018
Subject: August Staff Report

- The City Manager, Public Works Director, Matt Steffy and myself met to talk about the Karen Hornaday Park Road improvements. Councilman Stroozas is introducing a budget ordinance to pay for some of the improvements recommended by PARCAC. It is included under informational items.
- HERC Task Force: work proceeds. Meetings are at 2:30 the second and 4th Tuesday of the month, in Council Chambers. On August 20th, there is a “Brown Bag with a HERC Task Force Member” event at the library – noon to 1:00 pm.
- Request for Chair Lowney: part of the HERC Task Force work is going to include a survey of recreation providers. The draft survey is attached; take a look and provide any comments directly to the Deb (email is good). This item is not business of PARCAC so if you have questions about it, please ask Deb outside of our meeting time.
- At the last meeting, PARCAC received a letter from property owners next to Jack Gist Park, reiterating their concerns with the disc golf source. Matt will provide an update and actions the City administration has taken/will take.
- A contract for art work at the Ramp Two restrooms on the Spit has been awarded to Melisse Reichman of Homer, in the amount of \$3,200 (Resolution 18-063).
- The Request for Proposals for art at the Fire Hall has been revised, and submissions are now due on September 13th.

Attachments:

1. DRAFT HERC Task Force Questionnaire
2. Memorandum to City Council on Karen Hornaday Road Improvements

HERC Task Force Questionnaire

The HERC Task Force is seeking your help. As a sub-group of the HERC Task Force, We are trying to create a Positive Business Model for the HERC that works for our community. Through this process we are trying to assess the community needs for a New Homer Community Recreation/Multi-Purpose Building or a Remodeled HERC. What do we need this new or remodeled facility to provide and consequently look like? This is not a wish list. Our goal is to address the practical needs that have been expressed through our community needs assessment or by your user group community.

Please address the following questions from you business/community perspective.

- 1) Looking at your facility and other facilities that are available to you in the community, what need is missing that could possibly be filled through access to the HERC? (space needs)
- 2) Are there programs that your organization/business has a desire provide and/or programs that your community is requesting, that you are not able to accommodate? Would access to the HERC possibly accommodate these programs? This is not a wish list. This is practical needs that have been expressed by your community and that your organization/business would like to offer to that community. (programing)
- 3) How do you see your organization expanding into the HERC if the opportunity becomes available?

Financially – rental fees, lease, other

Space Requirements – classroom, office, storage, gym

Time commitment – daily, weekly, monthly

Audience – age, numbers, special needs, other

Would your organization be interested in partnering, or in being a regular user group of the HERC?

Do you have a business model, or a proposal for utilizing the HERC facility that addresses the identified community needs? We would love to look at other ideas or models for this proposed community recreation/multi-purpose center that will assist in moving this community project forward.



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To: Mayor Zak and the Homer City Council
Through: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: July 18, 2018
Subject: Karen Hornaday Park Road Alternatives

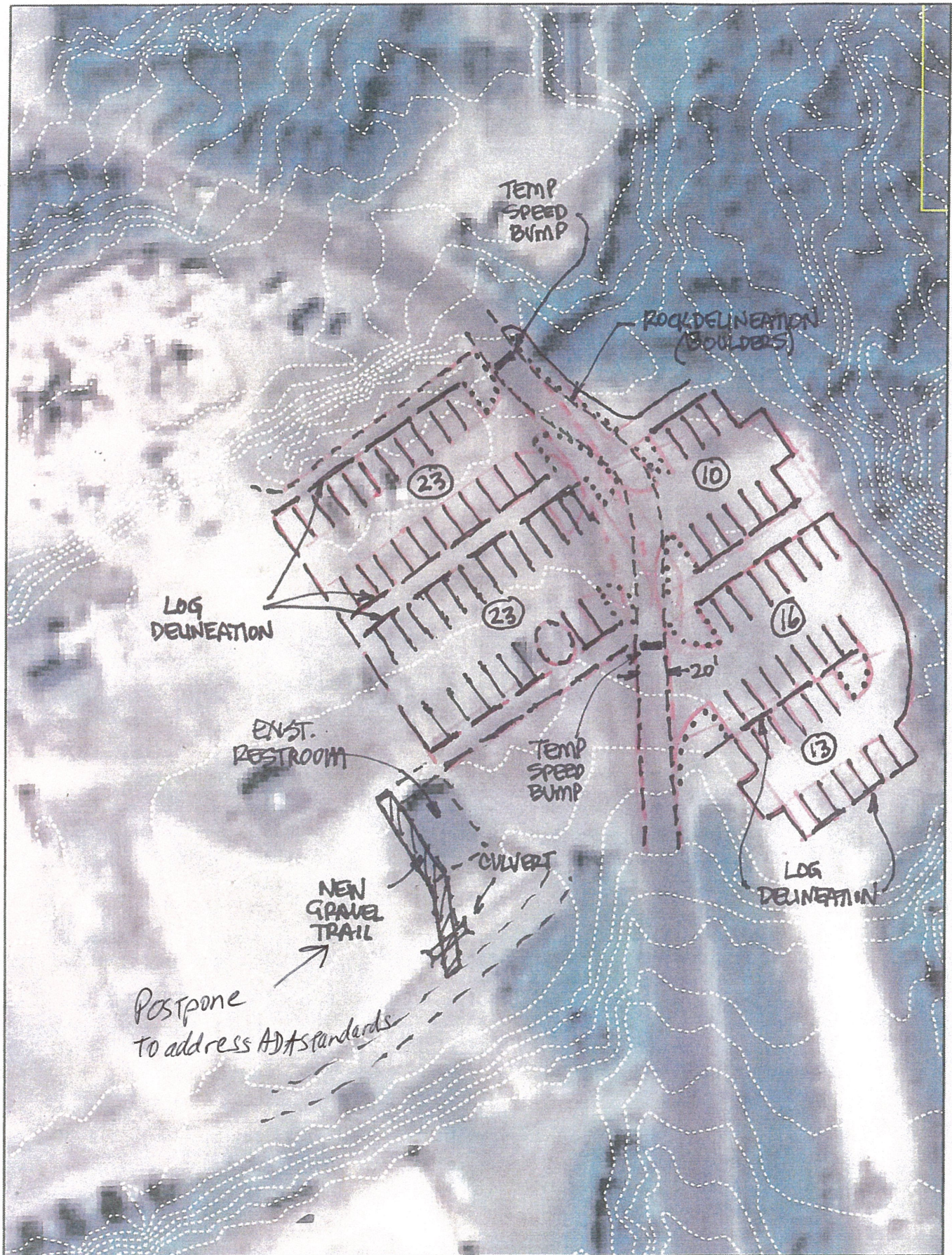
Via Memo 18-041 the City Council asked the Commission to come up with some safety options for the access road that cost less than the \$726,000 requested in the Capital Improvement Plan. The Commission held a work session at the park on May 7th and came up with some ideas. At the May 17th PARCAC meeting, Public Works Director Meyer provided a laydown on proposed alternatives and approximate costs. (Prior to a budget ordinance, Public Works would like to further refine the estimated budget.)

The Commission reached consensus that two of the proposals would increase safety for park users. First, the "Parking Improvements" consisting of shifting the road slightly east at the upper portion of the existing parking lot, defining the edges of the parking lots with the boulders already at the park, installing four speed bumps, and organizing the parking lot for an estimated \$40,000 is highly desirable. The rough cost estimate is \$40,000. The other recommended improvement to increase safety is to further improve the access trail on the west side of the access road ("Alternative 3"). This trail was built in summer 2017 with volunteer labor and limited city funds. The improvement of this trail would address some of the grade and width issues, and has an estimated budget of \$45,000. The Commission would like to see this trail built with ADA standards in mind, and potentially for future paving.

At the June 21st, 2018 meeting, PARCAC passed a motion recommending these improvements to the park. Additionally, they recommend including ADA parking spaces in the plan, and that the main area of the park be universally accessible. Total budget is roughly 85,000.

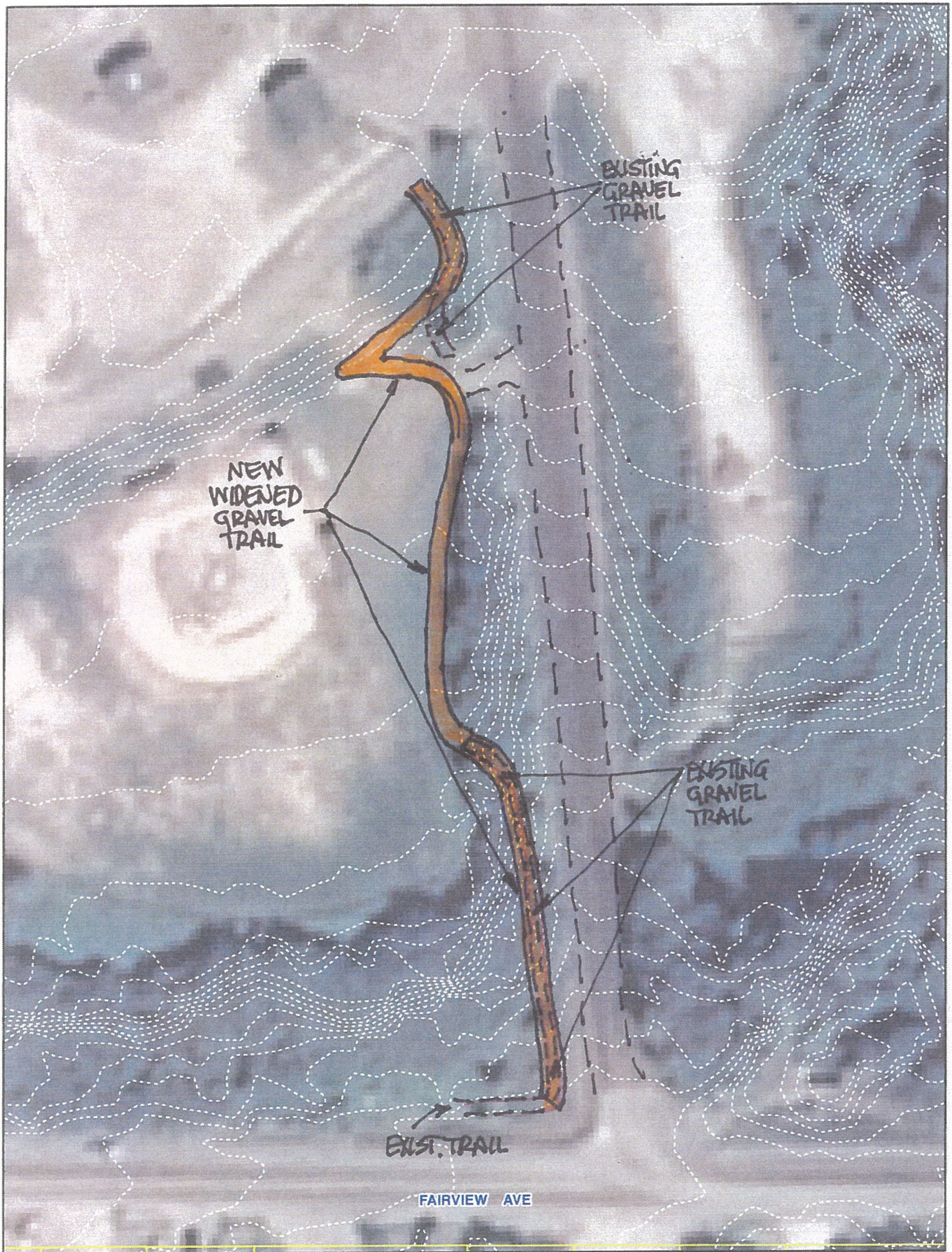
Attachments

1. Parking Improvements
2. Meandering Trail improvements ("Alternative 3")
3. Memorandum 18-041
4. PARCAC minutes excerpts from June 21 and May 17



1 inch = 60 feet

KHP - PARKING IMPROVEMENTS



1 inch = 60 feet

ALTERNATIVE 3 - MEANDERING TRAIL



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Memorandum 18-041

TO: City of Homer Parks Art Recreation and Culture Advisory Commission

THROUGH: Homer City Council

FROM: Councilmember Tom Stroozas

DATE: April 9, 2018

SUBJECT: Safety Improvements to Karen Hornaday Park Road

Karen Hornaday Park Improvements, Phase 2 on the City of Homer Capital Improvement Plan focuses on safe and inclusive access to the Park and its essential facilities by relocating the access road. In 2012, a budget for moving the road was estimated at \$726,000. This memo directs that Parks Art Recreation Culture Advisory Commission (PARAC) to come up with an improvement plan that includes alternate, less expensive, options for providing safe access to the Park and its facilities by considering measures such as:

1. Traffic calming including seasonal speed bumps and speed limit signs (SLOW 5 mph);
2. Creating a dedicated crosswalk and funneling patrons from the east parking lot via signage and landscape enhancement;
3. Other suggested improvements that would enhance pedestrian safety and improve access to the Park besides moving the access road.

The proposed funding source for the improvements would be the Homer Accelerated Roads and Trails fund (by ordinance).

Fiscal Note: Staff time from Public Works developing cost estimates and the Planning Department working with PARAC on recommendations.

then the concrete poured resulting in a “lip”

14. There is no statistics as yet, he is still in the process of changing some of the data collection methodologies and what data will be collected.
15. They are a little behind in camping fee collection but there are some variables that are affecting those results
16. There are considerably more tents than RV's however it was discovered that the definition of tents versus recreation vehicle included even cab over campers.

Chair Lowney voiced concerns and comments on the following issues:

17. Missing back board for the city side of the basketball court at the HERC building
18. Fees charged for RV's versus tents at Karen Hornaday Park Campground
19. Monofilament receptacles for the Fishing Lagoon
20. Improvements for the Skate Board Park

Staff responded on the reason for the charges such as Dump Fees regarding sanitation costs, previous discussions on fee changes for camping, Price differentials between Seward and Homer; automatic pay stations for campgrounds similar to the Harbor; the issues within the lawn contract and division of the portions that are under the contract versus the city staff; he also answered a few questions regarding the vagrancy on the Library and Poopdeck Trails.

Commissioner Archibald thanked Mr. Steffy for the improvements being done at the fishing lagoon and the extensive ditching behind the ballfields at Karen Hornaday Park.

Mr. Steffy announced a permit application for a local event celebrating the wild salmon on August 10, 2018 at Karen Hornaday Park.

Chair Lowney requested staff to weedeat the trail at the park but to be mindful of the trees that were planted.

PUBLIC HEARING

PENDING BUSINESS

A. Sidewalk Prioritization Memorandum to Council

This item was postponed until the August meeting as staff did not have materials ready for this meeting.

B. Karen Hornaday Park Road Safety Alternatives

Chair Lowney provided a summary of the item on the agenda and invited Deputy City planner Engebretsen to provide further input.

Deputy City Planner Engebretsen stated the following:

- Recommendations from the last meeting
- Motion is needed to recommend those selections to council
- Changes to trails to make it more accessible will require more curves and be longer in length
- City is working on an ADA transition plan
- Expanding scope may change budget numbers and portions of the project may be included in the ADA

plan in creating a universally accessible park and trails

- Paving will be required to create a universally accessible park as pushing a stroller on gravel is not doable
- Additional costs involved in paving
- Questions on phased approach wherein the trail be constructed so that paving can be done at a later date
- Option 3 is to improve the existing trail but is very steep and may be not be suitable for accessibility

Discussion ensued on the proposed construction of the option three on the existing trail, providing another more accessible access to the trail from the bleachers this does not just affect persons in wheelchairs, connection to other trails, phasing the project and how to approach that phasing process; push to be fiscally inexpensive.

Chair Lowney requested a motion.

LEWIS/SHARP MOVED RECOMMEND OPTION NUMBER THREE AS ADA COMPLIANT AS POSSIBLE

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

A brief discussion on the universal access routes revealed that additional work and information was needed; as well as the costs on the work required and that review of accessibility was a slower process than was originally thought and it may take longer.

The commission discussed including a recommendation to Council to address the accessibility issues prior to an overall city plan since the park is highly used ensued.

Deputy City Planner Engebretsen suggested including the fact of the park being highly used as a basis for the City Council to consider when prioritizing ADA Accessibility.

Chair Lowney and Commissioner Ashmun wanted to include in the recommendation that due to the high use the park should be included in the highest priority.

Commissioner Sharp expressed the unlikelihood of the park accessibility being fast tracked for accessibility issues by City Council.

Commissioner Lewis suggested using the language “universally accessible” instead of ADA Accessibility.

Chair Lowney requested a motion.

LEWIS/ARCHIBALD MOVED TO RECOMMEND PARKS AND RECREATION AND CITY COUNCIL CONSIDER UPGRADING KAREN HORNADAY PARK MAIN AREA TO BE UNIVERSALLY ACCESSIBLE.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Lowney then requested commission comments on the parking improvements. Noting that there are no turn around when pulling into the parking lot.

Commissioner Lewis suggested removing spaces to allow a pull through and Deputy City Planner Engebretsen recommended that the plan is employing logs for the delineation so if it appears that it is not working the logs can be removed and/or reconfigured.

Commissioner Sharp advocated for using the plan as presented since there was substantial amount of work and expertise used in creating the plan.

ASHMUN/LEWIS MOVED TO RECOMMEND ACCEPTING THE PARKING IMPROVEMENTS AS DESIGNED TO INCLUDE THE CURVE IN THE ROAD, SEASONAL ROAD SPEED BUMPS AND NEW PARKING RECONFIGURATION WITH THE CAVEAT OF ALLOWING FOR FURTHER PARKING RECONFIGURATION IF NEEDED IN THE FUTURE.

A brief discussion on how this would affect the existing Handicapped Parking spaces in front of the restroom ensued.

ASHMUN/LOWNEY MOVED TO AMEND THE RECOMMENDATION TO INCLUDE THE ADA ACCESSIBLE PARKING SPACES IN THE PARKING PLAN.

There was further discussion on ADA parking requirements and future configurations and adding additional ADA parking spaces.

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

Motion carried.

VOTE. (Main Motion). NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Diamond Creek Recreation Plan Review

Deputy City Planner Engebretsen provided a brief summary of the intent of the plan. She noted the following:

- ❖ City owns two parcels within the area
- ❖ Approved by the State and Federal Governments
- ❖ Managed in perpetuity
- ❖ Contains history and maps
- ❖ State owns some parcels
- ❖ Ski Trails
- ❖ Contains the Demonstration Forest

ASHMUN/HARRALD MOVED TO APPROVE THE MEMORANDUM AS AMENDED, DELETING PARAGRAPH FIVE, CHANGING THE VERBIAGE AND FORWARD TO COUNCIL.

There was a brief discussion to provide clarification on the amendments.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

NEW BUSINESS

A. Welcome New Commissioner

The Commission welcomed David Lewis and thanked him for signing up.

B. Quiet Creek Subdivision Park Plan

Chair Lowney read the title into the record.

ASHMUN/HARRALD MOVED TO RECOMMEND THE CITY ACCEPT THE PARKLANDS AS DELINEATED IN THE PRELIMINARY PLAT.

A brief discussion ensued regarding the intent to leave open natural areas in the planned subdivision, potential revenue loss to the city if these lots were buildable with information from Staff that they were not hence leaving them as natural landscape.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Karen Hornaday Park Road and Safety Improvements

Chair Lowney read the title into the record acknowledged the laydown materials provided regarding the various scenarios on reconfiguring the parking and road and a brief overview of the worksession held up at the park.

The commission reviewed the proposed options that included a main parking design to delineate parking spaces with logs on each side of the road but putting a curve in the road at the northern edge of the east side parking lot with boulders delineating where the road is through the parking areas, a speed bump before and after the parking areas. A new gravel path from the gravel access road to the existing restroom that provides a culvert over the ditch will allow easier access to the facilities from the upper and lower fields this is estimated to cost \$40,000

The commissioners liked the proposed parking plan but still expressed some concerns with pedestrians having to cross the road if parking in the east side parking lot and the second trail alternate was good but alternate three was more aesthetically pleasing.

Deputy City Planner Engebretsen reported that they did not look at redesigning where the existing restroom is and the location of the current ADA parking spots. Stating it is not included in the design at this time. If the commission decides this is a priority then they will work on it.

Deputy City Planner requested the commission to narrow down the proposals so they can bring a more refined plan back at a future meeting.

Chair Lowney inquired if anyone was opposed to the proposed parking plan as presented for \$40,000.

There was no opposition expressed by the Commission.

Chair Lowney then reviewed the individual proposed alternates.

Alternates to the main plan were reviewed with providing boulders along the western side of the campground road and pedestrian access along the back edge of the lower fields at a cost of \$20,000; a separated gravel trail along the western side of the campground road with a trail along the fields for \$85,000; and finally a separate gravel trail that borders the lower fields from the upper field access road down to Fairview Avenue which will tie into the existing gravel trails at the bottom and top for \$45,000.

Deputy City Planner Engebretsen confirmed consensus on alternate number three with the commission.

D. Diamond Creek Plan Review

The Commission agreed by consensus to postpone this item until the June meeting due to time constraints at the request of staff.

E. Request for Donation from Bunnell Arts Gallery to Install Mural on Bishops Beach Pavilion

Chair Lowney declared that she had a conflict of interest.

ARCHIBALD/LEWIS MOVED THAT COMMISSIONER LOWNEY HAD A CONFLICT OF INTEREST.

Chair Lowney reported her conflict by being a member on the board for the Bunnell.

VOTE. YES. ASHMUN, ROEDL, HARRALD, ARCHIBALD, SHARP, LEWIS

Motion carried.

Chair Lowney turned the meeting over to Vice Chair Archibald.

Deputy City Planner Engebretsen reviewed her report.

The Commission reviewed the application and several expressed concern on the request not being defined or explained clearly on why they needed the additional funds and requested input from staff.

Deputy City Clerk Krause provided clarification on the donation process and noted that the commission did not have to approve the request and that the funds would have to come from the parks reserve or the



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To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 16, 2018
Subject: Sidewalk Priorities

Requested action: Review and approve the draft memo to Council on sidewalk priorities

Memo:

Background: Council sent the Commission Memorandum 17-091 in June 2017. The Council asked the Commission to make recommendations on four issues: sidewalk cost, cost sharing and special assessment districts, maintenance costs, and prioritization. To date, the Commission has reached consensus on prioritization. Council can also expect a recommendation on maintenance costs in the future. The issues of cost and cost sharing have also been discussed, however consensus has not been reached.

The Commission discussed sidewalk funding and prioritization at the September and November 2017 meetings. To be eligible for HART funding, sidewalk projects must be mapped in the Homer Non-motorized Transportation and Trail Plan, or directly serve the special populations discussed in the plan. Staff and the Commission first approached the prioritization task by attempting to create a table to score the various projects. Scoring was based on items such as traffic counts, pedestrian usage, and access to public buildings. But that method did not clarify community priorities; most projects are in downtown Homer and would have many user groups. Staff then approached the task from a different angle by creating a list of projects based on the maps in the Homer Non-Motorized Transportation and Trails plan. As it turns out there are approximately 15 projects.

I met with Public Works Director Carey Meyer in April, and we discussed the project list. Coming up with cost estimates is time consuming, and the City has no immediate plans to build any of them. Rather than spending staff time on a detailed cost analysis, Mr. Meyer provided notes on project complexity and why a project might cost more, such as the need for storm drains. On the attached table, if it says high complexity, that means high cost.

At the May PARCAC meeting, the Commission identified their top five most important projects. Some are less expensive, and some are more expensive. This list allows the City to identify which projects clearly need outside funding – like Main Street which will be expensive, and compared to those projects we might fund ourselves over time – like the sidewalk gap between Crittenden and the Sterling Highway, which is about 30 feet.

Recommendation

Moving forward, the top five priority projects of PARCAC are listed below. These are the projects that should be emphasized in the CIP and Homer's Capital budget. Next Step: a Resolution of the City Council supporting these five projects and a plan for funding and construction.

Prioritized List:

1. Main Street – Pioneer Ave to Bayview Park
2. Svedlund – Pioneer to Lee. High Priority due to the senior access - possibly to Lee or prefer up to Fairview
3. Crittenden – short, should be completed and students use this route
4. Bunnell from Lower Main Street to Beluga Place
5. Heath Street – Pioneer to Fairview, heavily used by students as a route to the Library

Attachments

1. August 2018 Sidewalk Table

	Name	Length-ft	Notes	Complexity	Cost drivers	Opportunities
1	Upper Main	2700	PARCAC highest priority, Pioneer to Bayview Park. Could be phased to Fairview	moderate	relatively developed neighborhood	
2	Svedlund	400	not sure where to stop project; length could get longer. PARCAC second highest priority	low first 400'; moderate beyond	storm drain extension/road pavement removal beyond 400'	
3	Crittenden	30	2019 construction?	low		
4	Bunnell	650	Main to Beluga Place	low	required storm drain exists	
5	Upper Heath	500	High school access to Pioneer	low	curb/gutter exists - no drainage issues	
	Soundview	1600	Could stay wide lane as it is now, could restripe	moderate	Woodard creek crossing, some storm drains needed	
	Lower Main	2000 to bunnell	part state project			
	Kachemak Way	2200 to bayview	Expect higher traffic with Quiet Creek build out. Needs a plan to construct - 5 yr timeframe?	moderate	storm drain exists entire length	
	Upper Ben Walters	1900		high	significant new pipe storm drain needed. Outfall to beluga lake wetlands	
	Lower Ben Walters	1300		high	significant new pipe storm drain needed. Outfall to beluga lake wetlands	lower section first to provide outfall for upper section

Name	Length-ft	Notes	Complexity	Cost drivers	Opportunities
Smokey Bay Way	600	low traffic, good visibility, sidewalk not a priority?	moderate	required storm drain could outfall in exist ditches, lower Ben Walters advantageous, but not required.	
Fairview	Between Heath and Main St.		high	required storm drain exists - street not continuous.	
Fairview	West of Main St.		high	need for additional storm drain needs to be evaluated.	
Snowbird	720	Low priority? Low pedestrian counts? Future project but not needed now?	moderate	some storm drain needed - outfall to Hwy ditch	
Ohlson Lane	900		high	needs new storm drain - no appropriate outfall established	
Bayview Ave	2600		moderate	some new storm drains may be needed	



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Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

TO: Parks, Art, Recreation and Culture Advisory Commission
FROM: Julie Engebretsen, Deputy City Planner
DATE: August 16, 2018
SUBJECT: Support for Trail Construction Grant Application And Matching Funds

Requested Action: Move to recommend the City Council support the draft resolution, MOU and budget amendment for the KHLT and City of Homer Poopdeck Platt Trail Project.

Joel Cooper, Kachemak Heritage Land Trust (KHLT) Stewardship Director will be a visitor on the agenda and can answer any questions about the project.

Background

Earlier this year, KHLT requested HART Trail funding from the city to pay for a trail design and cost estimate. The goal is to build a universally accessible trail between Pioneer Avenue, crossing City and KHLT properties, to the existing Poopdeck Trail. Ultimately the City Council approved up to \$5,200 to help pay for the design and cost estimate work. This month, KHLT received the proposed trail design and cost estimate. They are now preparing a grant application to the State of Alaska for a Recreational Trails Program Grant. The grant program pays up to \$75,000 for recreational trail projects, and requires a 10% match. KHLT is requesting this 10% match come from City HART Trail funds.

Budget

KHLT is still working on their project budget. The total project cost is estimated at \$56,327, resulting in a 10% match of \$5,632. Because this is a draft budget, staff has chosen to increase the funding request up to \$6,000, or 10% whichever is less.

Action items

There are three parts to this request. Typically the details are worked out at the Council level, but what has been prepared is included here for your information.

1. Draft Resolution granting permission for KHLT to apply for the grant and if awarded, build a trail across city lands (sponsored by the Mayor, scheduled for the September 10th Council meeting).
2. Draft Memorandum of Agreement (MOU) for trail construction and maintenance of the trail.
3. An Ordinance amending the budget to approve up to \$6,000 or 10% of the project, whichever is less, as the match for the grant. (This document is not yet written nor does it have a sponsor at this time).

Requested Action: Move to recommend the City Council support the draft resolution, MOU and a budget amendment for the KHLT and City of Homer Poopdeck Platt Trail Project.

Attachments

1. Ptarmigan Ptrails Trail Design and Recommendations
2. Draft Resolution
3. Draft MOU

Poopdeck Platt

Trail Design and Recommendations



PTARMIGAN PTRAILS
CONSULT :: DESIGN :: BUILD



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- **Poopdeck Platt Trail Design and Bidding Estimations
Kachemak Heritage Land Trust**

i. Ptarmigan Ptrails, LLC, hereafter referred to as *Pptrails*, has inspected Kachemak Heritage Land Trust's (KHLT) site, known as the *Poopdeck Platt*, located in downtown Homer, Alaska.

Our staff has mapped and flagged the suggested routes directed to KHLT in their guiding document *Poopdeck Platt – Conceptual Site Plan*. Real world application of sustainable trail construction practices and on-site conditions required adjustments to in-field trail alignments.

Trails within the property may be adjusted as needed by on site contractors during construction. Contingency amounts indicated in the attached estimated budget quantities should adequately cover any costs associated with this type of design or alignment adjustments.

The document includes the following:

- ***GEO referenced PDF Map of Site***
- ***Trail descriptions and examples for “Green” and “Yellow” Trail***
- ***Locations of material staging sites for construction crews***
- ***Base Option A and Alternate Option B for 100' boardwalk sections***



ii. Green Trail Description and Guidelines

- Approximately 900' Trail Tread comprised of 6-8" average gravel lift
 - o 54" wide Geotextile fabric shall be installed on lightly grubbed native soil
 - o 4-6" Compacted base layer of 1.5" Minus or Similar Aggregate laid on fabric
 - o 2" Compacted Topping layer of ¾" Minus if available, or D-1 with significant fines
- Maintenance Interval: Annual brushing of herbaceous plants every June, heavy brushing and removal of woody shrubs from clearing limits every two years
- Seasonal Use: Year round
- Experience: Nature and Interpretive Landscape, connectivity

Poopdeck Platt – Green Trail (Trail Class 4)		
Designed Use:	Hiker/Pedestrian	
Tread Width	60"	60" on built structures
Tread Surface	Imported Aggregate Surface	Trail tread continuous and without protrusions
Design Grade	2-5% Target Trail Grade	Maximum grade not to exceed 8% in short sections (15% of trail)
Cross Slope	2-5%	Crowned where needed through flat areas
Design Clearing	8' Width	Height 8'
Design Turn	3' – 6'	Switchbacks or climbing turns



iii. Yellow Trail Descriptions and Guidelines

- Approximately 615' Trail Tread comprised of 6" average gravel lift
 - o 30" wide Geotextile fabric shall be installed on lightly grubbed native soil
 - o 4" Compacted base layer of 1.5" Minus or Similar Aggregate laid on fabric
 - o 2" Compacted Topping layer of ¾" Minus if available, or D-1 with significant fines
- Maintenance Interval: Annual brushing of herbaceous plants every June, heavy brushing and removal of woody shrubs from clearing limits every two years
- Seasonal Use: Year round
- Experience: Nature and Interpretive Landscape

Poopdeck Platt – Yellow (Trail Class 3)		
Designed Use:	Hiker/Pedestrian	
Tread Width	36"	60" on built structures
Tread Surface	Imported Aggregate Surface	Trail tread continuous and without protrusions
Design Grade	2-5% Target Trail Grade	Maximum grade not to exceed 8% in short sections (15% of trail)
Cross Slope	2-5%	Crowned where needed through flat areas
Design Clearing	8' Width	Height 8'
Design Turn	6'-8'	Switchbacks or climbing turns



iv. Green Trail Boardwalk Descriptions and Guidelines

- Approximately 110' Raised Boardwalk Tread
 - o 60" wide boardwalk with pultruded fiberglass decking surface
 - o 2x4" wide bull rails installed with 2x4 treated timbers
 - o 2" Compacted Topping layer of ¾" Minus if available, or D-1 with significant fines
- Maintenance Interval: Annual brushing of herbaceous plants every June, heavy brushing and removal of woody shrubs from clearing limits every two years
- Seasonal Use: Year round
- Experience: Nature and Interpretive Landscape

Poopdeck Platt – Green Boardwalk (Trail Class 4)		
Designed Use:	Hiker/Pedestrian	
Tread Width	60"	
Tread Surface	Pultruded Fiberglass Decking Material (5x10' sections)	No protrusions. Continuous smooth tread
Design Grade	2-5%	
Cross Slope	0-2%	
Design Clearing	8' Width	Height 8'
Design Turn	6' – 8'	



60" Wide Green Trail Examples (Class 4)



Campbell Creek Estuary Trails



North Access Trail – Thurston Hills Natural Area



36" Wide Yellow Trail Example (Class 3)



Nunaka Valley Park – Anchorage YEP



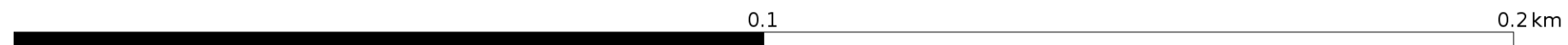
60" Wide Boardwalk Sections Example (Class 4)



Sand Lake Boardwalk – Anchorage YEP



Mercator Projection
WGS84
USNG Zone 5VNG
CalTopo



Scale **1:860** 1 inch = 72 feet
57



BUDGET SCOPE OPTION A



PTARMIGAN PTRAILS
CONSULT :: DESIGN :: BUILD

907-841-0114
eddie@ptarmiganptrails.com
www.ptarmiganptrails.com

900' Poopdeck (green) Tread Materials				
	Rate	Quantity (tons)	Subtotal	
4" Compacted D-1 Aggregate (per ton)	\$14.30	90	\$	1,287.00
2" Compacted 1/2" Minus Tread Cap	\$16.40	45	\$	738.00
Trucking Cost	\$100.00	8.5	\$	850.00
Geo-Fabric	\$462.00	1	\$	465.00
Total			\$	3,340.00

615' Yellow Trail Tread Materials				
	Rate	Quantity (tons)	Subtotal	
4" Compacted D-1 Aggregate (per ton)	\$14.30	34.25	\$	489.78
2" Compacted 1/2" Minus Tread Cap	\$16.40	17	\$	278.80
Trucking Cost	\$100.00	6	\$	600.00
Geo-Fabric	\$462.00	1	\$	465.00
Total			\$	1,833.58

Boardwalk materials and Equipment				
	Rate	Quantity	Subtotal	
4x6x10' Stringers	\$25.00	33	\$	825.00
4x12x16' Sill	\$40.00	5	\$	200.00
Treated 2x4x10 edging	\$10.00	30	\$	300.00
Decking Fasteners	\$1.50	180	\$	270.00
10" TimberLok Fasteners (50	\$45.00	2	\$	90.00
T2510 Fibergrate				
Decking(w/ shipping)	\$550.00	11	\$	6,050.00
36" Rebar	\$2.00	36	\$	72.00
Skid Steer	\$875.00	2	\$	1,750.00
Plate				
Compactor	\$350.00	2	\$	700.00
Mini				
Excavator	\$800.00	1	\$	800.00
Diesel Fuel	\$4.00	200	\$	800.00
Total			\$	11,857.00

Labor Rates				
	Rate	Quantity	Subtotal	
Operator Laborer	\$85.00	100	\$	8,500.00
Hand Laborer	\$70.00	100	\$	7,000.00
Tight Flagging labor	\$85.00	10	\$	850.00
Total			\$	16,350.00

BUDGET SCOPE OPTION A

Lodging and Meals				
	Rate	Quantity	Subtotal	
Lodging	\$194.00	15	\$	2,910.00
Meals	\$90.00	15	\$	1,350.00
Total			\$	4,260.00
			subtotal	\$ 37,640.58
10% Contingency			\$	3,764.06
Total amount:				\$ 41,404.63

BUDGET SCOPE OPTION B
HELICOIL PILINGS AND PROTRUDED FIBERGLASS DECKING



PTARMIGAN PTRAILS
CONSULT :: DESIGN :: BUILD

907-841-0114
eddie@ptarmiganptrails.com
www.ptarmiganptrails.com

900' Poopdeck (green) Tread Materials				
	Rate	Quantity (tons)	Subtotal	
4" Compacted D-1 Aggregate (per ton)	\$14.30	90	\$	1,287.00
2" Compacted 1/2" Minus Tread Cap	\$16.40	45	\$	738.00
Trucking Cost	\$100.00	8.5	\$	850.00
Geo-Fabric	\$462.00	1	\$	462.00
Total			\$	3,337.00

615' Yellow Trail Tread Materials				
	Rate	Quantity (tons)	Subtotal	
4" Compacted D-1 Aggregate (per ton)	\$14.30	34.25	\$	489.78
2" Compacted 1/2" Minus Tread Cap	\$16.40	17	\$	278.80
Trucking Cost	\$100.00	6	\$	600.00
Geo-Fabric	\$462.00	1	\$	462.00
Total			\$	1,830.58

Boardwalk materials and Equipment				
	Rate	Quantity	Subtotal	
3/4" U-Bolt Galvanized	\$2.00	200	\$	400.00
Galvanized 2" Post Strap	\$1.50	46	\$	69.00
2"x10' DQ40 Posts	\$85.00	46	\$	3,910.00
Decking Fasteners	\$1.50	100	\$	150.00
2x4x10' Treated Lumber	\$10.00	30	\$	300.00
T2510				
Fibergrate	\$550.00	11	\$	6,050.00
2x6x10' Treated Lumber	\$14.50	66	\$	957.00
60" Galvanized Steel Beam	\$145.00	13	\$	1,885.00
6" Auger Rental	\$100.00	3	\$	300.00
Skid Steer	\$875.00	2	\$	1,750.00
Plate Compactor	\$350.00	2	\$	700.00
Mini Excavator	\$800.00	1	\$	800.00
Diesel Fuel	\$4.00	200	\$	800.00
Total			\$	18,071.00

Labor Rates				
	Rate	Quantity	Subtotal	
Operator Laborer	\$85.00	120	\$	10,200.00
Hand Laborer	\$70.00	120	\$	8,400.00
Tight Flagging labor	\$85.00	10	\$	850.00
Total			\$	19,450.00

BUDGET SCOPE OPTION B
HELICOIL PILINGS AND PROTRUDED FIBERGLASS DECKING

Lodging and Meals				
	Rate	Quantity	Subtotal	
Lodging	\$194.00	15	\$	2,910.00
Meals	\$90.00	15	\$	1,350.00
Total			\$	4,260.00
			subtotal	\$ 46,948.58
10% Contingency			\$	4,694.86
Total amount:			\$	51,643.43

DRAFT
CITY OF HOMER
HOMER, ALASKA

Mayor

RESOLUTION 18-0XX

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, AUTHORIZING THE KACHEMAK HERITAGE LAND TRUST TO APPLY FOR A STATE OF ALASKA RECREATIONAL TRAIL PROJECT GRANT FOR THE CONSTRUCTION OF A TRAIL ACROSS CITY PROPERTY, ENTER INTO A MEMORANDUM OF UNDERSTANDING REGARDING TRAIL CONSTRUCTION AND MAINTENANCE, PROVIDE A MATCH OF UP TO \$6,000 OR 10%, WHICHEVER IS LESS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike Avenue in Homer (KPB Parcel 17719231) which abuts City owned property (KPB Parcel 17719234); and

WHEREAS, The 2004 Homer Non-Motorized Transportation and Trail Plan describes the need to construct trails that are Americans with Disabilities Act (ADA) accessible; and

WHEREAS, The 2010 Homer Comprehensive Plan describes the need to improve access to parks, and encourages incentives to improve accessibility; and

WHEREAS, Since 2013 KHLT has worked with the National Park Service Rivers, Trails and Conservation Assistance Program, Architects, State Parks, the City, Independent Living Center and community members on a conceptual site plan for a community park on this property; and

WHEREAS, Ordinance 18-29(A) authorized the expenditure of up to \$5,200 of HART Trail funds to pay for design and cost estimate work on a universally accessible trail through City and KHLT lands; and

WHEREAS, Estimated project costs are \$56, 327 (*this number to change*), and the State of Alaska Recreation Trail Program requires a 10% match; and

WHEREAS, The HART Trails fund balance is in excess of \$500,000 and can provide the required match; and

WHEREAS, Use of HART Trails fund will leverage considerable funding for the trail; and

WHEREAS, The construction of the trail will provide increased universal access within downtown Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, authorizes the following:

1. KHLT may to apply for an Recreational Trail Project grant to include trail construction on City lands
2. The City agrees to retain the trail for a minimum of 5 years as required by the grant program.
3. If the grant is awarded, the City shall enter into a Memorandum of Understanding with KHLT for project management and maintenance of the trail and that the City Manager is authorized to execute the appropriate documents.
4. The City shall follow this resolution with a budget amendment ordinance to authorize the expenditure of up to \$6,000 or 10% of the project as required by the grant program.

PASSED AND ADOPTED by the Homer City Council this 10th day of September, 2018.

CITY OF HOMER

BRYAN ZAK, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note:

DRAFT
Memorandum of Understanding

between

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

and

Kachemak Heritage Land Trust
315 Klondike Ave
Homer, AK 99603

This Memorandum of Understanding between the City of Homer (hereinafter referred to as the “City”), acting through the City Manager or her designee, and the Kachemak Heritage Land Trust (hereinafter referred to as KHLT), acting through the Executive Director or her designee.

The purpose of this agreement is to allow KHLT to apply for a grant and construct a trail on KHLT and City lands. The trail will provide universal access to residents and visitors to enjoy the natural environment and travel between Pioneer Ave and Poopdeck Street.
(Include legal description HERE and map for project as attachment)

WITNESSETH:

WHEREAS, the City is a local government entity which promotes cooperative economic development that preserves the essence of community while enhancing the quality of life.

WHEREAS, KHLT is a non-profit organization which preserves, for public benefit, land on Alaska's Kenai Peninsula with natural, recreational, or cultural values by working with willing landowners.

NOW THEREFORE. The parties agree as follows:

- I. **AUTHORIZATON:** The City and KHLT agree to partner to construct and maintain a trail between Pioneer Avenue and Poopdeck Street hereinafter described for a period of 5 years commencing on the day following the ratification of this agreement by the City.
- II. **CITY, and KHLT RESPONSIBILITIES:** the City will provide the 10% required matching funds for the trail construction. After trail construction, the City will provide two trash cans with seasonal daily maintenance, annual brushing of the trail, and every two years, heavy vegetation removal if needed. KHLT will

provide the necessary materials, services, funds and project management for the construction of the trail. Further, KHLT will work to coordinate volunteers to perform annual trail maintenance. Failing successful volunteer efforts, the City will provide staff to execute the required trail maintenance on city lands.

III. SCOPE OF WORK:

A. Specifically, KHLT shall:

1. Plan, manage, and provide coordination of all entities and any vendors to design, review, and construct the trail.
2. Coordinate with a city representative and KHLT representative on any construction issues on city lands.
3. Ensure that all contractors and volunteers have insurance and sign waivers per city policies.
4. If possible, coordinate annual trail maintenance with volunteer groups.

B. Specifically, the City shall:

1. Provide funds for the matching requirements of the grant.
2. Coordinate with KHLT on any construction problems on city lands.
3. Provide annual maintenance on the trail if no volunteer labor is available.
4. Provide two trashcans, one each at the north and south ends of the trail.
5. Provide biennial heavy brush clearing.
6. Coordinate with KHLT on any extensive future maintenance or repairs.

IV. PERIOD OF PERFORMANCE

The period of performance for this agreement shall be five years. This agreement will automatically renew for one additional 5-year period on October 1 of the last year, unless reasonable notice of cancellation is given by either party before the date of renewal. If no changes have been made in the agreement during the life of the agreement, the agreement may be renewed by memorandum. While the City and KHLT reserve the right to terminate the agreement, or any part thereof, at any time upon reasonable notice without the necessity of any legal process, KHLT and the City agree to hold a meeting prior to termination discussing the reasons for termination.

V. PROJECT OFFICERS

- A. For the City: Matt Steffy, C, 491 E Pioneer, Homer, AK 99603; 907-235-8121; msteffy@ci.homer.ak.us
- B. For KHLT: Joel Cooper, Stewardship Director, Kachemak Heritage Land Trust, 315 Klondike Ave, Homer, AK 99603 907235-5263
Joel@KachemakLandTrust.org

VI. SPECIAL PROVISIONS

- A. This MOU may be modified or amended as necessary upon written consent of all parties or may be terminated by either party with a 30 day written notice to all other parties. No change to this agreement shall be binding upon KHLT or City unless and until reduced to writing and signed by both/all parties.
- B. The parties to this agreement agree to be responsible for damages to their own property and injuries to their own employees/volunteers, except for damages/injuries resulting from the fault or negligence of the other party.
- C. The principle contacts for this MOU are:
 - 1. For KHLT: Marie McCarty, Executive Director, Kachemak Heritage Land Trust, 315 Klondike Ave, Homer, AK 99603 907235-5263
Marie@KachemakLandTrust.org
 - 2. For the City: Katie Koester, C, 491 E Pioneer, Homer, AK 99603; 907-235-8121; kkoester@ci.homer.ak.us

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed as of the date of last signature below.

KACHEMAK HERITAGE LAND TRUST

CITY OF HOMER

Marie McCarty, Executive Director

Katie Koester, City Manager

(Date)

(Date)



Memorandum

TO: City of Homer Park, Arts, Recreation & Culture Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Katie Koester, City Manager
DATE: August 8, 2018
SUBJECT: City of Homer 2019-2024 Capital Improvement Plan (CIP)

Background: The CIP is a six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects and \$25,000 for projects proposed by other organizations) that result in a fixed asset with an anticipated life of at least three years.

The CIP is updated annually with input from department staff, City advisory commissions and the public. Ultimately, after considering public input, City Council adopts a final version of the plan.

The CIP consists of three sections: Legislative Priority Projects, mid-range projects and long-term projects. Typically, five Legislative priority projects are selected by City Council for efforts to obtain state and/or federal funding in the coming year.

Requested Actions: I will be soliciting PARC AC's recommendation on the Legislative Priority Projects at your August 16th meeting.

- **Review the draft 2019-2024 CIP provided in your packet.** (Substantive updates and/or changes from last year's CIP to date are indicated in red font; yellow highlight indicates sections awaiting more detailed information.)
- **At the August 16 meeting, please discuss and then entertain a motion that identifies PARC AC's #1 and #2 prioritized projects you recommend to Council for inclusion in the Legislative Request section.**

Eligible projects include City of Homer projects in the draft CIP, including from the Legislative Request section, or proposed new projects. For reference, last year PARC AC selected the Main Street Sidewalk Facility: Pioneer Avenue North as #1 priority and Karen Hornaday Park Improvements, Phase 2 as #2 priority.

Two new City of Homer projects have been proposed for inclusion in the CIP—both by the Port & Harbor: a Large Vessel Sling Lift and Old Main Dock Removal and Disposal. Another, the Poopdeck Platt Trail has been proposed by the Kachemak Heritage Land Trust. These projects are kept separate and added into the CIP only with City Council approval.

- **Review PARC AC CIP projects currently in the CIP (pages 12-18).** If your Commission has been working on park and recreation projects already in the CIP, or on a CIP eligible project, you may also need to make a motion to:
 - Suggest that a project be expanded, reduced, or otherwise changed. **Please provide an update to the Karen Hornaday Park Project specifically.**
 - Formally support inclusion of proposed new City of Homer projects into the new CIP.
 - Recommend new capital project(s) be added to the CIP.

Thank you for participating in this planning process. I will incorporate any project updates into the draft CIP and share your Legislative Request recommendations with City Council for consideration at their August 27, 2018 CIP worksession. The CIP will remain a draft document until public hearings are held on the CIP in September and it is formally adopted via City Council Resolution.

For Commissioners new to the CIP review process, I have included *Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan*. Also, if you find it helpful, you can use the guide below to take notes during your CIP review.

Projects I recommend for inclusion in the Legislative Request:

#1 _____

#2 _____

PARC AC related project I would like to discuss: _____

Reason to discuss: _____

PARC AC related project I would like to discuss: _____

Reason to discuss: _____



2019-2024 CIP DRAFT

City of Homer Capital Improvement Plan 2019-2024



First built in 1977, then added on to after only five years because of space constraints, Homer's police and community jail facility has not changed since, yet everything else about policing has. A new police station is needed to address a number of high risk design inadequacies and operational deficiencies.

Cover image will be updated.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

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(p) 907-235-8121 x2222
(f) 907-235-3148

September 25, 2017

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2018 through 2023 Capital Improvement Plan. 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.

The projects included in the City of Homer's 2108-2023 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,

Katie Koester
City Manager



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Funded Projects from the 2018-2023 Capital Improvement Plan

The City of Homer is pleased to report that funding for the following projects has been procured:

- New Homer Police Station
- Harbor Ramp 2 Public Restroom Upgrade
- Emergency Radio Communication System

The Police Department secured FY2017 AK Division of Homeland Security and Emergency Management funds (and a reallocation of FY15 funds) to continue the City's systematic upgrade of its Emergency Radio Communication System. Funds will replace two City of Homer repeaters, two emergency backup dispatch radios and several Police Department mobile radio units. Other components of the project remain to be upgraded.



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 the community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The plan identifies ways a project will benefit the community, indicates the priorities assigned to different projects, and presents a very general 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 improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Plan for maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.
- 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 three 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, due to some of the projects being funded and completed within the 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. Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process.

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

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

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



Integration of the CIP With Comprehensive Plan Goals

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

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

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

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

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

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. **Support development of a variety of well-defined commercial/business districts for a range of commercial purposes.** Preserve quality of life while supporting the creation of more year-round living wage jobs.

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

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

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



State Legislative Request FY2019

City of Homer FY2019 State Legislative Priorities
approved by the Homer City Council
via Resolution **18-XXX**

1. ~~New Homer Police Station - \$5,000,000~~
2. Homer Large Vessel Harbor **Port Expansion**- \$10,258,000
3. Barge Mooring & Large Vessel Haul Out Repair Facility -\$4,010,850
4. Storm Water Master Plan - \$306,000
5. Fire Department Fleet Management -\$1,219,500



1. New Homer Police Station

With passage of Prop 1, this project will move to the funded project list in the CIP's Introductory section.

Project Description & Benefit: Police services are vital to the safety and health of our community. Homer's police station, while adequate when it was built thirty years ago, no longer provides a safe, efficient work environment for our public safety officers, victims or the public. A new police station is needed to address a series of high risk design inadequacies and operational deficiencies:

- no separation or protection between staff work areas and prisoner through traffic - prisoners have to pass by dispatch staff coming and going; the public service counter window is not secure either;
- a common air handling system which exposes personnel to airborne pathogen risks;
- lack of crisis cell for special needs prisoners, or a proper juvenile holding area;
- escape attempt issues due to building layout;
- lack of evidence processing and storage space to meet required for the integrity of our justice system;
- lack of space for expanding and poor conditions for supporting multiple new data and communication technologies that are vital to public safety;
- flooding and water damage during heavy rains.

Renovating the current station is unfeasible due to site size that limits the ability to expand to accommodate current police duties and storage needs, much less allowing for growth as the community grows.

Plans & Progress: Planning for a new Public Safety Building began in 2013 with the formation of a Public Safety Building Review Committee to oversee design and possible construction of a facility which would have served both the Homer Police Department and the Fire Department. From 2014 to 2016, the City invested \$575,000 in planning, design and public involvement. Final cost projections from a design/construction management team and a narrowly defeated bond ordinance to finance construction of Phase 1 of the project (a police station) led to reconfiguring the project.

In 2017, a newly formed Police Station Building Task Force reviewed and recommended options for a scaled-down police station-only concept that balances the requirements of modern public safety standards with valid cost concerns. Homer City Council set aside \$2.5 million (from various sources) for the project and subsequently approved moving ahead to 10% concept design. After thoroughly considering site options and 10% concept designs for the facility in early 2018, Homer City Council authorized design development for a facility costing no more than 7.5 million on a centrally located, 1.5 acre parcel of land already owned by the City.

2018: Pre-development/Public Involvement
2019: Construction
2020: Occupancy

Total Project Cost:
\$7,500,000

FY2019 State Request: \$5,000,000

City of Homer Match Funds:
\$2,500,000 (secured)



First built in 1977, then added on to after only five years because of space constraints, Homer's 5,714 ft² police station with five jail cells has not changed since. Yet everything else about policing has. A new station is needed to address a number of high-risk design inadequacies and operational deficiencies.



2. Homer Large Vessel Harbor Port Expansion

Project Description & Benefit: This project will expand Homer's port by constructing a new large vessel port to the north of the existing small boat harbor. It would enhance port capabilities by:

- Accommodating large commercial vessels (fishing vessels, work boats, landing craft, tugs, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space at the floats, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats;
- Enabling Homer to moor an additional 40 to 60 large commercial vessels that potentially would use Homer Port & Harbor as a home port, but have been turned away due to lack of space;
- Positioning Homer's Port to meet the demands of emerging regional and national economic opportunities such as the Cook Inlet Oil & Gas industry, a possible LNG export plant in Nikiski, the opening of the Arctic for research, transportation and resource development and the US Coast Guard's long-term mooring needs. Currently, the USCGC *Hickory* moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate USCG assets that call Homer's port home.

Centrally located in the Gulf of Alaska, Homer Port & Harbor is an ice-free gateway port to Cook Inlet, and the port of refuge for large vessels transiting Cook Inlet. Homer's expanded large vessel port will benefit the marine industrial and transportation systems in central and western Alaska. It will be a regional facility that serves and supports marine industry needs and provides a place of refuge for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or vessel malfunctions.

Plans & Progress: The City, State of Alaska ADOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2004. At that time, preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding so the study was put on hold. Since then, conditions have changed to make the project more viable (such as availability of local and more competitively priced building materials and increased moorage demand). As a result, the City and ACOE agreed in 2018 to conduct a joint Section 22 Planning Assistance to States Program Study (PAS). The PAS will assist the City prepare a comprehensive plan for developing and utilizing the Port and its proposed expansion, and conserve water resources already in place. Positive findings from the PAS will give confidence that re-starting the 2004 General Investigation Study will produce a Benefit to Cost ratio that justifies the investment of federal dollars in Homer. ACOE estimates that the PAS study will take between 4 to 6 months to complete, once their federal funding is approved.

Total Project Cost: \$124,233,000

Design and Permitting: \$10,258,000

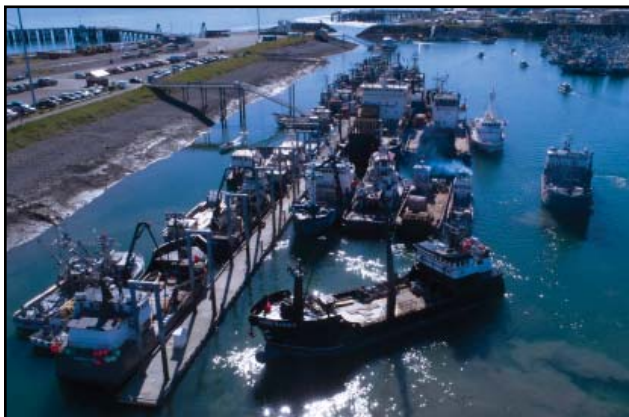
Breakwater Construction

and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

FY2019 State Request: \$10,258,000

(City of Homer 10% Match: \$1,025,800)



The large vessel port expansion adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It will relieve large vessel congestion in the small boat harbor and will provide secure moorage compatible with the USCG's assets.



3. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

Project Description & Benefit: This project provides safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Because of the lack of facilities, these vessels currently have to travel to perform annually required maintenance and repairs which could otherwise be completed here in Homer. The facility benefits the local fleet of larger vessels as well as local marine trades businesses, and can accommodate the growing freight needs of existing Homer businesses.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer.

Phase 2 completed the design and permitting for the barge mooring facility and haul out ramp. Phases 3 and 4 are construction starting with the Barge Mooring Facility and Haul Out Ramp progressing to Phase 4, the upland improvements. The project earned top ranking among four Kenai Peninsula projects that were ultimately submitted to the Alaska Office of the Economic Development Administration for inclusion on a list for potential federal infrastructure funding.



Three vessels hauled out for repairs on Homer Spit Lot TR 1 A.

Total Project Cost: \$4,768,500

2017: Phase 2 - Design/Engineering/Permitting: \$312,000 (Completed)

2018: Phase 3 - Barge Mooring Construction: \$1,255,000

2019: Phase 4 - Haul Out Repair Facility Construction: \$3,201,500

FY2019 State Request: \$4,010,850

(City of Homer 10% Match: \$445,650)



4. Storm Water Master Plan

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 1980's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

- Identify current and future storm runoff flows from individual drainage basins within the community.
- Identify infrastructure needed to effectively collect, transmit, treat, and discharge surface water runoff to Kachemak Bay.
- Provide a staged approach to constructing needed infrastructure to serve an expanding/developing community
- Establish pipe sizing, detention basin volumes, and cost estimates.
- Mitigate storm water runoff through the use of a wide variety of gray and green infrastructure practices and technologies that improve the quality and reduce the quantity of runoff discharging directly to receiving waters.
- Develop public education programs targeting specific stream degradation from storm water runoff.
- Provide storm water management systems and practices including collection, storage, conveyance and treatment structures that are components of a comprehensive plan to preserve or restore natural/stable in-stream hydrology.
- Identify projects that incorporate green infrastructure to manage, treat or reduce storm water discharges and urban non-point source runoff to the critical wildlife habitat of Kachemak Bay.

Total Project Cost: \$340,000

FY2019 State Request: \$306,000

(City of Homer 10% Match: \$34,000)



A master plan is needed to address storm water management issues.



5. Fire Department Fleet Management

Project Description & Benefit: The Homer Volunteer Fire Department is in need of a number of vehicle upgrades to be able to safely and efficiently protect the lives and property of Homer residents.

Quint (Ladder Truck): Adding an aerial truck to HVFD's fleet will greatly enhance the City of Homer's firefighting capability. Over time, as Homer's population has grown, so has the size and complexity of its buildings. West Homer Elementary School, the Islands and Ocean Visitor Center, Kevin Bell Ice Arena, and South Peninsula Hospital Expansion are examples of large footprint, two story plus buildings where fighting fire from the ground or from ground ladders (the tallest of HVFD's is only 35') is no longer safe or practical. These locations require the use of elevated hose streams to fight fire effectively. Currently, HVFD is only able to provide elevated hose streams from ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of people trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. In addition to increasing firefighting capability to protect large public buildings, an aerial truck will potentially lower insurance rates for the community.

Brush/Wildland Firefighting Truck: The Department's existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of fire fighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up.

Harbor Fire Cart Replacement: The Homer Port & Harbor is outfitted with seven motorized fire carts uniquely capable of responding to vessel fires located on the harbor's float system. These full-response fire apparatus are custom-made mini mobile fire engines capable of delivering AFFF foam to two attack lines at the same time. Because of Alaska's special conditions (harsh weather, extreme tides and the size of vessels) there are no pre-made, off-the-shelf fire apparatus that fully meets Homer's Port & Harbor response needs. On multiple occasions they have saved vessels and prevented the costly spread of fire in the small boat harbor. Unfortunately, the fire carts are over 20 years old. Many are failing due to the harsh marine environment and age, despite regular monthly and annual maintenance. This project would purchase the components necessary to refurbish and upgrade the seven fire carts, extending their functional life another twenty years.

Plans and Progress: Port & Harbor maintenance personnel constructed a prototype for a refurbished model two years ago. It passed operational tests conducted by the Homer Volunteer Fire Department and is currently in use at the Port & Harbor. Port and Harbor maintenance personnel will refurbish seven motorized fire cart apparatus utilizing both newly acquired components and old components that can be salvaged from the existing fire carts.

Total Project Cost: \$1,355,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$205,000

FY2019 State Request: \$1,219,500

(City of Homer 10% Match: \$135,500)



A ladder truck like the one shown here will increase firefighting capability, firefighter safety and potentially reduce insurance rates for homeowners.



Mid-Range Projects

Part 2: Mid-Range Projects

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Local Roads

- **Main Street Sidewalk Facility: Pioneer Ave North.....10**



Main Street Sidewalk Facility: Pioneer Avenue North

Project Description and Benefit: This project will provide ADA-compliant sidewalks, curb and gutter on Main Street from Pioneer Avenue north to Bayview Park.

Main Street is Homer's primary north-south corridor extending from Bayveiw Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach); it crosses Homer's primary east-west thoroughfares, Pioneer Avenue and the Sterling Highway. It provides access to residential neighborhoods, South Peninsula Hospital and Bayview Park, yet has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will provide pedestrian safety, accessibility and enhance the quality of life for residents and visitors alike.

Plans and Progress: The need for Main Street sidewalks was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan. Main Street sidewalk improvements for the State-owned portion of Main Street (from Pioneer Avenue south) have long been a project in the CIP. Completing a sidewalk facility on the City-owned portion from Pioneer Avenue northward would provide a continuous, safe pedestrian route through the heart of Homer.

The overall project is conceived as sidewalks on both sides of Main Street from Pioneer Avenue to Bayview Park. A phased approach is suggested, beginning with sidewalk on the west side of Main Street only, first to Fairview Avenue, then to Bayview Park.

Plans & Progress: A engineer's conceptual cost estimate for both phases of the project has been developed.

Total Project Cost: \$943,055

Phase I: \$422,604

Phase II: \$520,451

Schedule: 2022

Priority Level: 3



Pedestrian safety along Main Street, one of Homer's primary north-south roads, would benefit from a sidewalk facility.

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Parks, Art, Recreation & Culture

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- **Bayview Park Restoration Project13**
- **Ben Walters Park Improvements, Phase 214**
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- **Jack Gist Park Improvements, Phase 216**
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- **Multi-Use Community Center, Phase 118**



Baycrest Overlook Gateway Project

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Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction project) has become the primary entrance to Homer. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of the major sites in Homer's 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. Goals for improving the overlook include welcoming residents and visitors in a comfortable setting without detracting from the view, instilling stewardship and inspiring visitors to learn about the diversity of Kachemak Bay and other potential experiences awaiting those just arriving in Homer or returning home.

Gateway improvements include overlook parking lot paving, landscaping, benches and picnic tables to enhance the visitor experience and comfort. Updated interpretive signs will tell the story of Homer and the surrounding communities and highlight the phenomenal natural resources of Kachemak Bay. Improvements to the overlook will welcome everyone, orient visitors to the natural landscape and community, help encourage commerce and allow travelers a comfortable place to linger, rest and enjoy the spectacular setting.

Plans & Progress: The first Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

This group plus the 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 worked on the Baycrest Overlook Gateway Project. The State and the City of Homer spent \$6,000 in 2013 to produce the Baycrest Overlook Interpretive Plan. The Plan included public comment meetings, design, development and locations for welcome and interpretive signage; it was officially adopted by Homer City Council in 2013. In 2016, Homer's Chamber of Commerce placed a welcome informational kiosk featuring brochures of Chamber-member businesses.

The project will consist of three phases:

Interpretive signage, benches and picnic areas

Enhanced landscaping

New restrooms and paving upgrades.

Total Project Cost: \$262,000

2020 (Preliminary Design): \$6,000

2021 (Construction): \$256,000

Signage/Benches: \$50,000

Landscaping: \$25,000;

Restrooms and Paving: \$181,000

Priority Level: 3



Baycrest Overlook is very often the first stop and introduction to Homer for many visitors. Interpretive signs need revamping to address the local area. The most prominent interpretive feature informs visitors about an obscure historic gold exploration expedition gone wrong on the Kenai Peninsula.



Bayview Park Restoration

Project Description & Benefit: Bayview Park is a small, relatively quiet fenced neighborhood park at the top of Main Street. The goal of this project is to improve the accessibility and safety of the Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

A dedicated group of volunteers in Homer's Early Childhood Coalition have adopted the park, created a park Master Plan and completed some improvements to the park: an embankment slide, log steps, and an alder fort and boulders. Homer's Early Childhood Coalition continues to work to complete elements included in the Park's Master Plan. In 2014, they completed an ADA accessible pathway and made temporary repairs to the perimeter fence. They are currently working to replace the fence, add new play equipment and extend accessible pathway to all play features.

- Summer 2019: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2020: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Homer Early Childhood Coalition raised money and funded a new slide and boulders that were installed by the City of Homer. Several parents built and installed stepping logs and 2 small "bridges". In 2013 Homer Early Childhood Coalition coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. \$5,347.76 was raised to pay for design costs and install new play elements. ADA parking and access trail improvements were completed in 2014 utilizing in-kind donations of equipment and labor and an additional \$5,118 in fundraising dollars.

Total Project Cost: \$189,974

Schedule: 2020-2021

Priority Level: 2



Though charming, the white picket fence that surrounds Bayview Park is in need of constant repair. A more practical chain length fence is needed to keep young children out of roads and ditches.



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, replacing 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: 2021

Priority Level: 2



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

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Homer Spit Trailhead Restroom

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular staging area for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. A restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$295,000

Schedule: 2022

Priority Level: 3



The parking lot at the Spit trail head full of cars on a sunny day.



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 has been developed primarily for softball fields. It also features a disc golf course.

The proposed project will complete Phase 2 by improving drainage around the upper ball field, 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 acquire land for soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011 after a five year period of incremental improvements. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was created, 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 of the three fields and the parking area was improved and expanded. 2011 saw improvements to the third ball field: drainage improvements on the outside perimeter (right and left field lines), imported material to improve the infield and topsoil and seeding to improve the outfield.

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2020-2021

Priority Level: 2



One of the softball fields at Jack Gist Park.

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Karen Hornaday Park Improvements

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 also hosts community events such as the Highland Games. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period.

Phase 2 improvements, the current focus, involves safe and inclusive access to the park and its essential facilities. Thanks to volunteer efforts and HART Program funding, significant trail access improvements have been recently completed: (1) an access trail along Fairview Avenue on the southern border of the park that extends up into the park along the park access road, and (2) the Woodard Creek Nature Trail provides pedestrian access from Danview and allows people to enjoy and appreciate the City's only creek.

While these have improved access and pedestrian safety, patrons arriving by vehicle still face safety issues. The park access road runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park's attractions. Phase 2 proposes to address this safety issue by relocating the park access road towards the eastern border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

Plans & Progress: In 2012, the City spent \$25,000 on preliminary engineering for moving the park access road and developed a projected cost of \$726,000. The Parks, Art, Recreation & Culture Advisory Commission recently evaluated other methods for safeguarding pedestrian crossings, such as traffic calming features and landscape enhancements. The preferred option is?.....short term fix proposed while work on long term goal of relocating the road?.....Specific traffic calming features proposed and estimated cost?

Significant park improvements were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014.

A future Phase 3 will address handicap accessibility and ADA improvements within the playground and replace the aging bathroom facility.

Total Phase 2 & 3 Project Cost: \$1,970,750

Schedule: 2019 - 2022



Upper Woodard Creek Nature Trail and an access trail along Fairview Avenue were completed in 2017 with volunteer labor and a small amount of City funds.



The road into Karen Hornaday Park is between the park and the parking lot, requiring children to have to cross traffic to get to the park's attractions.



Multi-Use Community Center, Phase 1

Project Description & Benefit: This project would be the first phase in designing and constructing a Multi-Use Community Center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. Years of growing numbers of requests to Parks and Recreation for access to indoor facilities highlights the need for this project. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need. Incorporating an extensive public input process, the PARC Needs Assessment reflects the community's high priority on community access to public recreational and educational spaces and identifies a community center as a significant future investment for the community.

The community center is currently broadly envisioned as a comprehensive multi-generational facility that offers something for people of all ages. Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community events and dedicated space for youth as priority features. In addition to social, health and quality of life benefits, a multi-use center provides considerable opportunity for positive economic impact to the community. Direct impacts include new revenues from admission and rental fees generated by hosting regional or statewide conferences, weddings and/or other private rentals. Participants and spectators visiting Homer for these events will also indirectly benefit the community through their use of restaurants, retail shops, lodging, transportation and other hospitality industry services. This facility would draw additional year round programs and events to Homer, contribute to the local economy by attracting additional visitors and businesses, and would be an incentive for families to relocate to Homer.

The PARC Needs Assessment included a statistically valid survey question asking the community's interest for constructing and funding an \$18 million facility. 30% of respondents agreed with the statement that this facility is a priority in the next five years; an additional 27% placed it as a priority in the next five to ten years. The success of this project requires sources for capital funding and a sound feasibility study to determine how ongoing operations would be funded.

Plans & Progress: The first step is to complete a reconnaissance or a preliminary feasibility study of the size and type of facility, develop conceptual floor plans and site plans, estimate total construction cost and identify ongoing operational funding mechanisms.

Total Project Cost: \$500,000

Schedule: 2022

Priority Level: 3



The City of Unalaska's Community Center is the hub of community activities. Centrally located, the Community Center is widely used by both residents and visitors. It has everything from a cardio and weight room to music and art areas.



Port and Harbor

- **Deep Water/Cruise Ship Dock Expansion, Phase 1 19**
- **Harbor Ramp 8 Public Restroom 20**
- **Ice Plant Upgrades 21**
- **Seafarers Memorial Parking Expansion 22**
- **System 4 Vessel Mooring Float System 23**
- **Truck Loading Facility Upgrades at Fish Dock 24**
- **Wood Grid Replacement 25**



Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: Upgrades to the Deep Water/Cruise Ship Dock are necessary to provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area. A feasibility study of expanding and strengthening the dock (with later phases including a terminal building and other upland improvements) is nearing completion. Expansion increases the Port & Harbor's capability to support regional resource development initiatives with moorage and a staging area for freight service to the Lake and Peninsula Borough (via the Williamsport-Pile Bay Road) and to potential future Cook Inlet region resource development projects. There is current demand for modifications to the existing dock to accommodate long-term mooring of large resource development vessels such as timber, mining and oil and gas barges, and as designed, the dock will be able to handle icebreakers, of particular importance given Alaska's strategic arctic location.

The facility will boost cargo capability. 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, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. 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.

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

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 were appropriated in FY2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY2011. Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City started on project design and feasibility with R&M consulting to begin design and feasibility. To date, the team completed an extensive conditions survey of the existing infrastructure, bottom condition survey, soils core drilling, and a very detailed tide/current profile for the dock. The feasibility study helped identify the best option for expansion to improve freight and cargo handling capabilities. Some uplands improvements have been completed to benefit cargo movement and storage on land close to the deep water dock: paving outer dock truck bypass road, removing the old wooden fence around the concrete storage yard and replacing it with a chain link fence, stormwater runoff handling, lighting and security cameras.

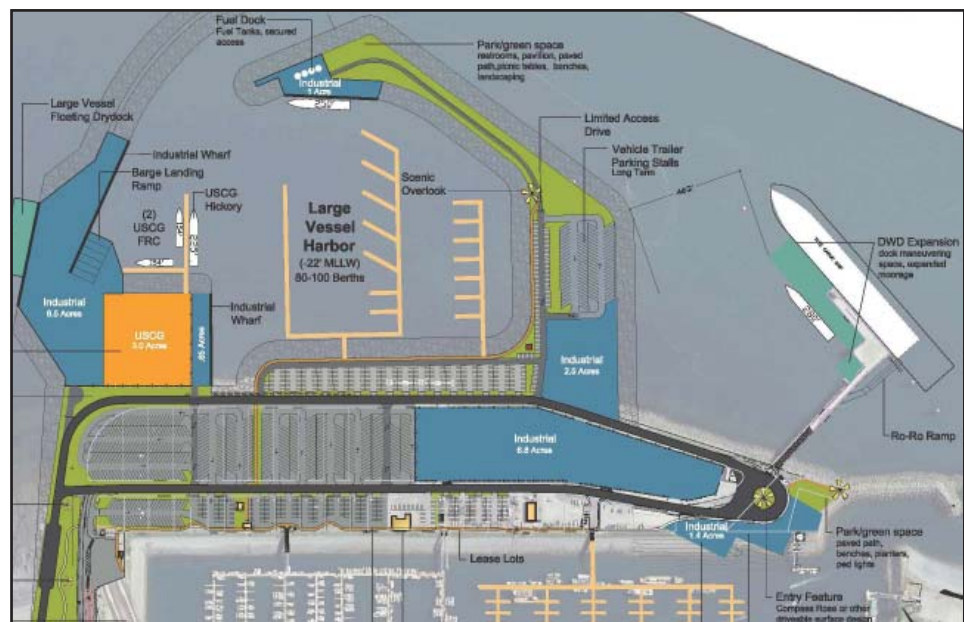
Total Project Cost: \$35,000,000

Feasibility: \$1,250,000
(Completed September 2016)

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion (white dock on right of diagram) proposed design.



Harbor Ramp 8 Public Restroom

FY 2020 - DRAFT Document

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Previously, restroom facilities for Ramp 8 consisted of an outhouse. This outdated restroom brought many complaints to the Harbormaster's office. Sanitary restroom facilities are expected in modern, competitive harbors along with potable water and adequate shore power. The Ramp 8 outhouse was removed in 2015. A new public restroom in this location is needed to serve the crew members of large vessels when they come to port.

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: 2023

Priority Level: 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.



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.

Although the Ice Plant has been maintained very well since being built in 1983, staff believes that efficiencies may be gained by upgrading certain key components of the plant with current technologies. This may include replacing the refrigeration compressors, integrating natural gas into the process, and/or upgrading the control systems to increase the plant's efficiency and reduce operating costs.

Staff recommends a two phase approach to the project, with Phase 1 seeking bids from qualified firms for the purpose of performing a site visit to Homer's Ice Plant to create a list of recommendations/options for upgrading the facility. Goals for this evaluation would be to address energy savings solutions to help lower operational costs, plant maintenance, longevity and return on investment. We would specifically ask if and how natural gas could be used to lower costs and we would also want to address the need of creating a year-round cold storage refrigeration system as an upgrade to the original plan.

Total Project Cost:

Phase 1: \$25,000

Phase 2: TBD based on consultant recommendations and upgrade plan adopted.

Schedule:

- 2019: Phase 1 completion and upgrade plan finalized;
- 2020: Design and engineering for upgrade;
- 2021: Upgrade ice plant.

Priority: 1



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



Seafarers Memorial Parking Expansion

FY 2020 - DRAFT Document

Project Description & Benefit: This project would use materials from dredging the harbor to build up a parking lot between Seafarers Memorial and the east end of the nearby boardwalk complex. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on this section of the Spit. The project has the added benefit of replenishing the beaches on the east side of the Spit and protecting infrastructure from erosion. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Funding is needed to supplement hauling costs, compact material, cap with gravel and pave the lot. A Corps permit will be needed to accomplish this work.

Plans & Progress: The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering design and permitting. 95% of engineering design work was completed in 2015. A phased approach to construction will be used.

Total Project Cost: \$635,000

Schedule:

2017: Design and Permitting at 95% complete: \$8,000

2019: Dredged Material Placement by Corps: In kind

2020: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

Priority Level: 1



This project would fill in, level and pave the grassy area pictured above between the Seafarer's Memorial and the nearby boardwalk.



System 4 Vessel Mooring Float System

Project Description & Benefit: System 4 is made up mostly of floats that were relocated from the original harbor construction in 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. System 4 floats are over 20 years beyond their engineered life expectancy and are showing their age. This project can be done in phases.

Plans & Progress: Phase 1 floats HH, JJ, and headwalk float AA between those floats were replaced in fall of 2014. Power and water was extended from ramp 7 to JJ and HH as part of the same project. A new landing float was installed for Ramp 7 in the spring of 2014. Phase 2 floats CC, DD, EE, GG will be replaced next.

Total Project Cost: \$5,600,000

Schedule:

2021 Design: \$600,000

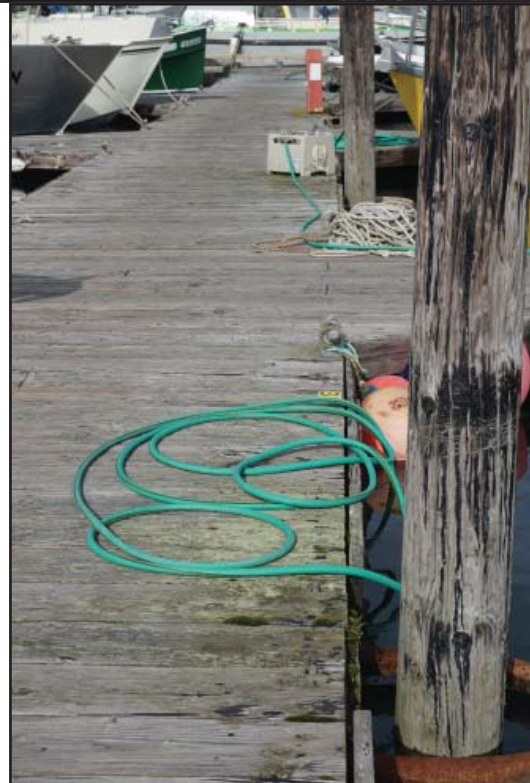
2021-2024 Construction: \$5,000,000

Priority Level: 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.



FY 2020 - DRAFT Document



Truck Loading Facility Upgrades at Fish Dock

FY 2020 - DRAFT Document

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.

Total Project Cost: \$300,000

Schedule: 2019

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.



Wood Grid Repaclement

Project Description & Benefit: The Wood Grid is a series of benches (in this case wooden beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide resides. Vessel owners are able to do minor repairs and inspections to their vessels hulls while “dry” on the grid and refloat with the incoming tide.

The Wood Grid is one of two tidal grids that the Port and Harbor operates. Because of our large tidal exchange in Kachemak bay, Homer’s tidal grids are likely one of the most useful vessel grid systems in the world. They utilize the tides to our advantage to provide an inexpensive way for vessel owners to maintain their vessels’ hulls.

Homer’s Wood Grid was originally built 40 years ago and accommodates vessels up to 59 feet with a 50 ton limit. Other than the walkway replacement that occurred in 2001, the wood grid has seen very little in terms of upgrades since.

Three particular issues would likely be addressed in an upgrade. Gravel has migrated downhill and filled in between the benches, making it increasingly difficult for people to actually to get under the vessels on the grid to perform repairs. A second issue is with the Wood Grid’s retaining walls. Due to age, the upper wall is no longer retaining infill from the bank above and the lower submerged wall has degraded to the point that staff are not able to repair it. Another concern is that the benches and the buried pile that support them have deteriorated to the point that staff is unable to repair them. At a minimum the piles and benches will need to be replaced.

Plans & Progress: This project would consist of two phases. The first phase is preliminary engineering and design to ascertain the scope and cost of the improvement. The second phase would be construction..

Total Project Cost:

Phase 1: Engineering and design: \$25,000

Phase 2: Construction: to be determined in Phase 1.

Schedule: Phase I: 2020

Priority Level: 3



The Wood Grid in Homer’s Port and Harbor was originally built 40 years ago and accommodates vessels up to 59 feet with a 50 ton limit. Other than replacing the walkway in 2001, the wood grid has seen very little in terms of upgrades since.



Public Safety

- **City of Homer
Radio Communications System Upgrade.....27**
- **Fire Department Rescue 1 Remount28**



City of Homer Radio Communication System Upgrades

Project Description & Benefit: The City's radio communication system is a complex, high-tech, multi-component communication infrastructure that serves the daily needs of the Homer Police, Fire, Port & Harbor and Public Works Departments and is critical for effective emergency response to natural disasters and man-made incidents. Communication system technology has changed tremendously during the last thirty years of the digital age. They are now completely digital, can carry encrypted data in addition to voice communications and must comply with FCC bandwidth requirements. Homer's entire system is aging and must be replaced soon to keep up with technological advances.

The Public Safety Radio System consists of central dispatch consoles, five repeaters (two each for fire and police and one for joint use, strategically located at two different sites and elevations), and several Motorola subscription handheld and mobile communication units. The system provides (1) full radio coverage across Homer and outlying communities despite geographically diverse terrain, (2) redundancy in the event a natural or man-made disaster renders one site inoperable, (3) interoperability with all local, borough and state agencies utilizing the ALMR system allowing easy communication with almost any Alaska-based unit during both everyday incidents and large multi-agency events and (4) Moto-Bridge to electronically connect disparate radios to ensure quality communications with agencies who do not share a common channel with Homer.

However, Motorola will be ending anti-virus protection and software update support for the repeaters and dispatch consoles in 2018. As a result, ALMR will be replacing all of their repeaters and dispatch consoles in 2018. Homer's repeaters and dispatch consoles are identical equipment. If we do not upgrade when ALMR does, Homer will slowly begin to lose communication features before completely losing functionality within three to five years. Additionally, Motorola will cease part replacement support for these components and all the subscription communication devices starting in 2018. A critical parts failure in dispatch or in the repeaters could possibly shut Homer's public safety communication system down. Finally, Public Safety subscription units operate within a specifically licensed bandwidth. FCC is in the process of implementing another round of narrowing bandwidth requirements. The entire system will have to be upgraded to comply with new FCC regulations that will phase in starting in 2020, with full compliance required by 2022.

Port & Harbor and Public Works Radio Systems are of a simpler design -- they need only a basic level of interoperability to communicate with dispatch, police and fire and do not transmit data or need encryption. They will, however, have to meet the new FCC bandwidth requirements in 2022, so all of these radios will have to be replaced. Port & Harbor has one base radio, 7 mobile and 7 portable radios and may need to add a repeater to their system to improve system coverage. Public Works has one base unit, one repeater, 11 portable and 22 mobile radios and a Trimble UHF data radio system for infrastructure locates. Their need for portables is likely to increase as high as 18 to meet new safety requirements with confined space policy changes. It is unknown if the Trimble UHF system will be impacted by FCC's new narrow banding requirements.

Plans and Progress: The Police Department secured FY2017 and FY2015 Reallocation funds from the AK Division of Homeland Security and Emergency Management to continue the systematic upgrade: to replace two City of Homer repeaters, two emergency backup dispatch radios and several Police Department mobile radio units.

Total Project Cost: \$1,220,018 - \$1,300,018

(\$435,915 funded through State Homeland Security and Emergency Management grant awards.)

Public safety repeater relocation on Homer Spit:	\$ 47,363 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 127,668 (\$44,777 funded)
Public Safety radios:	\$ 558,987 (\$104,144 funded)
Port & Harbor radios and possible repeater:	\$ 40,000 - \$ 70,000
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

Schedule: 2019-2022

Priority: 1



City-wide radio system upgrades are needed to maintain full communication operability.



Fire Department Rescue 1 Remount

Project Description & Benefit: Homer Volunteer Fire Department's Rescue 1 vehicle is a 1999 Saulsbury Rescue Truck made up of a 20' stainless steel rescue body mounted on a commercial Freightliner chassis. This apparatus carries a wide assortment of light and heavy equipment necessary for specialized rescue operations such as hydraulic cutters and spreaders (like the Jaws of Life), high and low pressure air lift bags, confined space rescue equipment and an assortment of hand tools to aid in the extrication of entrapped victims. Additionally, the apparatus is equipped with a dual-agent firefighting package that can extinguish small fires in vehicles or prevent them from occurring during rescue operations.

Rescue 1 also carries two additional support systems critical to personnel safety and operations: a breathing air cascade system for on-scene filling of firefighters air bottles and operating air powered equipment and tools, and a 9,000 watt telescoping light tower used to provide scene lighting.

This project will replace Rescue 1's aging and underpowered chassis with a new chassis with a larger motor, making it more capable of navigating the 7-9% road grades within our jurisdiction.

Total Project Cost: \$200,000

Schedule: 2019

Priority Level: 1



Rescue 1, a workhorse in the Homer Volunteer Fire Department fleet, is in need of a new chassis with a larger motor, making it more capable of navigating the area's 7-9% road grades with a load.



Public Works Projects

- **Water Storage/Distribution Improvements30**

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Water Storage/Distribution Improvements, Phase 2³

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality. First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- **Phase 1:** was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- **Phase 2:** consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and replacement of the A-Frame pressure reducing vault (PRV).
- **Phase 3:** consists of the construction of a new water storage tank, modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back onto the grid; reducing the City's electricity costs and creating green power.

Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City . Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments.

Phase 2 construction work will be completed in the fall of 2018 and the summer of 2019 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

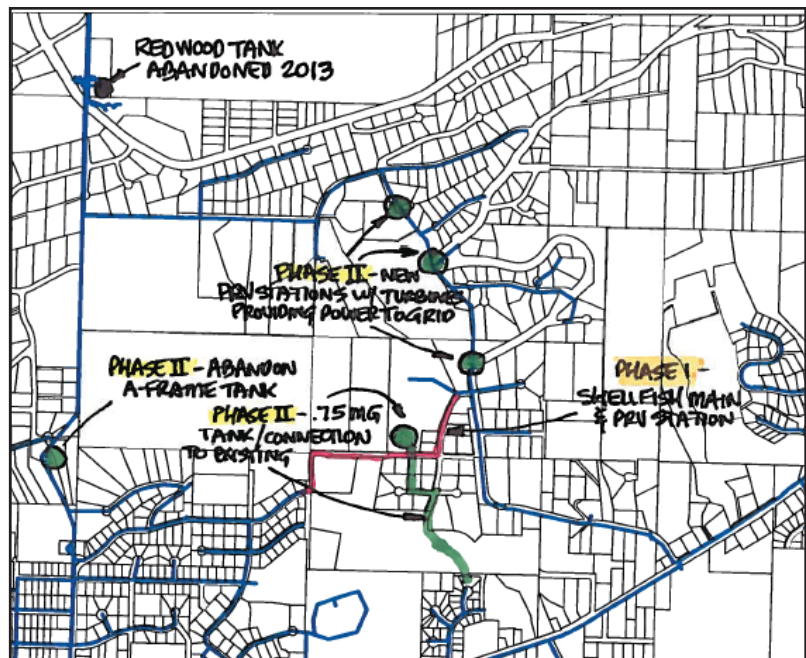
Total Project Cost: \$10,438,214

2014 (Design, Completed): \$884,214
 2016 Phase 1 Construction(Funded, Completed):\$1,980,000
 2018-2019 Phase 2 Construction: \$1,600,000
 2020 Phase 3 Construction: \$5,974,000

FY2016 State Capital Allocation: \$1,980,254

(City of Homer 30% Match: \$848,680)

Priority Level: 1



Phase 1, Shellfish Subdivision Main and PRV Station (indicated by red line) was completed in 2016. Phase 2 (green line) consists of installing an underground water storage tank and 2,000 linear feet of water main to increase water storage and distribution capabilities.



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.....32**
- **Kachemak Drive Rehabilitation/Pathway.....33**
- **Main Street Reconstruction/Intersection34**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill35**

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Homer Intersection Improvements

FY 2020 - DRAFT Document

Project Description & Benefit: This project implements recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study analyzed the needs of twelve intersections according to traffic forecasts, intersection safety records, pedestrian concerns and intersection options. The benefit of the improvements 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 noted that a few Homer intersections need traffic signals to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians in the center of town where traffic volumes are increasing and worsening in the summer months. Problem intersections and recommended improvements are as follows:

Sterling Highway and Pioneer Ave. - Roundabout or traffic signal;

Main Street and Sterling Highway and Main Street and Pioneer Avenue - DOT&PF selected a traffic signal as the preferred alternative (over roundabouts) for the two Main Street intersection improvements.

Sterling Highway and Heath Street - Roundabout or traffic signal;

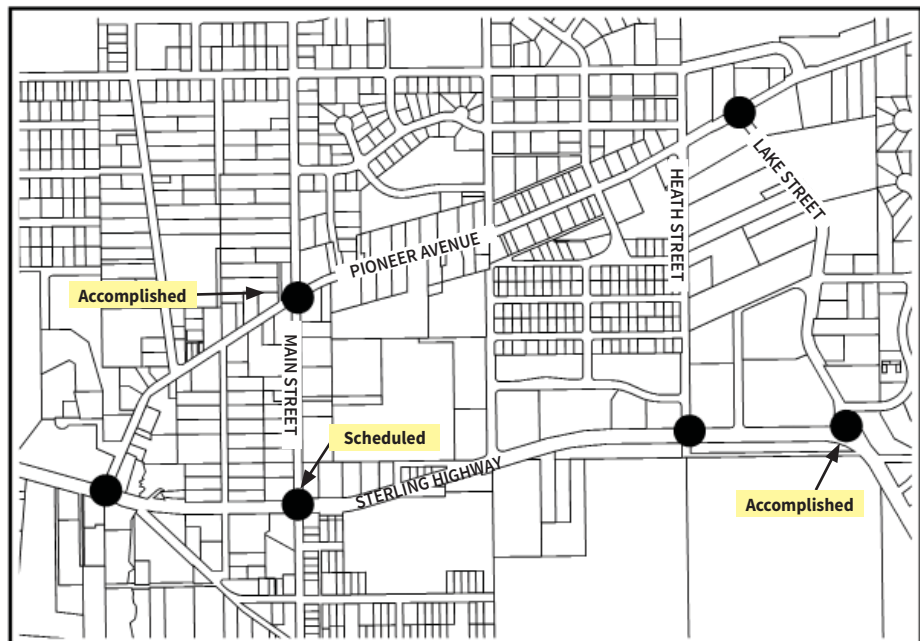
Pioneer Avenue and Lake Street/East End Road - Roundabout or traffic signal.

The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. While the City and DOT&PF have improved pedestrian mobility and safety through some crosswalk projects, accessible standards have not been met by the State when they make intersection improvements. In 2018, City of Homer Resolution 18-034 formally asked DOT&PF install a pedestrian crosswalk across Lake Street at Grubstake when DOT&PF installs sidewalks and repaves Lake Street.

The City of Homer also expects the State of Alaska to adhere to 2010 ADA standards when newly constructing, altering or repaving streets and intersections, including mandated curb ramps or other sloped areas at intersection having curbs or other barriers to entry from a street level pedestrian walkway. Further, while not mandated, the City's ADA Committee endorses upgrading Homer's four traffic signals to audible pedestrian signals and evaluating potential additional traffic control/ pedestrian crosswalk installation in areas where there are major pedestrian traffic generators or where multi-use trails crosses the roadway.

Plans & Progress: State of Alaska DOT/PF obtained \$2.8 million to make safety improvements to Main Street Intersections. Traffic control at the Pioneer Avenue and Main Street intersection was accomplished in 2016 by installing a four-way stop and flashing overhead beacon. State of Alaska DOT/PF will be moving forward in 2019 to complete improvements at the Main Street intersection by installing a traffic signal at the Main Street and Sterling Highway intersection.

Lake Street will see improvements in 2020.



Alaska DOT/PF has recommended roundabouts or traffic signals at four additional central Homer intersections, to be accomplished as soon as possible.

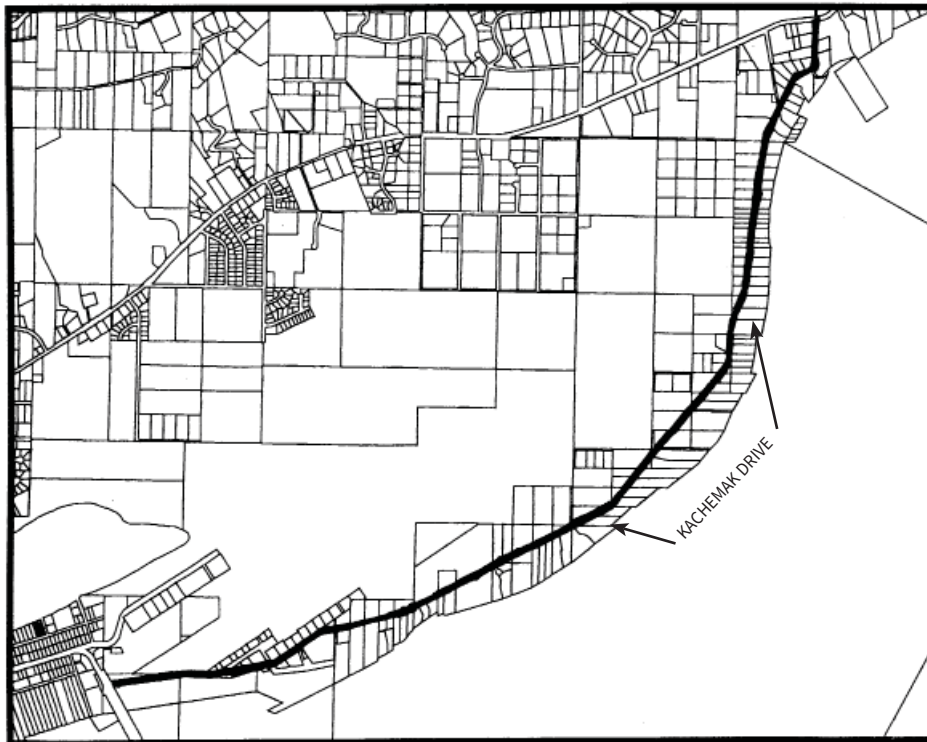


Kachemak Drive Rehabilitation/Pathway

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. The road needs rehabilitation including raising the embankment, resurfacing, widening the road, and drainage improvements.

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. Because of the significant right-of-way acquisition involved, this project will likely take several years to complete.

Plans & Progress: The Kachemak Drive Path Committee has worked with the City of Homer Advisory Parks and Recreation Commission and Transportation Advisory Committee to explore potential alternatives. The City performed preliminary engineering in 2012 on a portion of the trail and found significant grade and easement challenges to the project.



Project location for Kachemak Drive pathway.

FY 2020 - DRAFT Document



Main Street Reconstruction

FY 2020 - DRAFT Document

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 Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They will be moving ahead with the preferred alternative of installing a traffic signal at the Sterling Highway and Main Street intersection (2019). However, much work remains to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



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



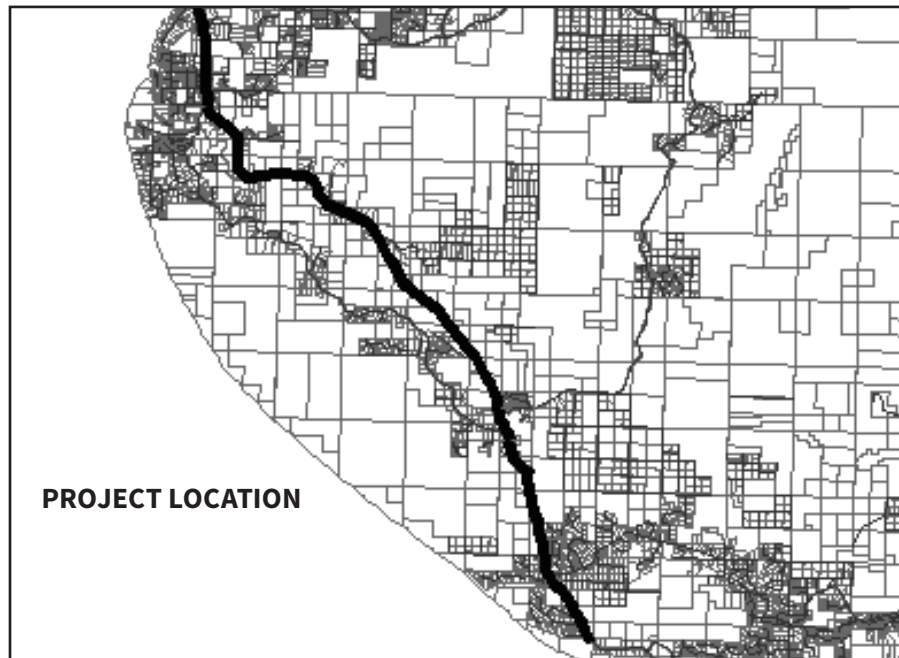
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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 two-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: \$2.5 million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Preliminary engineering and environmental assessment services began in the summer of 2014. DOT&PF is still working on project plans. It is a full rehabilitation project and as such it has a high level of environmental work. DOT does not expect to go into construction on it for several years.





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:

- **Beluga Slough Trail Extension37**
- **Haven House:
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- **Homer Council on the Arts:
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- **Homer Hockey Association:
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- **Kachemak Shellfish Growers Association:
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- **Kachemak Ski Club:
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- **Pratt Museum:
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- **South Peninsula Behavioral Health Services
The Annex Upgrade45**
- **South Peninsula Hospital:
Hillside Stability Study.....46**



Beluga Slough Trail Extension

Project Description and Benefit: The goal of this project is to extend the existing Beluga Slough Trail around the northern perimeter of Beluga Slough to expand recreational and educational opportunities for the Homer community and its visitors. Beluga Slough is a unique environment which has been the focus of environmental education activities for decades. Naturalists from federal, state and non-governmental agencies bring local families and visitors to the existing trail to share the rich natural history of the slough's vegetation, wildlife and invertebrates. The 0.5 mile extension provides greater viewing opportunities for shorebirds, salt marsh habitats and intertidal flats. The extension would create a quiet, non-motorized trail away from the Sterling Highway with connections to Bishop's Beach, Homer's Old Town District and Ben Walters Park.

Plans and Progress: This trail concept is included in the 2004 Homer Non-Motorized Transportation and Trail Plan. A community-based project team has formed to honor Carmen Field, who taught so many about Beluga Slough through her work at the Kachemak Bay National Estuarine Research Reserve and Alaska Department of Fish and Game. This trail extension would allow Carmen's memory and her love for bringing people out into the natural world to live on.

The proposed trail (see map below) would be on City of Homer property. Owners of the new Aspen Suites Hotel, which is under construction, anticipate replatting their private parcel and donating the lower portion to the city (indicated by yellow star). Planning for the project and discussions with the private landowners is under way. Construction of Phase 1 is anticipated to start in 2019.

Project proponents have discussed potential project sponsorship and/or trail coalition membership with The Homer Foundation and other area organizations. Discussions with City of Homer Park, Arts, Recreation & Culture Advisory Commission and City staff, yielded the following issues that will need to be addressed and budgeted for as the project moves forward:

- security vulnerability of the Public Works complex and sewer treatment facility;
- places recreational feature in floodplain, which is inconsistent with AK Department of Transportation & Public Facilities emergency response plan in the event of potential Beluga Slough Dam failure;
- mitigation of illegal use of lands newly accessed by the trail and the added security measures (landscaping/patrol time) it requires to insure public safety; and
- environmental permitting /land use authorizations.

Total Project Cost: The project will be accomplished in three phases with significant community-based labor and supplies anticipated.

Phase 1: negotiation with private land owner for donation or easement, project design work, and construction of 375 feet of the western-most part of the trail (backcountry – recreational trail design): \$50,000 - 100,000

Phase 2: construction of 1,200 feet of the eastern part of the trail (backcountry – recreational trail design): \$150,000 - 250,000

Phase 3: construction of 1,000 feet of the middle and wettest section requiring a semi-improved trail design: \$300,000 - 450,000



Proposed extension of the Beluga Slough Trail indicated by white dashed line.



Haven House Safety/Security Improvements

FY 2020 - DRAFT Document

Project Description & Benefit: Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and such shelters warrant a high degree of security systems, equipment, and technology. Haven House is requesting \$25,000 to improve the security of the facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in the building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

Plans & Progress: In July of 2014 Haven House completed Phase 1 of security improvements, the addition of a secured arctic entry, which provided a layer of security at our main entrance. The first part of Phase 2, completed winter 2015, included adding the security doors to the arctic entry. Additionally, funds from the Rasmuson Foundation and the State of Alaska helped to complete the remaining Phase 2 items which included front and back doors surveillance systems, replacing aging windows, and fortifying the existing yard fence, but only at one specific location. This portion of Phase 2 was completed in fall of 2016. Haven House is seeking further funding for a Phase 3 to completely secure our yard and property perimeter to ensure staff and client safety and confidentiality.

Total Project Cost: \$25,000



Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse.



Homer Council on the Arts Mary Epperson Performing Arts Center

Project Description & Benefit: Guided by the conviction that the arts are for everyone, Homer Council on the Arts (HCOA) provides opportunities for people of all ages and abilities in our community to experience and participate in the arts. HCOA provides arts education, creative opportunities, advocacy and collaboration, and creative opportunities for residents, regardless of income or ethnicity, to experience the arts.

For the past decade, HCOA has been working toward improving its facility to better meet community and programmatic needs. Identified by the Parks, Art, Recreation, and Culture (PARC) Needs Assessment, indoor space for programs and community events is lacking in Homer, and a much-needed asset for the community. Taking the steps necessary to fulfill this community vision, HCOA has worked with the Foraker Group and the Rasmusson Foundation on a Pre-Development Program to produce a feasible, appropriately scaled remodel of the current building and an affordable, multi-use new facility. Adhering to Murdock Charitable Trust's request, the Board of Directors approved a plan to "think bigger" and construct the Mary Epperson Performing Arts Center using design concepts linked with a black box and clear span/cannery style building concept. The improvements will offer space for programs, dance, a medium-sized performance space, and improve overall accessibility, flexibility, longevity and aesthetics of the existing building.

Plans & Progress: The HCOA Board of Directors and the facility committee are in the initial redesign phase with the expectation of completing the redesign, budget, and grant revisions during FY19. Fundraising has been ongoing with a goal of breaking ground by late FY19 or early FY20. Community contributions to date are \$142,361. HCOA was successfully awarded \$130,500 from Rasmusson Foundation for this project in FY18. The Murdock Charitable Trust has accepted both a Letter of Inquiry and a full proposal for \$189,000.

Total Project Cost: is to be determined after the redesign phase.



HCOA is designing an upgrade to its current facility to include a black-box style theater addition, which will provide a community performance art space

FY 2020 - DRAFT Document



Homer Hockey Association Kevin Bell Ice Arena Acquisition

FY 2020 - DRAFT Document

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2.1 million dollars from purchasing the Arena.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more than a decade as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling and numerous community and school open skate events. The public and open skate events bring up to 1000 additional users during the busiest months. These efforts earned HHA the 2012 Alaska Recreation and Parks Association Outstanding Organization award and more recent recognition from the USA Hockey Association.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2015-2016 these games brought over 1,160 out of town players to Homer, accompanied by family and fans that contributed an estimated \$646,187 to the local economy through lodging, transportation, dining and merchandise purchases. KBA has hosted several consecutive youth State Hockey Championship Tournaments which are widely attended by families from all over the State.

Plans and Progress: HHA has an active and committed Board and membership. The volunteer hours are leveraged by several successful fundraisers, sponsor and advertising campaigns, grant awards and donations each year. This covers approximately one third of the annual operating and capital expenses. The remaining expenses are covered by user fees.

The purchase of the building would provide HHA the opportunity to open more programs and expand existing programs to include more of the community. The high user fees are a barrier for many families but necessary just to meet annual expenses. The building purchase would allow HHA to adequately fund and plan for the replacement of the major mechanical components of the ice arena. It would also allow for the major building maintenance projects to be funded. It could allow for heating and additional seating to accommodate the spectators. Major projects that could increase revenue such as permanent year-round flooring could become feasible. The building purchase would allow this important community resource to grow and prosper into the future.

Total Project Cost: \$2, 100,000



Christmas Eve public skate at Kevin Bell Arena is well attended.



Homer Senior Citizens Inc. Alzheimer's Unit

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the second city in the State which will see the most significant growth in this demographic. Homer Senior Citizens (HSC) operates a 40 bed assisted living facility. We have sent four seniors from our community due to Alzheimer's disease in the past four years. Losing one senior a year is unacceptable as it tears away the fabric of our community. All of the seniors have families remaining in the Homer community.

In order to maintain the health of our senior population, a full continuum of care is required. Maintaining physical, mental and social capacity supports the dignity of our most vulnerable adults. An Alzheimer's Unit has been a strategic priority for the HSC's Board of Directors to keep our seniors home in the community.

The Alzheimer's Unit will include fifteen beds and 24/7 nursing care. Additionally, it will include a memory care unit to help maintain residents' existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The activities room will be Phase 2 of the project and will incorporate low-impact exercise equipment to maintain seniors' physical capacity. This also opens up the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups, benefiting the entire population of Homer.

Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

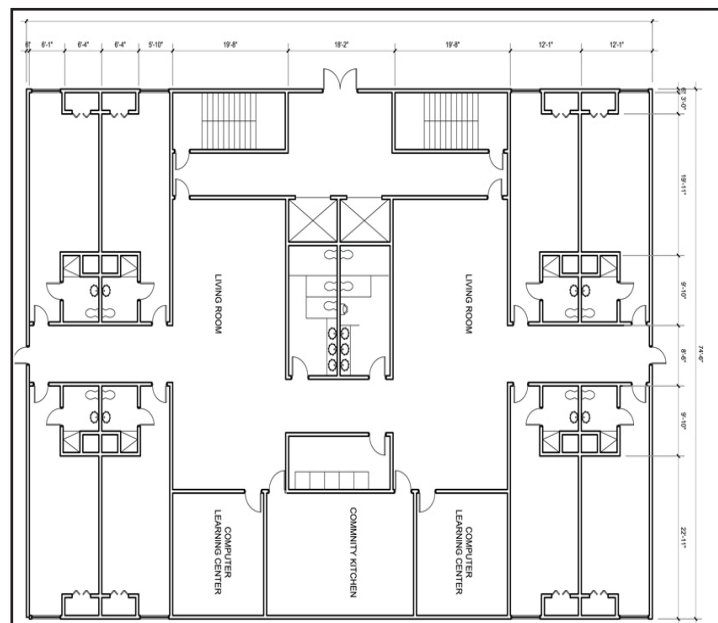
Plans & Progress: Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. HSC sponsors annual fundraising events to secure the match for foundation grants.

Total Project Cost: \$3,000,000



Example of a HydroWorx Therapy Pool Room .



FY 2020 - DRAFT Document



Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

FY 2020 - DRAFT Document

Project Description and Benefit: For twenty-four years Kachemak Shellfish Mariculture Association (KSMA), a 501c5 organization, has worked to fulfill its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership with the Kachemak Shellfish Growers Cooperative (KSGC), twelve farms in the Bay utilize a facility on the Spit for processing, marketing, shipping and now culturing seed.

Five years ago the industry was severely impacted by an oyster seed shortage affecting the entire Pacific Coast. Local leaders volunteered and developed a small proof of concept experiential oyster hatchery/setting facility in the KSMA building to address the seed needs of all Kachemak growers and beyond. Over the past four years, on a thin budget, along with the assistance of industry professionals, and some financial support from the State of Alaska, the “experimental” hatchery has consistently set millions of spat every year. Some experts gave this under-manned nursery only a 10% chance of success. However, thanks to the nutrient rich waters of Kachemak Bay and the dedication and expertise of KSMA’s staff, the oyster spat experiment has thrived and now the next critical step is to upgrade an important piece of equipment to become compliant with State regulations, improve safety and security and scale up production to meet demand. Applications for new mariculture farms are up from the five in a typical year to 15 this year, potentially adding 1,000 acres of new Alaskan oyster and kelp farms to the current 320 acres under production.

The piece of equipment is called a FLUPSY. Microscopic oyster seed, or spat, cannot go directly from the hatchery to oyster farms. The next stage of development happens in a FLUPSY -- a floating upwelling system that takes the microscopic seed from the hatchery into the waters of Kachemak Bay in appropriately sized bins through which water is constantly moved by an electrically-driven paddle wheel. Spat in the FLUPSY are regularly cleaned, graded and placed in graduated bins for a full year prior to going to individual farm sites.

At fifteen years old, KSMA’s FLUPSY is showing the wear-and-tear of exposure to the harsh maritime climate; spat production has outgrown the FLUPSY’s capacity; its design is ergonomically antiquated. Its deteriorating Styrofoam flotation is out of compliance with regulatory standards. It is also unsecured; a recent vandalism threatened a year’s worth of spat. A new, covered FLUPSY will provide compliant, state-of-the-art flotation and adequate spat capacity. It will safeguard workers with ergonomically superior equipment and safer, covered decking. Locking security will dissuade costly acts of vandalism.

The benefit of a thriving oyster farm industry in Homer is huge. In their 25th year of production, oysters have become a sparkling year-round addition to Homer’s seafood options available to residents and attracting tourists. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other farmers eager for a reliable supplier (both in State and out). This economic benefit has been recognized by the State of Alaska. Mariculture is a top economic development priority for Governor Walker and is a Business Development goal in *Northern Opportunity*, Alaska’s Comprehensive Economic Development Strategy.

Our local hatchery and state-of-the-art FLUPSY can also provide a great educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. (The Seward hatchery hatches opilio crab as the waters of Resurrection Bay are less conducive to oyster seed.) A mariculture course could easily be developed around oyster seed development, culturing and marketing right here in our own backyard.

Plans and Progress: A new FLUPSY will be developed in two phases. Design and permitting followed by construction.

Total Project Cost: \$175,000

Preconstruction: \$25,000

Construction: \$150,000



Cleaning the FLUPSY bins on a beautiful Kachemak Bay day.



Kachemak Ski Club

Homer Rope Tow Access & Equipment Upgrades

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow on Ohlson Mountain near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands downhill sports enthusiasts as well as family and social gatherings. This project improves access from the road, making the park more welcoming for youngsters and newcomers. It also modernizes the hill's features and equipment.

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a section line easement. A circuitous trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer, Kachemak Ski Club plans to construct a turnout and a widened parking area. Trail upgrades would make access shorter and more manageable for parents juggling both gear and young children.

On the hill itself, Kachemak Ski Club plans to acquire grooming equipment, machinery, and purchase some limited freestyle park features.

Total Project Cost: \$91,000

Equipment: \$44,500

Access Trail & Right of Way: \$46,500



Youth enjoying Homer's own ski slope..



FY 2020 - DRAFT Document



Pratt Museum New Facility and Site Redesign

FY 2020 - DRAFT Document

Project Description & Benefit: The national award-winning Pratt Museum strengthens relationships between people and place through stories of the Kachemak Bay region. For over 50 years, the Pratt's exhibits, education programs, and collections have fostered self-reflection and dialogue among the Museum's community and visitors. Today, the Pratt serves up to 30,000 visitors annually, with more than 5,000 young and adult learners participating in its programs. The Pratt Museum is consistently viewed as one of Alaska's most important cultural institutions and a leader among small community museums across the country.

The Pratt Museum opened its doors to the public in May 1968. The Museum's collection has grown with the community through that period and our current facility does not meet the needs of the Museum's growing collection, which are held in public trust and require specific conditions and storage practices for preservation and display. In addition, the building's current design limits community engagement activities. To better serve our community and visitors long into the future, the Pratt Museum plans to renovate the current museum building so that all gallery and meeting areas are ADA-accessible, the roof protects the collection, and collection items are stored and cared for according to best practices for cultural and natural history artifacts. The front area of the museum will be renovated to improve the visitor experience, and community engagement areas will be modified to better accommodate community conversations, presentations, and school group activities. The Museum may also renovate the aquarium curatorial area and the kitchen to ensure that these areas meet standards for animal care and food prep. The outcome of this immediate renovation will maintain the building as a well-functioning Museum through the next 10 years, allowing the Museum to expand its outreach programs with a growing membership and student base, even as the organization continues to work towards a new museum facility in the future.

Plans & Progress: Since 2008, the Pratt Museum has been working on a capital project for a new museum building. By 2015, \$3.4 million had been secured for building design and early site work. In 2016, the trail expansion and architectural designs for the new building were completed at the cost of \$2.2 million. It is anticipated that a new museum building, designed to incorporate museum-quality climate controls, accessibility for all community members, and new programming areas, will require another decade to complete.

At this time, the Museum will focus on renovating the current building to move our mission and community engagement goals forward through that decade. This renovation will also serve the larger project by preparing the current building as an auxiliary storage and outreach building and/or as an improved building for lease once the new museum is built. The remaining \$1.2 million in the capital budget will be used for renovations that provide physical accessibility throughout the building (where currently visitors must exit the building and re-enter at a different floor level, vastly improved storage and workspace for the Museum's artifacts, and provide enhanced education opportunities. Phase 1 designs for these renovations will be completed by July 2018 and Phase 2 construction will occur September 2018 – May 2019. We are hoping to raise an additional \$800,000 to upgrade mechanical systems, install new exhibit kiosks, and expand new outreach space on the south side of the building.

Total Project Cost: \$2,000,000 (Renovation of Current Building)

Design of New Building: \$2,200,000 (completed)

Construction of New Building: \$7,500,000

Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.



South Peninsula Behavioral Health Services: The Annex Upgrade

Project Description & Benefit: South Peninsula Behavioral Health Services provides services at multiple sites throughout Homer. Our customers include children, adults and families that may be struggling with mental illness, development disabilities, substance use disease, or combinations of all three. One of our older facilities, 948 Hillfair Court, also known as The Annex, houses several of our important programs serving over 140 individual customers annually. Programs include:

- *Journeys*, day treatment and adult rehab.
- *Souply*, our vocational training soup delivery program.
- *Individual Placement and Support (IPS)*, our vocational training program that partners with local business to provide vocational experience for those struggling with a variety of issues;
- As well as treatment and case management support for our customers in need.

The building is old and annual repairs to plumbing, painting, the Souply kitchen, and the treatment rooms often exceeds our maintenance budget for our entire agency. We are in the initial planning stages of rebuilding and redeveloping this property to better accommodate the needs of our clients, our staff and the community.

The updated building will include a revitalized commercial kitchen; treatment rooms that are private and secured; group and community rooms that are designed to meet the needs of our population; updated electric, plumbing and network services; and expanded services to meet the health needs of the community.

Plans and Progress: The SPBHS Board of Directors is finalizing its three year strategic plan. The final scope of the project will be determined in that process. However, a structural engineer has already been hired to provide the Board a full description of the needs of the property and an architect has provided an option for future design plans. Upon finalizing the Strategic Plan, the agency will begin moving forward with a two year project to upgrade The Annex. This will include fundraising from foundations and other charitable organizations, determining the full scope of services to implement in the new building, and developing a two year work plan. SPBHS has included in its budget for the coming year an effort to end the year with a \$250,000 surplus earmarked for the project.

Total Project Cost: \$500,000-\$750,000.



Annual maintenance to the Annex, an older, former residential building that houses several SPBHS programs, often exceeds SPBHS' entire agency maintenance budget.



The Annex's group treatment space needs remodeling to make the space more private and separate from a public entrance, public bathroom and stairway to offices..



South Peninsula Hospital Hillside Stability Survey

FY 2020 - DRAFT Document

Project Description & Benefit: South Peninsula Hospital sits on a very steep hillside, with all parking lots and outbuildings being terraced down from the main hospital building. Both the lot the hospital sits on and the lot behind it continue with a very steep elevation incline. A 12 foot wide cut into the hillside behind the hospital is the only buffer before the terrain continues with the steep incline for as far as 300 yards. The remaining hillside has thick vegetation and is not utilized or developed in any way at this time.

The facility has had numerous additions and structural work completed in the last ten years which may have impacted and affected the stability of the hillside. The hillside runs continuously from the entrance parking lot, along the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

A site evaluation is necessary to establish the current condition of the hillside, and make any recommendations to secure it from further erosion and sloughing. Such evaluation would include a survey, soils testing, geologic hazard assessment and mitigation report, landslide evaluation, earthquake assessment, and recommendations for options to minimize risk to the facility. The recommended options would include cost estimates.

Plans and Progress: The estimated cost of such a study, evaluation, and report is \$100,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

Total Project Cost: \$100,000



A hillside stability study on the slope behind the South Peninsula Hospital will yield recommendations on ways to minimize risk to the facility.



Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-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 six-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. In conjunction 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 Main: This project will provide residents and visitors with coastal viewing stations and access to the beach at the southern end of Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional access so that beach-goers 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.

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



Capital Improvement Long-Range Projects

FY 2020 - DRAFT Document

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, 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

Horizon Loop Trail, Phase 1: The Homer Horizon Loop Trail is proposed as a four to five 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.

Cost: Staff Time 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 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 and 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, landscaping, 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); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

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PUBLIC PROJECTS

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
- 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—\$4,500,000

Priority Level 2

UTILITIES

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 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. This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining the Homer Spit waterline, versus replacing, will reduce cost while ensuring an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in the fall of 2014.



Capital Improvement Long-Range Projects

Cost: \$400,000

Priority Level 3

Bridge Creek Watershed Acquisition: 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.

Cost: \$1,000,000

Priority Level 3

Alternative 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.

Cost: \$16,750,000

Priority Level 3

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

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: 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. 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.

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.



Capital Improvement Appendices

- CIP Development Schedule52
- **Resolution 18-XXX53**
- City of Homer Financing Assumptions.....55



Capital Improvement Appendices

**CITY OF HOMER
2019-2024 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2020 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	April 23, 2018
Solicit new/revised project information from City Departments, local agencies and non-profits	April 30
Input for New Draft Requested By	June 1
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting dates:
Economic Development Advisory Commission	June 12, August 14
Planning Advisory Commission	June 20, July 18
Park, Arts, Recreation and Culture Advisory Commission	June 21, August 16
Port and Harbor Advisory Commission	June 27, July 25
Library Advisory Board	August 17
Administrative Review and Compilation	August 13- August 22
City Council Worksession to Review Proposed Projects	August 27
Introduction of Resolution on CIP/Legislative Request	September 10
Public Hearing on CIP/Legislative Request	September 10
Adoption of Resolution by City Council	September 24
Administration Forwards Requests for Governor's Budget	September 28
Distribution of CIP and State Legislative Request	October 1
Compilation/Distribution of Federal Request	October 2018 & January 2019

Capital Improvement Appendices

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CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 17-079

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2018-2023 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2019.

WHEREAS, Duly published hearings were held on September 11 and September 25, 2017 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory Commissions and held a Worksession on August 28, 2017; 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 2018-2023" 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 2018 State Legislative Request:

1. New Homer Police Station
2. Homer Large Vessel Harbor
3. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
4. Storm Water Master Plan
5. Fire Department Fleet Management

BE IT FURTHER RESOLVED that projects for the FY 2019 Federal Legislative Request will be:

1. New Homer Police Station
2. Homer Large Vessel Harbor

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2019 capital project priorities and take appropriate steps to provide necessary background information.

Resolution will be updated once passed by Council.

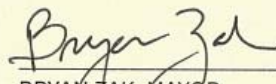


Capital Improvement Appendices

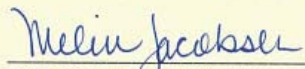
Page 2 of 2
RESOLUTION 17-079
CITY OF HOMER

PASSED AND ADOPTED by the Homer City Council on this 25th day of September 2017.

CITY OF HOMER


BRYAN ZAK, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A





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 property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for 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 for building, improving and maintaining Homer's roads and trails. The annual budget will transfer a minimum of \$550,000 of the 3/4% dedicated sales tax exclusively for road and trail capital improvements and construction.** 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.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease–purchase of capital improvements will be determined on a project-by-project basis.



Proposed New Projects Table of Contents

City of Homer Projects

1. Large Vessel Sling Lift 2
2. Old Main Dock Removal and Disposal..... 3

Projects Submitted by Other Organizations

3. Kachemak Heritage Land Trust: Poopdeck Platt Trail..... 4

PROPOSED NEW PROJECT - DRAFT



Large Vessel Sling Lift, Phase 1

Project Description & Benefit: During the investigation conducted in 2014 by the Large Vessel Haulout Task Force, the Task Force quickly recognized a need to provide haulout services to all vessels that moor in the harbor. As a first step in filling this need, the Port & Harbor developed an airbag haul-out system on available tidelands within the harbor. This system has proved successful.

However, it works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration. Lifts in local commercial yards are limited to 75 tons, which leaves out most limit seiners and larger boats such as crabbers and deeper draft work vessels.

A sling lift has been proposed as a possible haulout solution for vessels over 75 tons that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel, similar to how large shallow draft vessels currently utilize the airbag system. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

The sling lift facility is proposed for the old chip pad to provide an on-site repair yard

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will address if the proposed location is compatible, and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models such as privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees.

Phase 2 will be acquisition of the sling lift and construction of the support infrastructure after considering the results of the phase one study.

Total Project Cost: \$65,000 (Phase 1)

Schedule: 2020

Priority Level: 1



An example of a sling lift and adjacent repair yard area.



Old Main Dock Removal and Disposal

Project Description & Benefit: This project will remove the old Main Dock from inside the Pioneer Dock facility and dispose of or salvage all associated materials. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe to be used as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place.

The Main Dock has become a safety hazard and potential liability for the City. It has deteriorated to the point that it is unsafe even for an individual to walk on.

Plans & Progress: Identifying this project in the Capital Improvement Plan aids in the project's first step, which is to search and solicit sources of financial aid for the project. For instance, it is possible it would qualify under a State or Federal initiative for waterfront renewal or rehabilitation. Removal of the Main Dock can be achieved using a variety of heavy equipment and disposal methods that satisfy safety, environmental and building requirements.

Total Project Cost: Unknown. Methods for removal presented by interested contractors at a later date will help hone the scope of work and cost requirements for this project.

Priority Level: 3

Schedule: 2022



The former Main Dock in Homer's Port & Harbor is over fifty years old, defunct and deteriorated to the point that it is a hazard and a liability.

PROPOSED NEW PROJECT - DRAFT



Kachemak Heritage Land Trust Poopdeck Platt Trail

Project Description & Benefit: Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike in Homer. KHLT has worked with the National Park Service Rivers, Trails, Conservation Assistance Program, architects, Alaska State Parks, the City, the Independent Living Center (ILC) and community members on a conceptual site plan for a community park on this property. Part of the plan includes an Americans with Disabilities Act (ADA) accessible trail.

Most of the trail will be on KHLT land (KPB Parcel #17719234). However, because the southern part of the proposed trail would be on delineated wetlands, KHLT requested placing that part of the trail on adjacent City of Homer land (KPB Parcel #17719231) to minimize the crossing of wetlands and to provide potential ADA connectivity between Pioneer Avenue and Bishop's Beach. This project will benefit the Homer community by providing a universally accessible trail in the town center area, open to use by all people.

Plans & Progress: KHLT is hiring a contractor to design the ADA accessible trail. The Homer City Council expressed its support for the project by passing Resolution 18-29 and authorizing expenditure of up to \$5,200 from the Homer Accelerated Roads and Trails Program for trail design. KHLT and the ILC are concurrently raising funds to put toward the estimated contractor expense of \$5,200 to lessen the amount needed from the City.

Trail design and construction cost estimates will be provided by late August 2018. Funding for trail construction will be sought after finalizing the design. Construction is anticipated for the summer of 2019.

Total Project Cost: \$XX,XXX

Design: \$5,200

Construction: \$XX,XXX

project costs will be provided in late August

photo will be provided

PROPOSED NEW PROJECT - DRAFT



City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 7, 2018
Subject: 2019 Budget Request and contractual changes

Requested Action: *A motion in support of the changes outlined below.*

Parks Maintenance Coordinator Steffy is looking for Commission support to modify parks operations and purchase the following equipment:

1. Stop contracting out city lawn mowing. Use in-house labor instead.
2. Purchase lawn-mowing equipment for staff to use.
3. Stop growing flowers in the high school greenhouse using city staff; contract out this service to the private sector.

Mr. Steffy will be in attendance at the meeting and can answer any questions of the Commission.

BID

**CITY HALL, PARKS, and CEMETERIES LAWN MAINTENANCE
2016, 2017, & 2018**

TOTAL AMOUNT – BID SCHEDULE “A”: \$ 28,373.57

TOTAL AMOUNT – BID SCHEDULE “B”: \$ 2,960.00

TOTAL AMOUNT – BID SCHEDULE “A” & “B” \$ 31,333.57

In Numbers

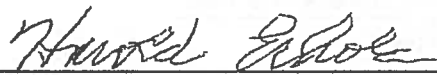
Thirty One Thou. Three Hun. Thirty Three and Fifty Seve

Total Amount – Bid Schedule “A” & “B” **In Words**

Name of Firm: Chugach Yard Care

Address of Firm: 7920 Resurrection Drive

Anchorage, Alaska 99504-4729

Authorized Signature: 

Printed Name of Signature: Harold Echols

Date of Bid: 1/21/16

**CITY HALL, PARKS, and CEMETERIES LAWN MAINTENANCE
BID SCHEDULE "A"**

**Mowing and Trimming
2016, 2017, & 2018**

ITEM	ESTIMATED QUANTITY	PAY ITEM NAME WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT BID PRICE PER WEEK	TOTAL BID AMOUNT
101	16 (weeks)	Mow and Trim Area "A" at unit price of: <u>Six Hundred Eight Nine and Forty One</u> Per Week	689.41	11,030.61
102	16 (weeks)	Mow and Trim Area "B" at unit price of: <u>Twenty Eight Dollars and Sixty Five</u> Per Week	28.65	458.44
103	16 (weeks)	Mow and Trim Area "C" at unit price of: <u>Thirty Dollars and Eighty</u> Per Week	30.80	492.84
104	16 (weeks)	Mow and Trim Area "D" at unit price of: <u>Thirty Dollars and Thirty Six</u> Per Week	30.36	485.75
105	16 (weeks)	Mow and Trim Area "E" at unit price of: <u>Two Hundred Sixty One Dollars and Two</u> Per Week	261.02	4176.24
106	16 (weeks)	Mow and Trim Area "F" at unit price of: <u>Fourty Four Dollars and One</u> Per Week	44.01	704.18
107	16 (weeks)	Mow and Trim Area "G" at unit price of: <u>Sixty Dollars and Fourty Cents</u> Per Week	60.40	966.40
108	16 (weeks)	Mow and Trim Area "H" at unit price of: <u>Thirty Three Dollars and Seventy Seven</u> Per Week	33.77	540.35
109	16 (weeks)	Mow and Trim Area "I" at unit price of: <u>Fifteen Dollars and Ninty Seven</u> Per Week	15.97	255.54

**CITY HALL, PARKS, and CEMETERIES LAWN MAINTENANCE
BID SCHEDULE "A"**

**Mowing and Trimming
2013, 2014, & 2015**

ITEM	ESTIMATED QUANTITY	PAY ITEM NAME WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT BID PRICE PER WEEK	TOTAL BID AMOUNT
110	16 (weeks)	Mow and Trim Area "J" at unit price of: <u>Thirty Dollars and Fifty Six</u> Per Week	30.56	489.02
111	16 (weeks)	Mow and Trim Area "K" at unit price of: <u>One Hundred Two and Seventy Two</u> Per Week	102.72	1643.46
112	16 (weeks)	Mow and Trim Area "L" at unit price of: <u>Twenty Five Dollars and Seventy Five</u> Per Week	25.75	412.02
113	16 (weeks)	Mow and Trim Area "M" at unit price of: <u>Four Hundred One and Twenty One</u> Per Week	401.21	6419.39
114	16 (weeks)	Mow and Trim Area "N" at unit price of: <u>Eighteen Dollars and Seventy One</u> Per Week	18.71	299.31

COMBINED TOTAL BID AMOUNT – BID SCHEDULE "A": \$28,373.57

**CITY HALL, PARKS, and CEMETERIES LAWN MAINTENANCE
BID SCHEDULE "B"**

**Fertilizer – Furnish & Apply
2013, 2014, & 2015**

ITEM	ESTIMATED QUANTITY	PAY ITEM NAME WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT BID PRICE PER WEEK	TOTAL BID AMOUNT
101-1	384,807 S.F.	Apply Fertilizer Area "A" at the unit price of: <u>Twenty Five Dollars</u> Per MSF (1000 s.f.)	25.00	400.00
102-1	11,000 S.F.	Apply Fertilizer Area "B" at the unit price of: <u>Twenty Five Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
103-1	12,260 S.F.	Apply Fertilizer Area "C" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
104-1	12,000 S.F.	Apply Fertilizer Area "D" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
105-1	140,000 S.F.	Apply Fertilizer Area "E" at the unit price of: <u>Twenty Five Dollars</u> Per MSF (1000 s.f.)	25.00	400.00
106-1	20,000 S.F.	Apply Fertilizer Area "F" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
107-1	24,000 S.F.	Apply Fertilizer Area "G" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
108-1	14,000 S.F.	Apply Fertilizer Area "H" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
109-1	3,569 S.F.	Apply Fertilizer Area "I" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00

**CITY HALL, PARKS, and CEMETERIES LAWN MAINTENANCE
BID SCHEDULE "B"**

**Fertilizer – Furnish & Apply
2013, 2014, & 2015**

ITEM	ESTIMATED QUANTITY	PAY ITEM NAME WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT BID PRICE PER WEEK	TOTAL BID AMOUNT
110-1	12,120 S.F.	Apply Fertilizer Area "J" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
111-1	54,400 S.F.	Apply Fertilizer Area "K" at the unit price of: <u>See email 1/21/16</u> Per MSF (1000 s.f.)	10.00	160.00
112-1	9,300 S.F.	Apply Fertilizer Area "L" at the unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	10.00	160.00
113-1	224,643 S.F.	Apply Fertilizer Area "M" at unit price of: <u>Twenty Five Dollars</u> Per MSF (1000 s.f.)	25.00	400.00
114-1	7,040 S.F.	Apply Fertilizer Area "N" at unit price of: <u>Ten Dollars</u> Per MSF (1000 s.f.)	7	160.00

COMBINED TOTAL BID AMOUNT – BID SCHEDULE "B": \$2,960.00

Jo Johnson

From: Harold Echols <chugach_yard_care@yahoo.com>
Sent: Thursday, January 21, 2016 12:49 PM
To: Jo Johnson
Subject: Lawn Maintenance Bid - Due Date 1/21/16 @ 2:00 pm update to bid form

Hello,

Reviewing our bid, please add the following not listed on the bid form.

Item Number 111-1 - Hand written words should be, Ten Dollars.

Thank you

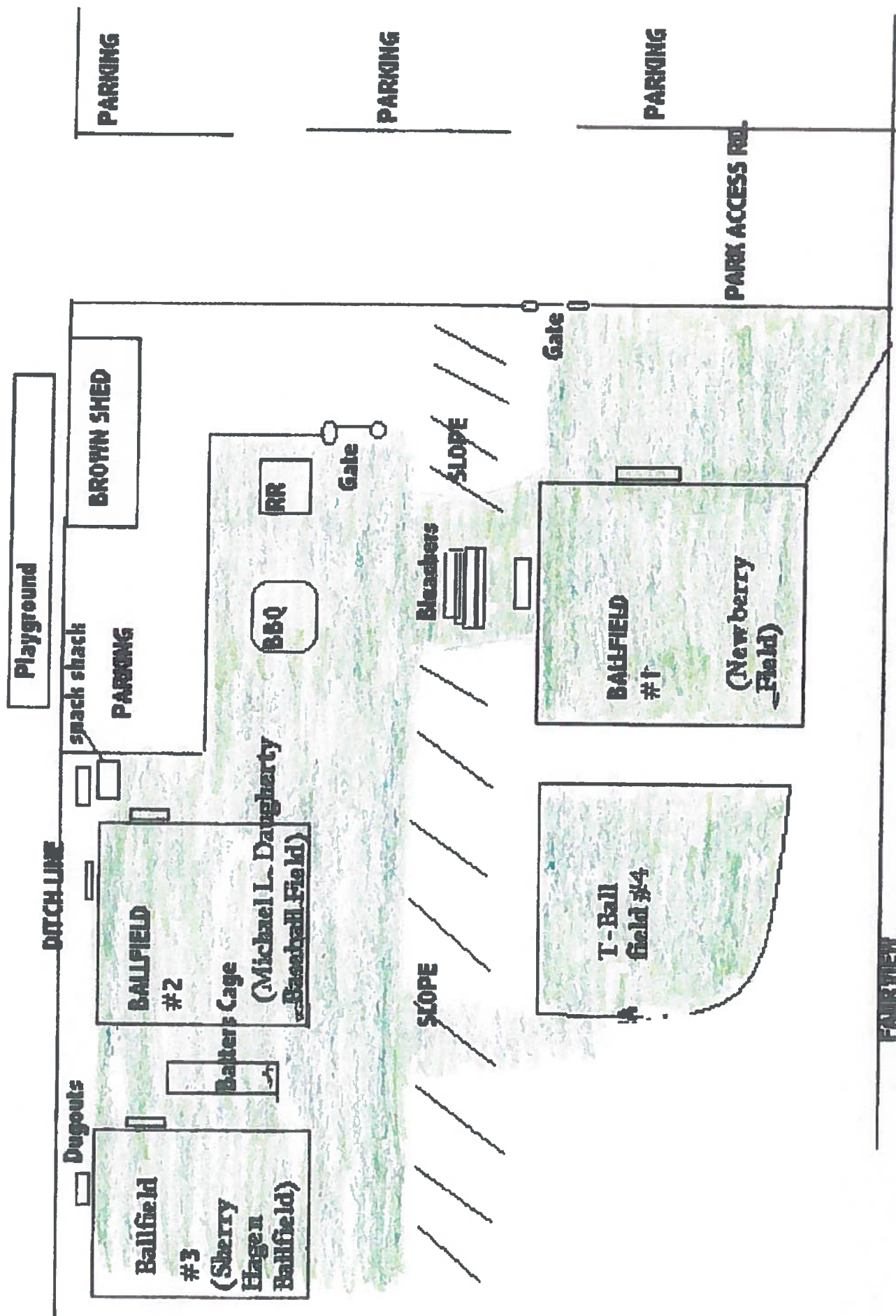
Harold Echols, Owner
Chugach Yard Care
907-727-8041

Section X

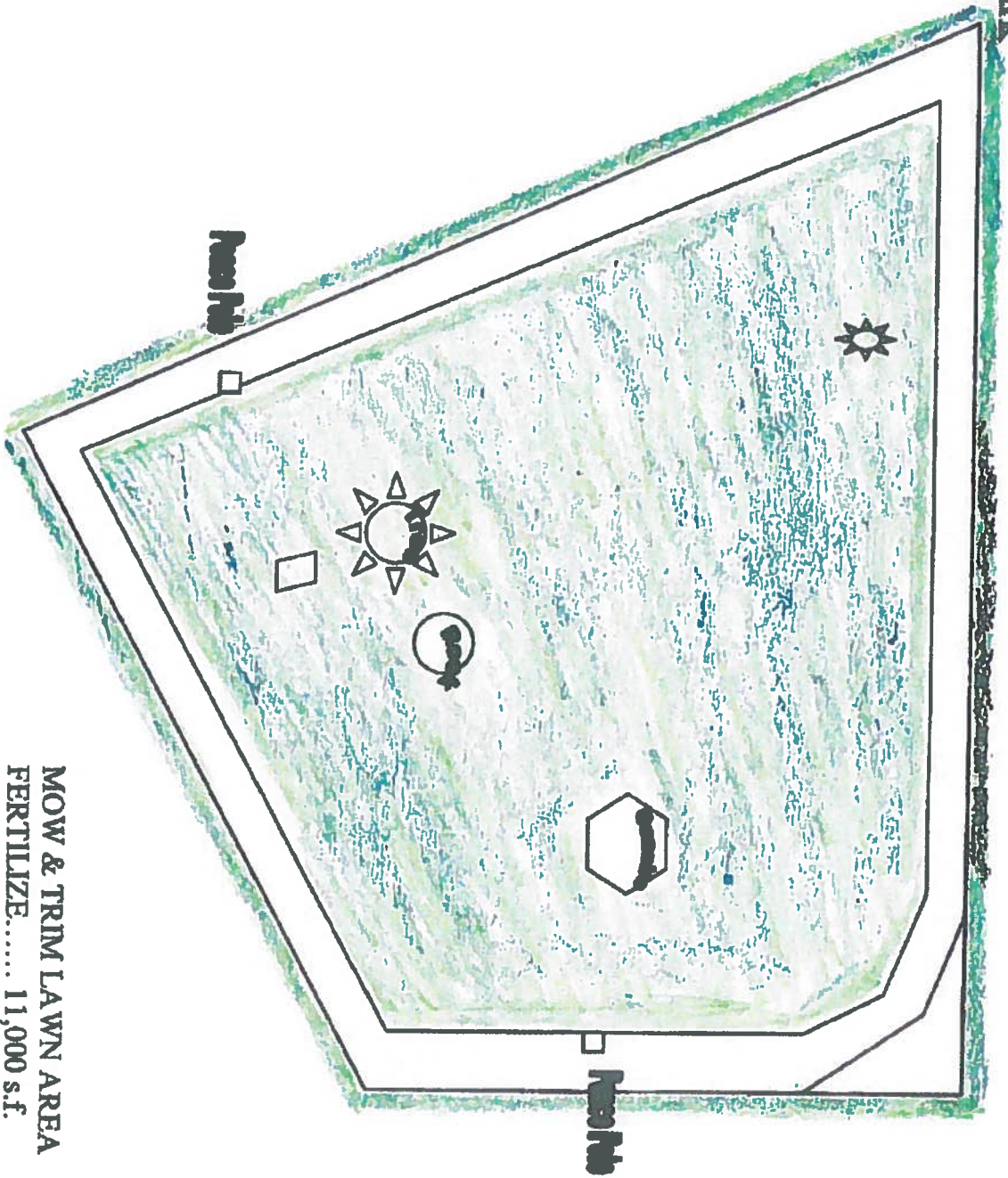
Mowing Contract Maps
For
City Hall, Parks & Cemeteries
Maintenance



CAMPGROUND



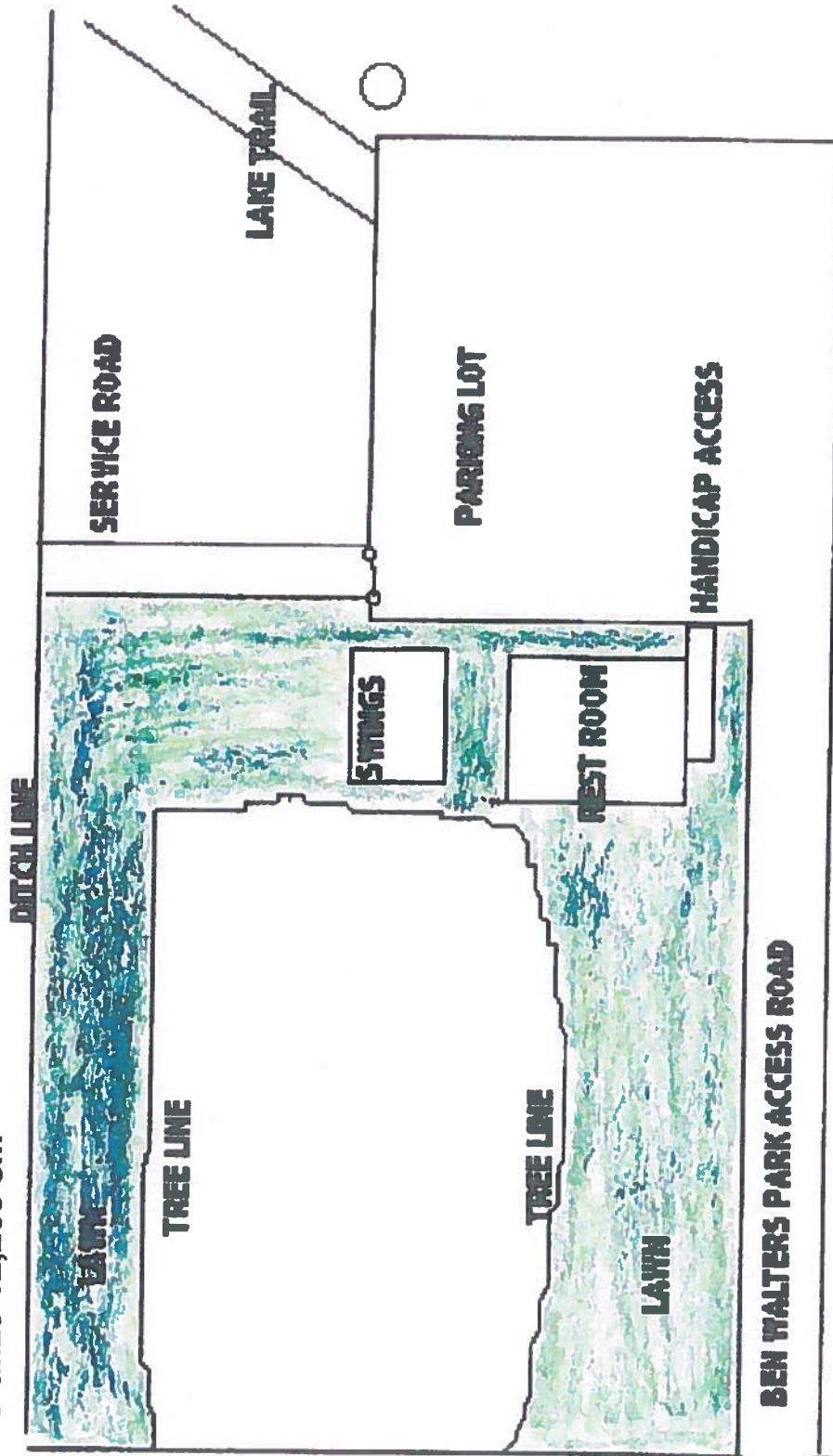
WKFL Park

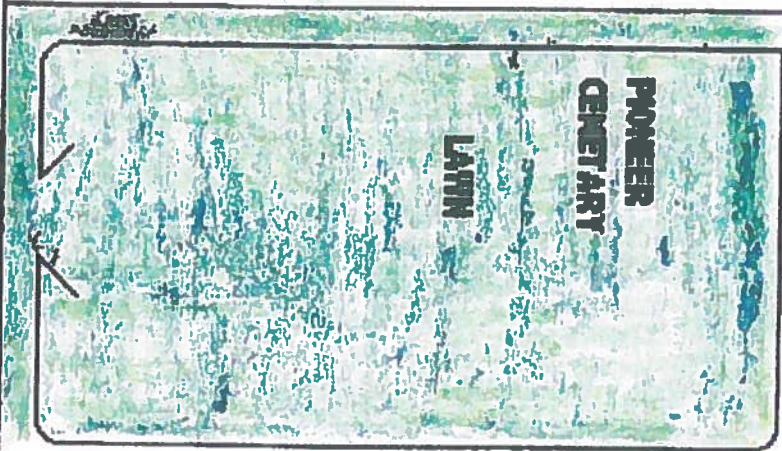


MOW & TRIM LAWN AREA
FERTILIZE..... 11,000 s.f.

Ben Walters Park

**Mow & Trim Lawn Area
Fertilize 12,260 s.f.**





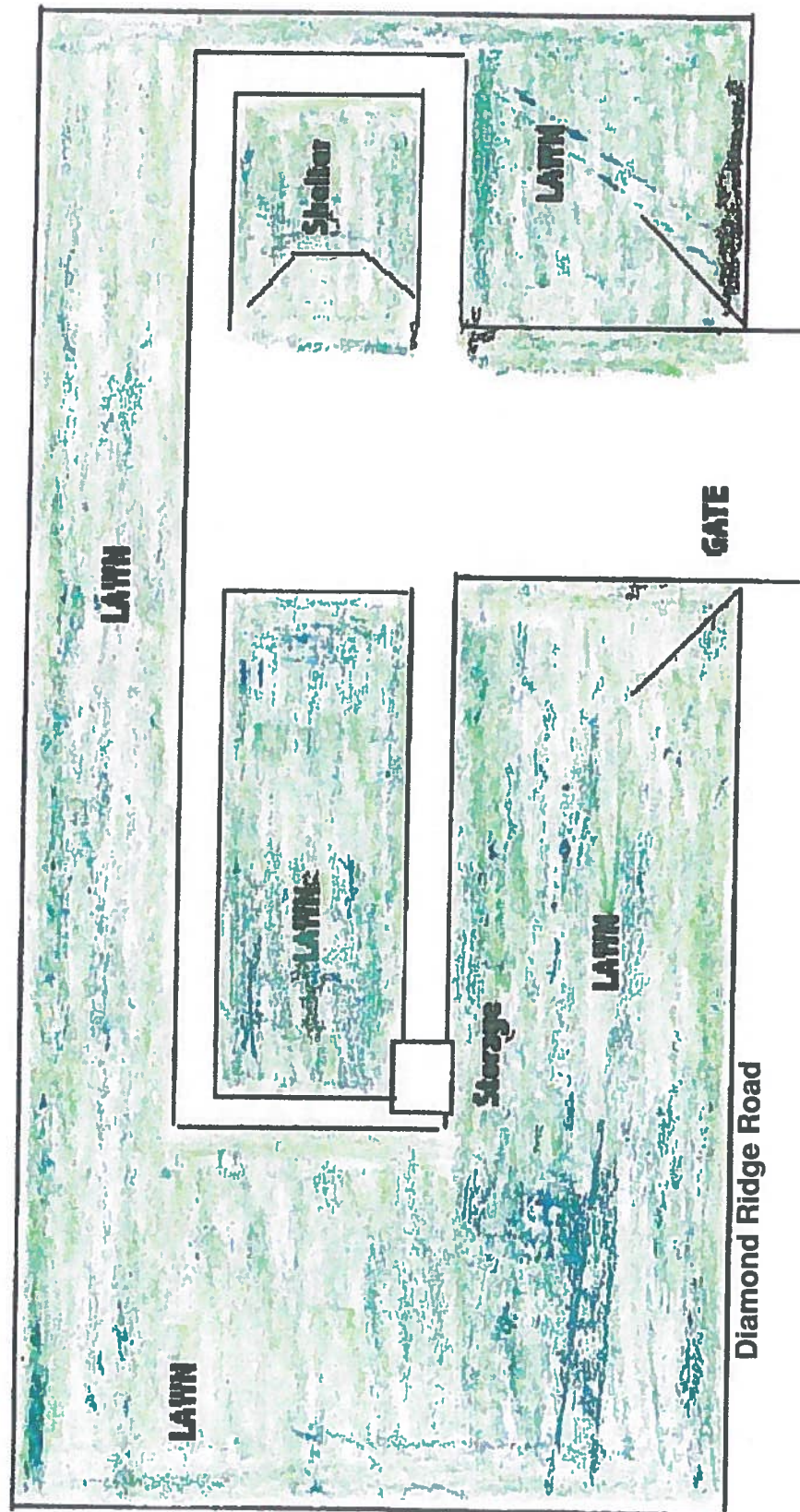
Pioneer Cemetery

Mow & Trim Lawn Area
Fertilize 12,000 s.f.

EAST END ROAD

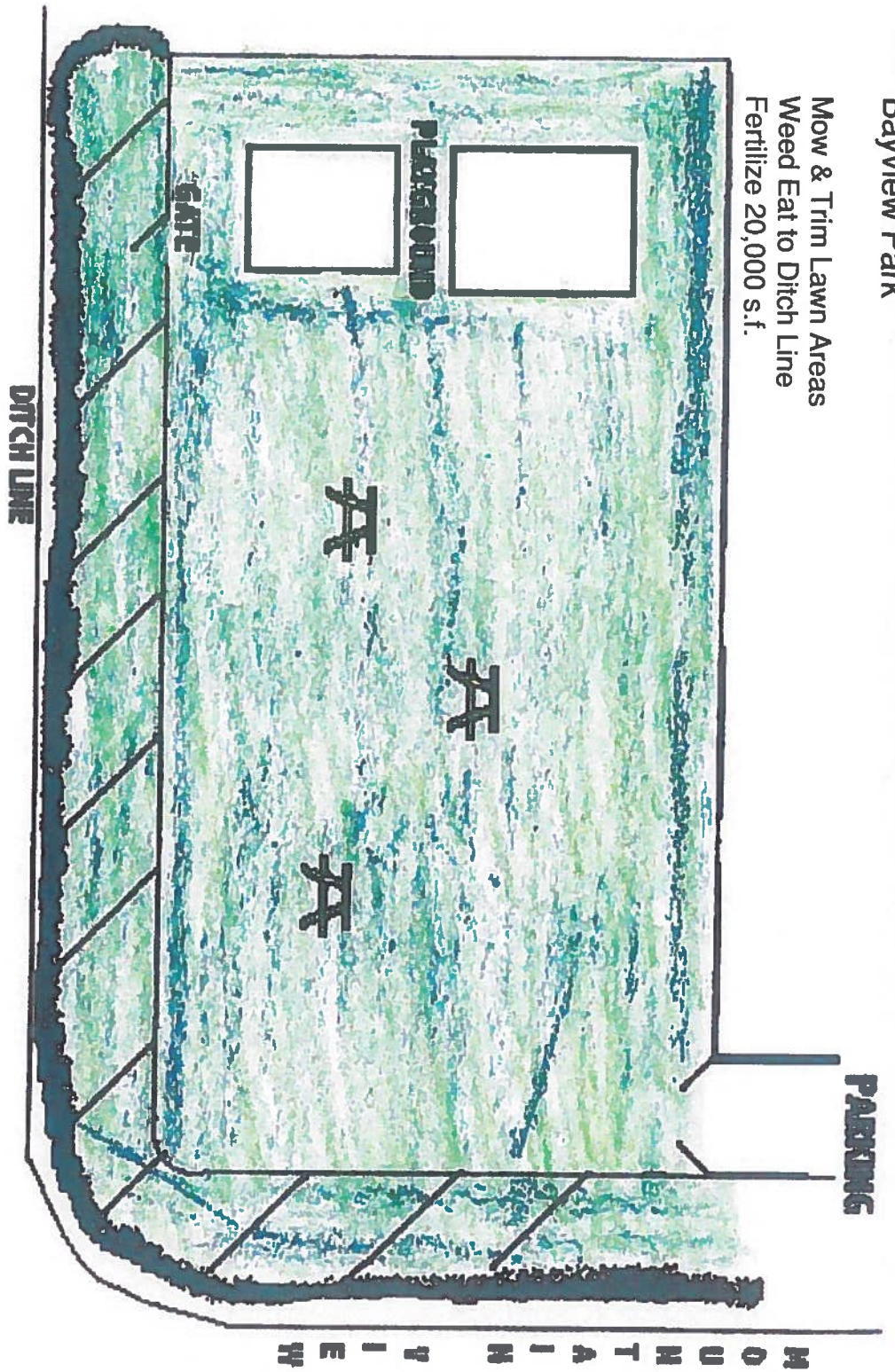
Hickerson Cemetery

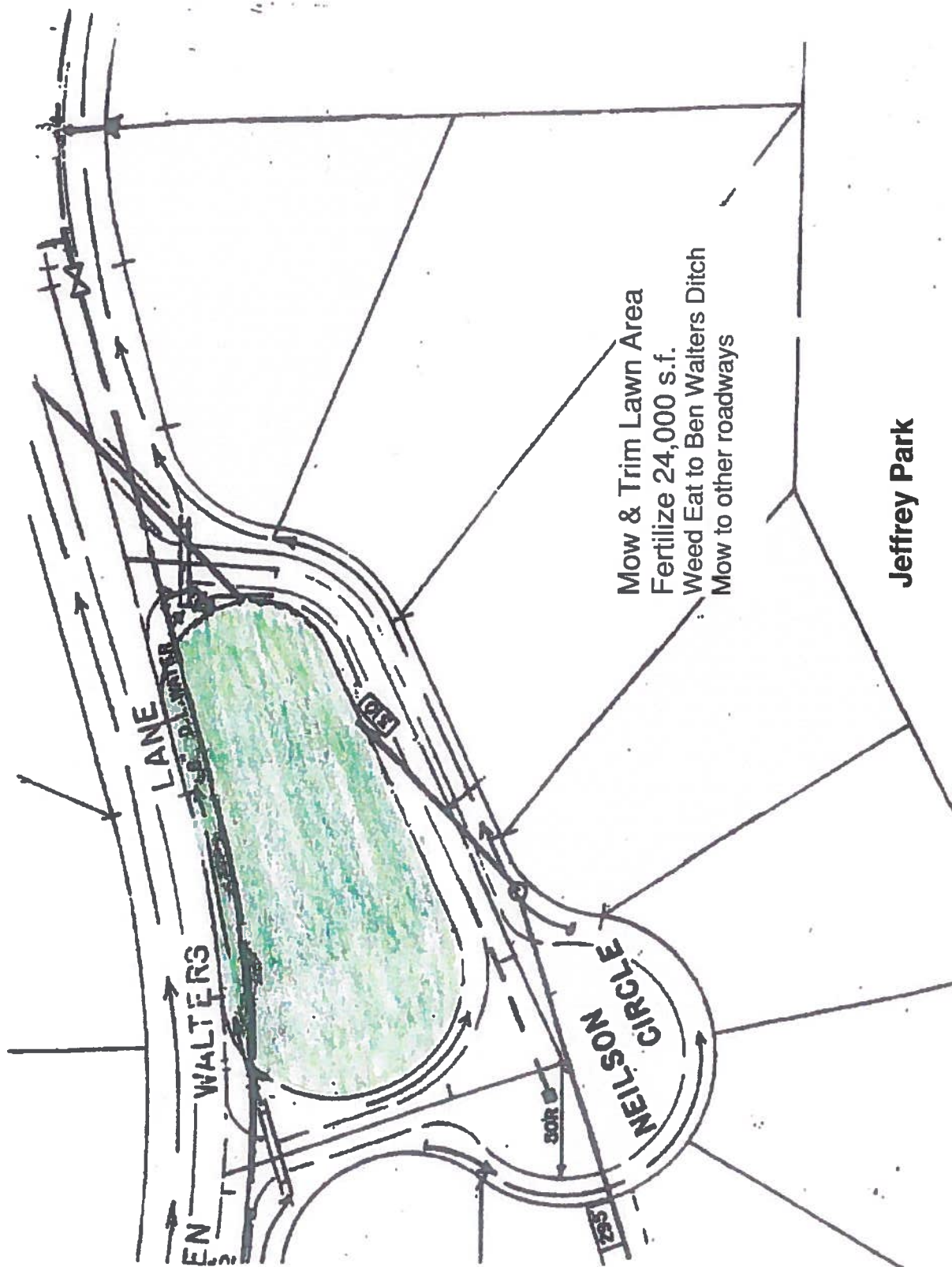
Mow & Fertilize Lawn Area
Fertilize 140,000 s.f.

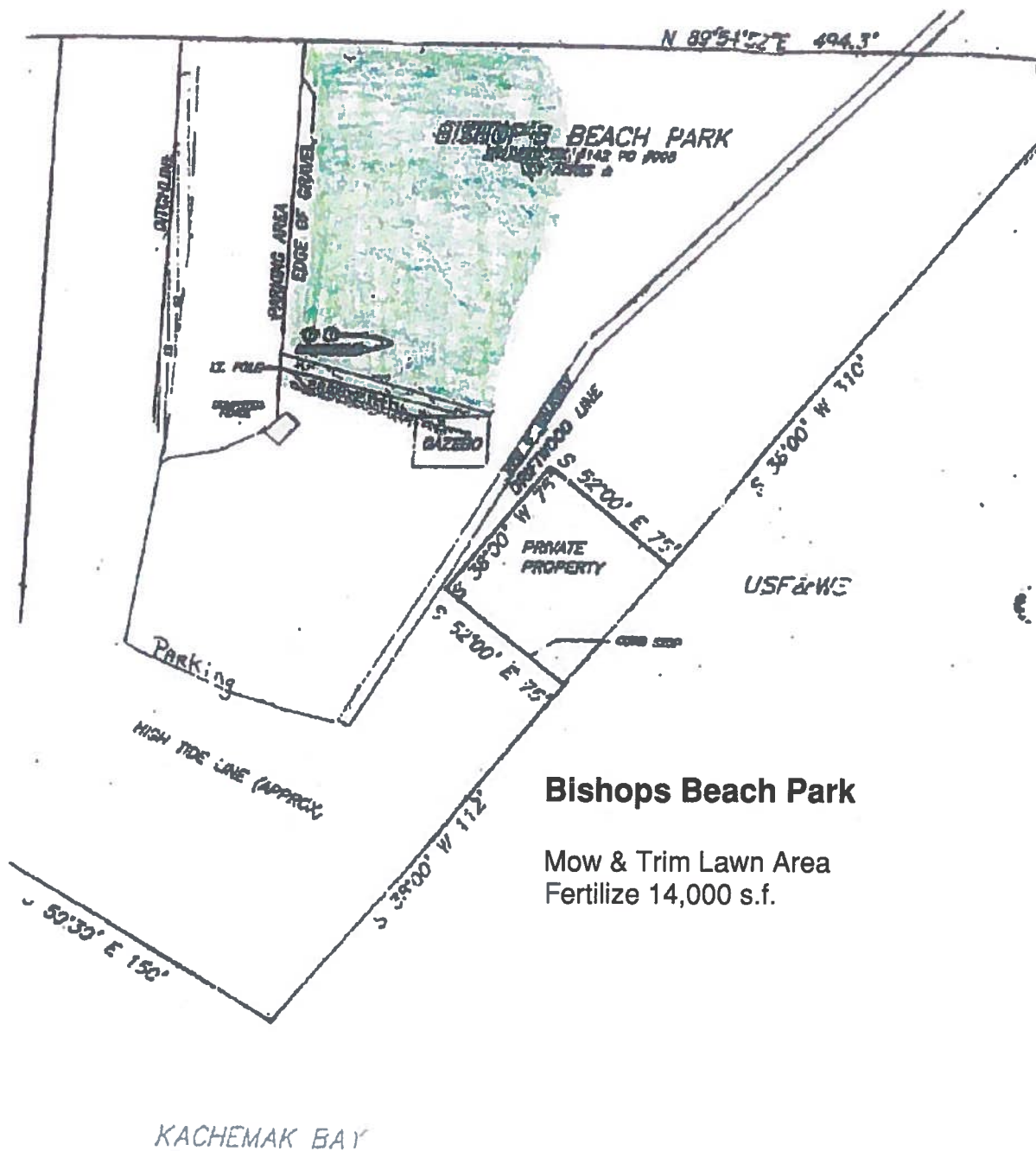


Bayview Park

Mow & Trim Lawn Areas
Weed Eat to Ditch Line
Fertilize 20,000 s.f.

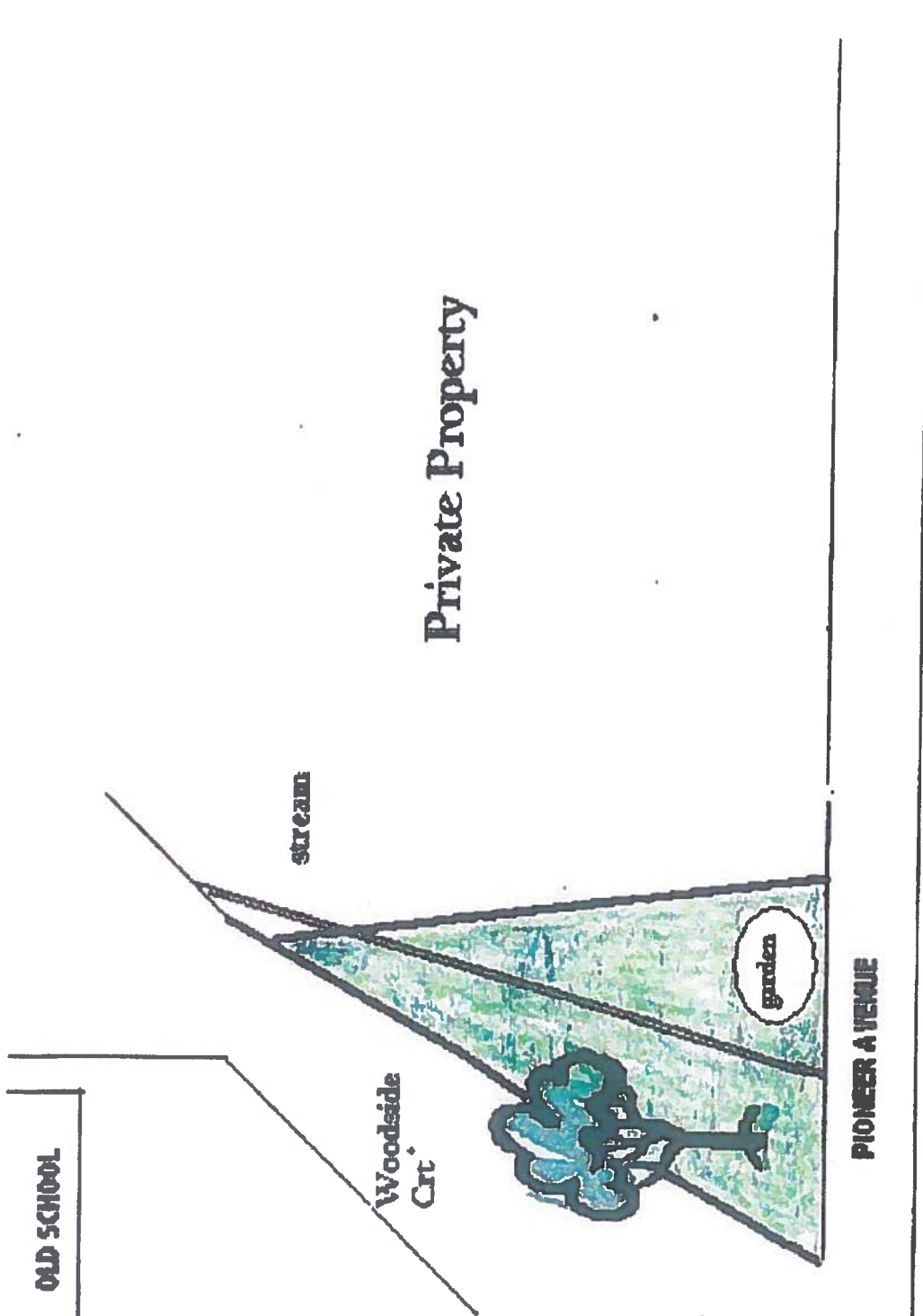






Bishops Beach Park

Mow & Trim Lawn Area
Fertilize 14,000 s.f.



Mow & Trim Lawn Area
Fertilize 3,569 s.f.

Woodside Park

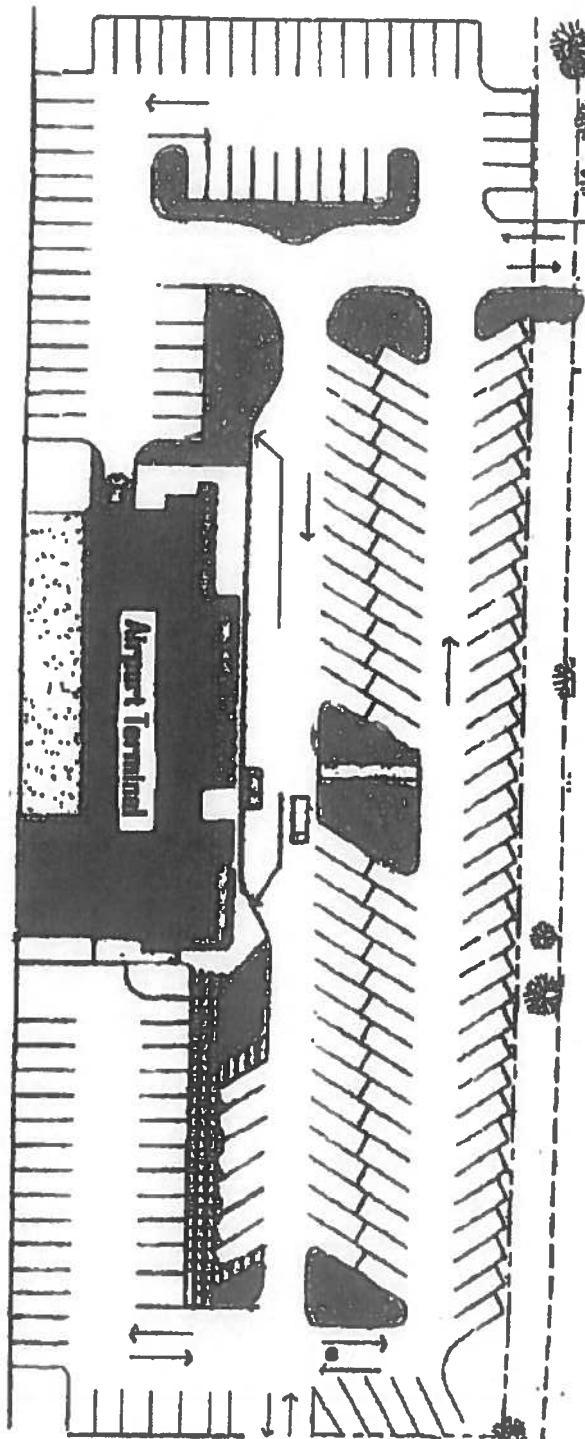
HERC

Mow & Trim Lawn Area
Fertilize 55,400 s.f.



Airport Terminal

Mow & Trim Lawn Area
Fertilize 9,300 s.f.





Jack Gist Park

Mow & Trim Lawn Area
Fertilize 224,643 s.f.

Homer Police Department

Mow & Trim Lawn Area
Fertilize 7040 s.f.





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

Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: AUGUST 08, 2018
SUBJECT: SISTER CITY ART CURATION PROJECT PROPOSAL

Following is the recommendations submitted from the Pratt Museum.

In consideration of the recommendations from the Pratt Museum the following action of the commission will need to be taken in order to implement any or all of the recommendations contained therein:

- Submit a memorandum of support to Council for the recommendations submitted by the Pratt Museum and requesting approval of those recommendations
- Make a Motion to expend commission funds for such items as signage, UV film for windows, etc.

Pratt Museum:

Recommendations for City of Homer's Teshio Art Collection

August 8, 2018



This proposal was created in response to a discussion on May 31, 2018 that included Peter Roedel (PARCAC), Renee Krause (City of Homer), Laurie Stuart (Pratt Executive Director), Scott Bartlett (Pratt Exhibits Curator), and Savanna Bradley (Pratt Collections Manager).

From this conversation, it is understood that PARCAC's priorities for an exhibit about our sister-city relationship with the city of Teshio, Japan include:

- That the exhibit be secure
- That the artifacts are appropriately preserved for posterity
- That the exhibit be free to the public
- A high visitation rate: that the exhibit be in a highly visible/accessible site, where visitors to Homer can easily engage with it
- That Homer's exhibit about the sister-city relationship is as visible as the exhibit at Teshio's city museum, so that it is a destination for delegation visits.
- That there is interpretation and ongoing collaboration beyond the artifacts. [In this case, "interpretation" is the mission-based communication process that forges emotional and intellectual connections between the audience and a resource.]
- Preference for the collection (~35 pieces) to stay together at the same site for security reasons.

The group discussed PARCAC's preference for the exhibit to be a high-traffic, high-visibility site. However, no city-owned site other than City Hall was identified as a possibility. We also discussed creating a small "teaser" exhibit of 1-2 objects in a high visibility area that would draw visitors to City Hall to view the rest of the collection. This idea raised concerns about security for the objects at the satellite location. Therefore, this proposal assumes that the conference room on the northeast side of the City Hall building, where the artifacts are currently stored and on display, is still the most appropriate site for the exhibit.

Caring for the Collection

The Museum recommends the following activities to best protect and provide longevity for the collection art/artifacts:

- Move fragile objects (especially textiles, featherwork, paper) away from light sources.
- Cover windows with UV reduction filters.
- Plan to rotate artworks on display at least once per year.

- Relocate non-display items to an interior storage space with improved environmental stability (temperature and humidity).
- Ensure glass cases for any items on display (to reduce inherent vice and incidental damage from contact).
- Acquire acid-free, inert packing material and create custom storage as necessary for all collections items in storage (including items that rotate out on an annual basis).
- Fabricate inert passive display mounts for object on exhibit (as necessary)
- Acquire more robust display cases which will help to stabilize the internal microclimate (possibly with built-in LED lighting, dessicant storage, etc.).
- Develop and implement simple Integrated Pest Management (IPM) program and a basic “housekeeping” schedule.

Curating the Exhibit

The Museum recommends the following activities to create a public exhibition from the Teshio artifact collection:

- Solicit from Teshio representative (museum or government) the significance of the existing gifts. What do they represent? (i.e. is Teshio famous in Japan for making golf clubs? Was any of the artwork created by a venerated master artist seen as a city/national treasure? **This information is critical metadata to keep associated with the collection, and may also be used/extracted for interpretive labels. This data should be catalogued with an inventory of the entire collection. [Have we provided this information to Teshio on the gifts that we have given? Do we have an inventory of the gifts that are in Teshio’s exhibit?]
- Identify suites of objects for exhibit which can provide a focused storyline for interpretation, i.e. “leisure and sport in Teshio,” “Two Fishing Villages on the Pacific”, “Discovering the history of Japan through an exchange of gifts.”
- Create interpretive text outlining the history and nature of the Homer/Teshio sister-city relationship.
- Create signage on an exterior door (on Pioneer Street) identifying access to the “City of Homer Art Collection” (actual title to be determined). PARCAC has identified the goal of drawing general tourist visitation to the exhibit, which will require clear signage and inclusion on tourist maps.
- Consider creating a satellite exhibit or a poster in a higher traffic site (e.g. at the harbor) to market access to the exhibit at City Hall.
- Make access to the exhibit space available on cruise ship/high traffic days (with a docent, when possible).

Budget Considerations

The following activities would need budgeted to meet the priorities set by PARCAC for this exhibit:

SUPPLIES

Acid free storage boxes/tissue for collection	\$300
1-2 display cases with gasket seals, tempered glass, UV protection, LED lights	\$16,185 /ea
UV film for conference room windows	\$200
Exterior signage for City Hall	\$50-500
Satellite Poster/Signage	\$100-500
Gloves, desiccant, basic supplies	\$100
Fabrication of exhibit signs for each exhibit	\$300

PERSONNEL/CONTRACT

Collection of metadata/information on Teshio artifacts	40 hours
Inventory of collection with metadata, storage creation	40 hours
Creating exhibit signage (text, graphics)	40 hours
(Note: This would increase if new stories are included)	
Installing exhibit and signage	40 hours

To create the Teshio exhibit, the Museum recommends that the City of Homer consider applying for a grant through the Rasmuson/Museums Alaska Collection Management. Governmental entities holding objects in the public trust are eligible for this collection management grant, which could provide for assistance with UV protection, display cases, storage, and storage supplies. The Pratt Museum would commit to partnering on the writing of such a grant, and would help to select appropriate casework and materials to suit the City's decisions on this exhibit.

Additional Programming/Partnerships

There are many ways to keep the sister-city relationship active, which would give a Teshio art exhibit deeper context and make it more relevant to the community and our visitors. The Museum and the school district could be partners on a program that connected students from Homer and Teshio by videoconference, for example. Other community exchanges and partnerships potential exists. Funders for these exchanges could include (and are not limited to) the Homer Foundation, Rotary, and the Rasmuson Foundation. To initiate these partnerships, it is recommended that the benefits of the sister-city relationship be clearly outlined in a whitepaper that could be shared with potential partners and funders.

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\$14,115.00

Reference the color swatches sheet for all color and finish selections below.

[VIEW SWATCHES](#)

Selected Options [Clear](#)

Overall Dimensions : 78H x 48W x 16"D

Base Colors:

RAL Beige Grey 7006

Linen Colors:

Ultra IV Natural 406

Ship By Date:

Quantity:

1

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Showcase groups of related objects in the Gaylord Archival® Curator™ Gallery Museum Case with LED Light Hood. The museum-quality case is made with European float safety glass that blocks harmful UV rays and adhesive gasketing that helps preserve the environment inside the case. An energy efficient LED light hood illuminates your collection.

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- Frameless, laminated European float safety glass is made with tight tolerances and high clarity, making it extra-strong, durable and attractive
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- Locking glass door closes with a perfect seal thanks to black adhesive gasketing



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\$8.99

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- Two standard glass shelves are fully adjustable along a steel rod system that utilizes sliding rings and tabs instead of cables that require drilled holes and can weaken shelves
- LED light hood illuminates your collection
- Interior back panel can be removed and re-covered to match new exhibits
- 4" plinth base
- Door support included; always use support when door is open to avoid damaging the case
- **For a shipping and processing quote, call us at 1-800-448-6160. Ships in a sturdy wood crate.**
- *Contact custom@gaylord.com for information on custom LED light hood, locking light hood, higher clarity low-iron glass, humidity control and additional shelves (custom options must be ordered at same time as case)*
- *Base available in standard and custom RAL colors. Visit the [RAL site](#) to see custom colors, and contact custom@gaylord.com to order. Call 1-800-448-6160 to request a sample color book.*

UV-Filtering Vitrine	Yes
Silica Gel Tile Compartment	No
Security Lock	Yes
Lighting	Yes
Number of Shelves	2
Adjustable Shelves	2
Interior Height (in.)	68
Overall Height (in.)	78
Overall Depth (in.)	16
Brand	Gaylord Archival®

OPERATION MANUAL
[GaylordCuratorGalleryCaseOperationManual](#)

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PARKS AND RECREATION ADVISORY COMMISSION ANNUAL CALENDAR
FOR THE 2018 MEETING SCHEDULE

<u>MEETING DATE</u>	<u>SCHEDULED EVENTS OR AGENDA ITEM</u>
FEBRUARY 2018	LETTER TO THE EDITOR DRAFT COMPREHENSIVE PLAN LAND ALLOCATION PLAN KHP MASTER PLAN REVIEW
MARCH 2018	KHP MASTER PLAN STRATEGIC PLAN REVIEW
APRIL 2018	SPRING PARK &/ OR BEACH WALK THROUGH
MAY 2018	DIAMOND CREEK PLAN CAMPING FEES
JUNE 2018	INITIAL BUDGET REVIEW – WHAT DOES THE COMMISSION WANT FOR 2019? REVIEW CAPITAL IMPROVEMENT PLAN & RECOMMENDATIONS
JULY 2018	NO MEETING SCHEDULED
AUGUST 2018	BUDGET REVIEW & RECOMMENDATIONS CONTINUED CIP RECOMMENDATIONS TO COUNCIL LETTER TO THE EDITOR DRAFT
SEPTEMBER 2018	FALL PARK WALK THROUGH AND BEACH WALK; ELECTIONS; SELECT KHP CLEAN UP DAY BUDGET DISCUSSION
OCTOBER 2018	REVIEW AND APPROVE THE 2019 MEETING SCHEDULE LETTER TO THE EDITOR
NOVEMBER 2018	BUDGET UPDATE MOU REVIEW & RECOMMENDATIONS
DECEMBER 2018	NO MEETING SCHEDULED HAPPY HOLIDAYS!

Quarterly: Letters to the editor updating the Community on P&R activities

Even Years: Comprehensive Plan (February) Strategic Plan review (March), Diamond Creek Plan (May), Camping Fees (May), Beach Policy (October), Art Policies

Odd Years: HNMTTP, Karen Hornaday Park Plan, 3 year budget trends & progress toward financial goals (April/May)

2018 HOMER CITY COUNCIL MEETINGS
PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION ATTENDANCE

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

The following Meeting Dates for City Council for 2018 is as follows:

January 8, 22 2018	_____	LOWNEY
February 12, 26 2018	_____	SHARP
March 12, 27* 2018	_____	SHARP
April 9, 23 2018	HARRALD	LOWNEY
May 14, 29* 2018	_____	_____
June 11, 25 2018	_____	_____
July 23 2018	<u>No Commission Meeting this month</u>	_____
August 13, 27 2018	_____	_____
September 10, 24 2018	_____	_____
October 8, 22 2018	_____	_____
November 26 2018	_____	_____
December 10, 2018	<u>No Commission Meeting this month</u>	_____

Please review and if you will be unable to make the meeting you are tentatively scheduled for please discuss. PLEASE NOTE: When additional commissioners are appointed the proposed schedule above will reflect those added commissioners.

Additionally it was agreed to report quarterly on any art related activities, projects, etc. to Council

- Tuesday Council meeting due to holiday

**CITY OF HOMER
HOMER, ALASKA**

Stroozas

ORDINANCE 18-37

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE 2018 CAPITAL BUDGET BY APPROPRIATING UP TO
\$48,590 FROM THE HOMER ACCELERATED ROADS/TRAILS PROGRAM
(HART) FOR TRAFFIC CALMING AND SAFETY IMPROVEMENTS ON
KAREN HORNADAY PARK ROAD.

WHEREAS, Karen Hornaday Park Improvements, Phase 2 is a project on the Capital
Improvements Plan that focuses on safe access to the Park by relocating the access road; and

WHEREAS, In 2012 the cost of relocating the access road was estimated at \$726,000; and

WHEREAS, Safety improvements such as traffic calming, parking lot improvements and
dedicated pedestrian corridors will greatly increase safety at a much lower cost without
prohibiting a future project that moves the road when funding becomes available; and

WHEREAS, Memorandum 18-041 from the Homer City Council requests the Parks Art
Recreation and Culture Advisory Commission (PARCAC) to generate recommendations for safety
access improvements at Karen Hornaday Park; and

WHEREAS, Recommended safety improvements from PARCAC included shifting the road
slightly east at the upper portion of the existing parking lot, defining the edges of the parking lots
with boulders, installing speed bumps and organizing parking; and

WHEREAS, The project should install permanent concrete stops and landscaping
shrubbery whenever possible to prolong the life span of the improvement and visual appeal; and

WHEREAS, PARCAC also recommended improving the trail on the west side of the access
road to ADA standards which is not addressed in this ordinance.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The FY 2018 Capital Budget is hereby amended by appropriating up to \$48,590
from the Homer Accelerated Roads/Trails Fund (HART) for Karen Hornaday Park Traffic Calming
and Safety Improvements.

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
620-0375 (HART)	KHP Traffic Calming and Safety Improvements	\$48,590

Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of August, 2018.

CITY OF HOMER

BRYAN ZAK, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

Katie Koester, City Manager

Holly Wells, City Attorney

Date: _____

Date: _____

