

**NOTICE OF MEETING
MEETING AGENDA**

1. CALL TO ORDER
2. APPROVAL OF THE AGENDA
3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA
4. RECONSIDERATION
5. APPROVAL OF MINUTES
 - A. July 10, 2012 Regular Meeting Minutes Page 1
6. VISITORS
 - A. Al Poindexter, Anchor Point Greenhouse - "Promote Homer as an Agricultural Center"
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS
8. PUBLIC HEARING
9. PENDING BUSINESS
 - A. Capital Improvement Plan - Prioritize EDC recommendations Page 9
10. NEW BUSINESS
11. INFORMATIONAL ITEMS
12. COMMENTS OF THE AUDIENCE
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCILMEMBER
15. COMMENTS OF THE CHAIR
16. COMMENTS OF THE COMMISSION
17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR TUESDAY, September 11, 2012 at 6:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer, Alaska.

Session 12-06, a Regular Meeting of the Economic Development Advisory Commission was called to order at 6:00 p.m. by Chair Wagner on July 10, 2012 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER FAULKNER, SARNO, SCHMITT, WAGNER

COUNCILMEMBER: WYTHE (Absent)

STUDENT: DAVIS (Absent)

STAFF: COMMUNITY AND ECONOMIC DEVELOPMENT COORDINATOR KOESTER
DEPUTY CITY CLERK JACOBSEN

APPROVAL OF THE AGENDA

The agenda was approved by consensus of the Commission.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

There were no public comments.

RECONSIDERATION

There were no items for reconsideration.

APPROVAL OF MINUTES

A. June 12, 2012 Regular Meeting Minutes

The minutes were approved as amended by consensus of the Commission

VISITORS

A. Anne Marie Holen, "What makes a town a great place to live"

Ann Marie Holen, city resident, told of how she came to live in Homer, some of her travels since retirement, and how she decided on the town she will go to when she leaves Homer. She commented that what makes a town a great place to live is a subjective question and anyone who is asked will have an answer based on what they find important. She thinks the relevancy to the EDC is what they can do to preserve what makes Homer a great place to live, and look into the future as to what might threaten the quality of life, and try to take steps to avoid things that might hinder Homer's reputation or appeal as a place to live. Ms. Holen explained how, in her recent travels, she had a list of things that were important to her and ranked towns that she visited based on her criteria. She expressed her opinion of some of Homer's challenges, in that it doesn't have a downtown, and most areas aren't pedestrian friendly. In regard to looking ahead she commented about the growth of the community. She acknowledged that there are people who don't want to see Homer grow at all. As someone who likes small towns she can understand that thinking. She referenced her time in Corvallis, Oregon and explained at the time it had a population of 40,000, but it is walkable, bike-able,

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has nice parks, a downtown, a college and a river going through it. It is a nice town. A town can grow and still be a nice place to live, so what Homer can do is their best to ensure the growth that takes place contributes to quality of life and at the very least doesn't detract from it.

Comment was made that between 2002 and 2010 Homer lost 10% of its population. Ms. Holen noted that the state department of labor estimates on population was inaccurate for a number of years. The only accurate numbers are the U.S. census.

There was brief discussion about walk-ability being a positive attribute to a town. It was indicated that the city's zoning in CBD raises challenges for creating a walking district due to setbacks and parking requirements. Point was raised that zoning can be changed, and also the town center development plan calls mixed use development. It is an opportunity for Homer to create a more densely developed walkable mixed use area with the 30 acres in the middle of town.

STAFF AND COUNCIL REPORT

None

PUBLIC HEARING

None

PENDING BUSINESS

None

NEW BUSINESS

A. Transition Town Discussion

Commissioner Wagner commented about the transition town movement and highlighted some of the ideas on Community and Economic health and how they could help Homer. The movement was initiated in Kensale, Ireland as a response to the dependence on cheap oil and awareness of rising energy costs with the goal of becoming energy, food, and housing independent. A transition town uses the collective genius of the people to come up with answer, rather than waiting for the government. Transition is the framework for creating resilient communities and learning how to remove substance needs from the money economy. It is based in response to addressing peak oil production, climate change, and economic instability. Not adapting could make Homer very vulnerable. From transition we can learn how to adapt to inevitable future shocks of rising energy prices, recessions, and even tsunamis and earthquakes. Regarding a new economy, modern economic growth just looks at the bottom line. Transition economics promote local resilience, promote localization, low carbon, working with natural limits, and bringing assets into the community. The transition solution would be to grow more of your own food, and lower energy and housing costs. Money coming into Homer is leaking out through stores selling out of town goods, fossil fuel costs, internet purchases over local sales, and residents investing outside the community. Plugging the holes include local food production, local energy development, local investing, local currency, forming a local medical insurance group, local lumber, and et cetera. It is all about

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localization for economic independence. Ways to enact this in Homer could include supporting local food production, helping farmers expand to new markets and secure land, building community root cellar for food security, eliminating building permit fees for high tunnels, promoting local education tours of gardens, high tunnels, and orchards, educating about local energy, like a solar tour, energy decent plan, researching options for rising energy prices and partnering ideas with HEA, developing local housing using local materials, local currencies, town square public market, developing a local investment network, developing local entrepreneur forum for new businesses and connections for mentors. Transition has a clear message that moving toward localization and independence will best help our community's economic health.

There was brief discussion about the Transition concepts.

B. Discuss work session agenda on "marketing Homer to attract high-tech businesses

Community and Economic Development Coordinator Koester commented that since the last meeting she has had opportunity to meet with other hi-tech entrepreneurs to get their perspective. In response to a worksession discussion some of their were to improve infrastructure, and social media marketing of Homer. She clarified that her limited discussions is not a comprehensive assessment and asked how the Commission would like to proceed.

Chair Sarno suggested taking some time to hear from visitors on the six priorities council gave them to work on. She thinks they will find ways they interrelate.

Commissioner Krisintu said she would do some information gathering about high tech entrepreneurs.

They discussed prioritizing the six recommendations and talking about who they want to hear from about each one for their next meeting.

C. Capital Improvement Plan
a. Recommendations from EDC on top 15
b. Proposed new projects

Community and Economic Development Coordinator Koester reviewed the information and process for the Capital Improvement Plan. The Commissioners reviewed the list and discussed some projects for clarification. Comments included:

- Support for Town Center infrastructure based on the need and desire to develop a core area of town and also opposition because it was voted down at a city wide election.
- Barge mooring facility has a direct economic benefit to the community.
- Deep water dock expansion would enable barges to offload freight to the dock, but is still a long way out.
- East boat harbor is a great idea, but Army Corps of Engineers reported that from a cost benefit analysis is not strong enough to pursue it, and it would be important to have ACOE support.
- The fishing lagoon needs to be dredged to help eliminate the algal blooms. There is funding from the legislature, but not enough to complete the project.

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- Harbor improvement revenue bond projects are the three projects that the city will applying for municipal harbor grant funds, and it is important they are on the CIP to show they have been and continue to be a priority of the City.
- Dredge materials would be well used to expand the spit with its own material.
- Marine ways large vessel haul out facility is a economically beneficial project. Kodiak and Seward have them and the marine trade that develops around facilities such as this tend to have a higher wage rate and this project would directly produce jobs.
- Skyline Fire station would be a basic building for storage of fire fighting equipment for people on the hill. It would be beneficial for ISO ratings.
- The purpose behind the Bridge Creek land acquisition is for protection of the watershed.
- Deep brush wild land firefighting truck would be beneficial as the current vehicle is a conversion that is 20+ years old and this vehicle has versatility to get off road.
- The aerial truck is a necessary vehicle. There is significant danger for fire fighters to be on top of burning buildings due to risk of cave in. It would have to potential to save lives. There are a lot of buildings over 3 stories tall from Anchor Point to East Road and accessibility for those buildings is a big issue.
- Kachemak drive path way is a city supported state project. It would be beneficial as there is a lot of bike traffic. Dredge spoils could be a good start for this project.
- Ocean Drive is a heavily used road and while there is a bike lane it is right next to the road.
- The Maritime Academy would be a great deal if it ever came around.

Suggestions for new projects included:

- Recommendation for a farmer's market building as a new project.
- Consideration of a rail system.
- Alternate access across the slough.

There was discussion that a rail system has been studied and the communities are so spread out that the feasibility isn't there for our area. It was noted that the purpose of the deep water dock to bring freight to Homer.

FAULKNER/SCHMITT MOVED TO SUPPORT THE FARMERS MARKET PROJECT AND ASK STAFF TO PUT TIME INTO DEVELOPING THE PROJECT.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Suggestion was raised that it could be a called a public market.

The Commission agreed to consider the projects and be prepared to rank their top five at their next meeting.

INFO ITEMS

A. City Manager's Report June 25, 2012

COMMENTS OF THE AUDIENCE

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Anne Marie Holen commented about town center public vote in 2008. She was working in the City Manager's office at that time and she talked to a lot of people before and after the vote. She recalled the language on the ballot as authorizing the City of Homer to borrow up to \$8 million to construct a new city hall and adjacent town square. She heard all kinds of reasons the people voted the way they did. Some said they voted no because they thought the ulterior motive was to make it easier for Fred Meyer to move in. Others said they voted no because they thought the ulterior motive was to make it harder for Fred Meyer to come in. There were some who voted no because they didn't want to see any trees cut down on that 30 acres. There were some who voted no because they thought it was some kind of a greenie project. Overwhelmingly people voted no because it was allowing the city to borrow a lot of money to build a new city hall. This was at a time when the national and global economy was just starting to shudder and people were starting to feel anxious. The idea of borrowing that much money for a city hall when there's a lot of anti-government sentiment out there and city hall being the embodiment of government it was like no way was that going to happen. A few years prior it was thought that the new library was going to be the civic anchor in town center. It turned out that the library was on a faster track and couldn't wait for town center to catch up. To build the library in town center would have been very costly because there is no infrastructure in town center, but on Hazel Street the road and utilities were already there. It took a lot of wind out of the sails for town center development. If the question had been a library in town center, the vote might have been different as the people approved borrowing money for to build a library. A farmer's market wouldn't have cost \$8 million so it might have had a different outcome. City hall killed it. That is what she saw at the time. We were naive to think people would vote yes on a new city hall.

Commissioner Faulkner noted that he believed that there was a half a percent increase in sales tax to pay for the library. For the record he said he voted for the town center in the voting booth.

Bumppo Bremicker commented that he thinks the public market is a good name. He knows Ms. Holen looked at some of the public markets on her travels and may have some good input about design and maybe even cost. The project is probably not that costly. He was on the committee that worked on town center and there needs to be an anchor for the project and a public market building would really be a good start. A design and numbers would be great to present. He said barge haul is being handled by a private company. The tie up pilings are good too, but he would like to see as much as possible be done by private companies out there. If there is money to be made, a private company can do it. The same thing with the marine ways, let a private company do it. He doesn't know the details but knows they are expensive. He agrees that the marine ways is an economic engine. Harbor improvements are very needed, but keep the cost reasonable. In the winter there aren't many boats in the harbor so if they did a better job they would keep more people in the harbor breaking up the ice. Regarding Pioneer Avenue, he suggested maybe city parking down below the street might help Pioneer Avenue develop.

COMMENTS OF CITY STAFF

Community and Economic Development Coordinator Koester recapped that the Commission will be addressing the CIP for next meeting, also proposed new projects and recommendations for adding new projects.

COMMENTS OF THE COUNCIL MEMBER

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None.

COMMENTS OF THE COMMISSION MEMBERS

Commissioner Schmitt commented that it is exciting to some of these projects. The harbor does produce a lot and can produce more than it is with some of the projects he sees here.

Commissioner Wagner commented that these look like a lot of good projects to sort through and get the best ones. He guesses that they are supposed to be doing long term planning for the city.

Commissioner Faulkner said he has been a flip flopper before so he is going to again. He said his top 5 are 1. Port and harbor bond, 2. Town center, 3. Land acquisition for streets and roads, 4. Water storage improvements, 5. Aerial fire truck. He originally did vote for town center and he recalls getting in the booth thinking man that's way too much money to spend on a city hall but all the rest of it is good, that's why he put it as number 2 on his list.

Commissioner Krisintu questioned the direction the EDC has in its recommendations for the CIP, and what are the principles by which she should make her decision? Community and Economic Development Coordinator Koester encouraged her to review "Everything You Wanted to Know About the CIP" for some good context on what it is for. She encouraged them all to look at it through the economic development lens, which can mean a lot to different people. She also suggested keeping in mind when people are looking at funding projects whether it be voters, grant agencies, or the legislature, you are looking for the greatest return for your dollar. If you can see a project that touches a lot of lives in the community it will probably have a lot more potential for success, the gas line being a great example. Chair Sarno added that reading through the CEDS document is helpful. Commissioner Faulkner explained this is an exercise by City Code to advise the Council. The Council can take the Commissions advice, or not. It's a Christmas wish list and you have to pair it down to what you really want, so this is what the Commission is trying to help Council do.

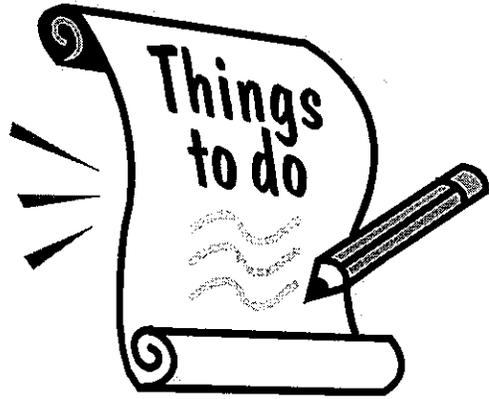
Chair Sarno thanked Ms. Holen for talking to the Commission. She commented how much better this CIP process was compared to last year, and thinks as a group they are developing very well. Lastly she commented that recently she landed herself in a controversy with Walt Wrede. She said she made a serious error and incurred his wrath, and she originally thought she might resign tonight but she is going to think about it further and invited the Commission to Council with her. If there is any way that her presence on the Commission is in any way negative she asked them to let her know, and on the other hand if they want her to continue let her know and she will make a final decision next month.

ADJOURN

There being no more business to come before the Commission the meeting was adjourned at 8:10 p.m. The next regular meeting is scheduled for August 14, 2012 at 6:00 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



Please bring your EDC packet
from July 10th which includes
the complete Capital
Improvement Plan.

PROPOSED NEW PROJECTS

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

City projects:

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

Other projects:



PORT & HARBOR BUILDING

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

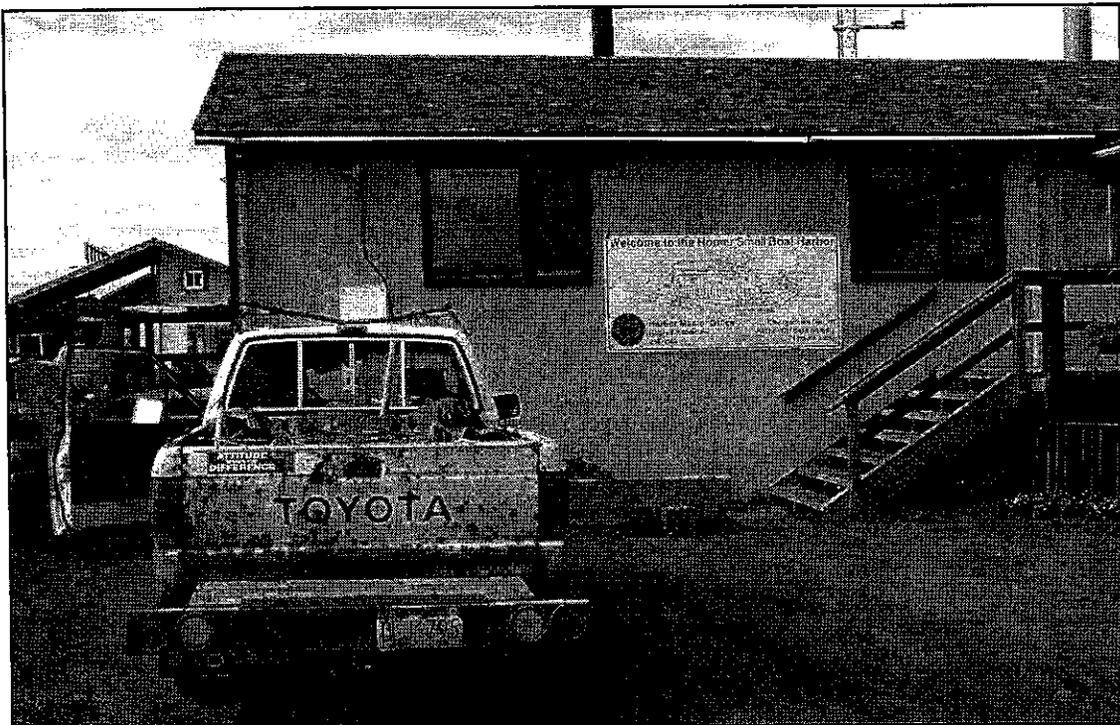
A new Port and Harbor building will give Harbor employees a safe place to work and allow adequate space for offices, meetings with the public, and public restrooms. A second story observatory will facilitate observation of the harbor allowing officers to better identify issues in the harbor. The new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

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

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

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

proposed new project





City of Homer Capital Improvement Plan • 2013 – 2018

HARBOR ENTRANCE EROSION CONTROL

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

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

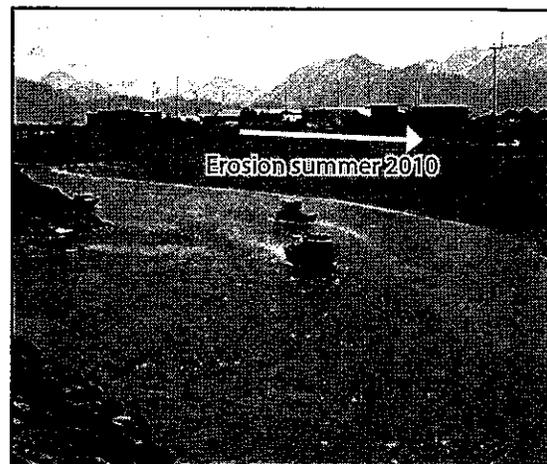
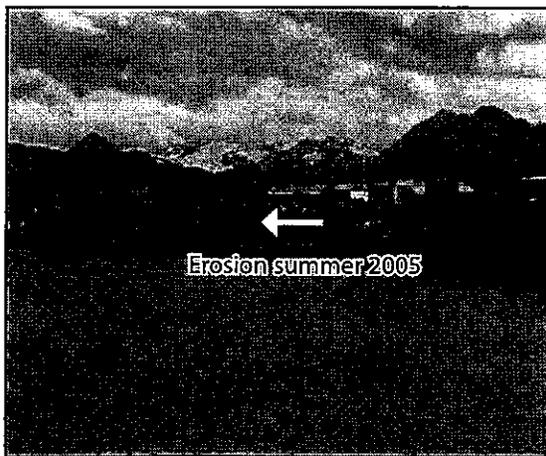
This project will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Rip-rap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal,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

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

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

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

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



proposed new project



SYSTEM 4

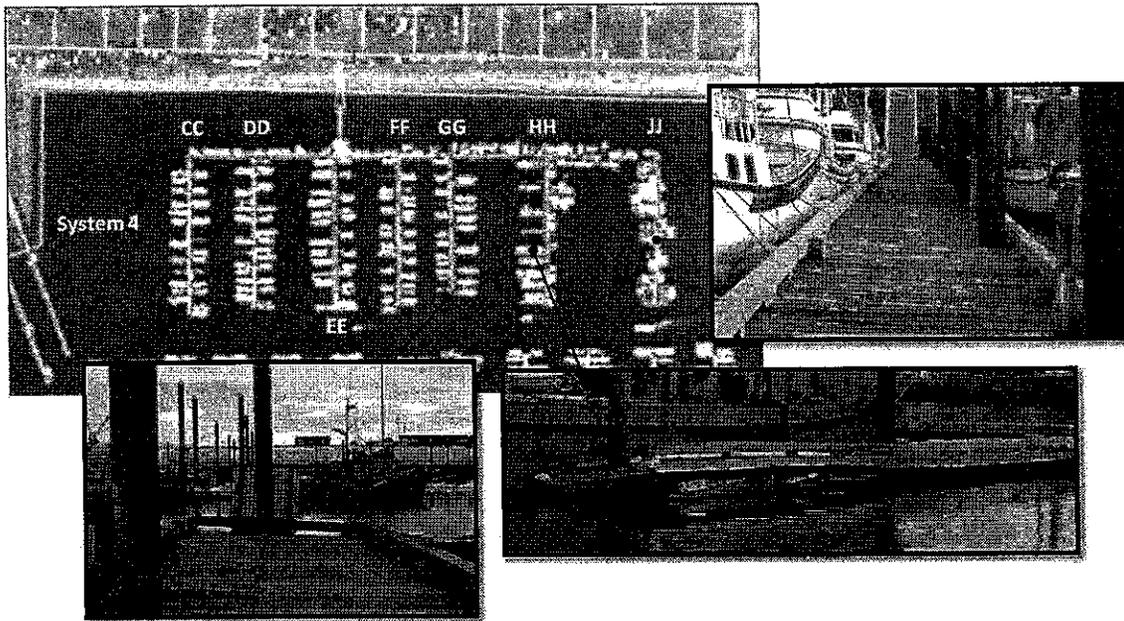
VESSEL MOORING FLOAT SYSTEM

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

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

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

proposed new project





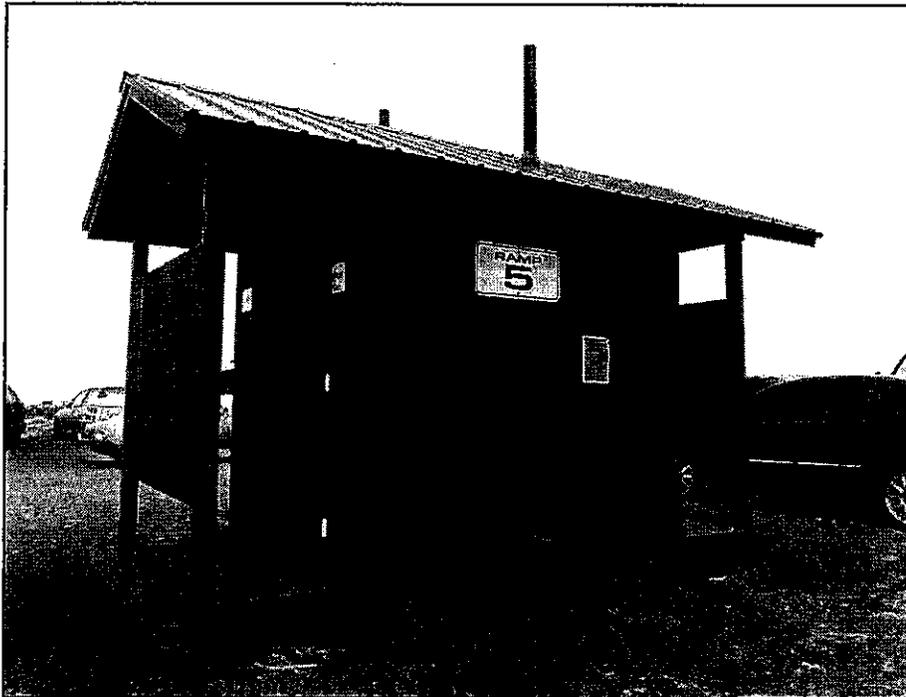
City of Homer Capital Improvement Plan • 2013 – 2018

RAMP 5

RESTROOM

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

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



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

proposed new project



SYSTEM 2

POTABLE WATER UPGRADE

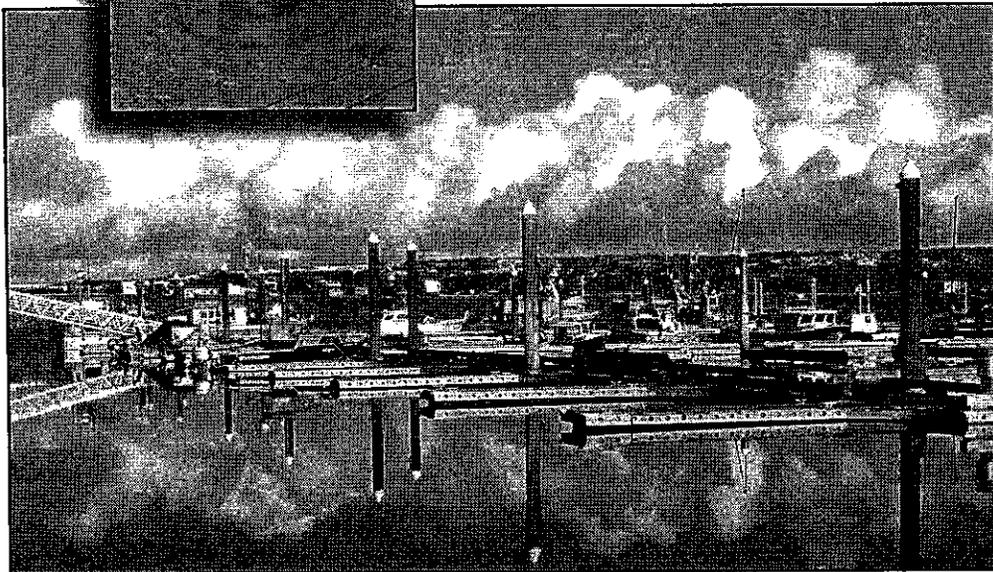
PROJECT DESCRIPTION & BENEFIT: This concrete moorage facility is accessed by Ramp 5. It is made up of 90 twenty four foot stalls, 19 twenty foot stalls and 260 linear feet of transient moorage. System 2 is currently not being used to full capacity because of the overall lack of services that support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

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

proposed new project



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

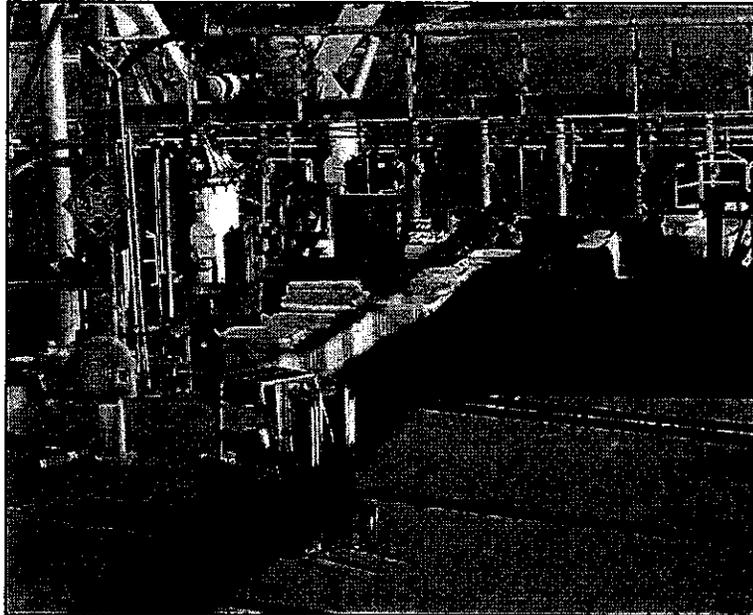




FISH DOCK RE-PAVEMENT

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

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



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

proposed new project



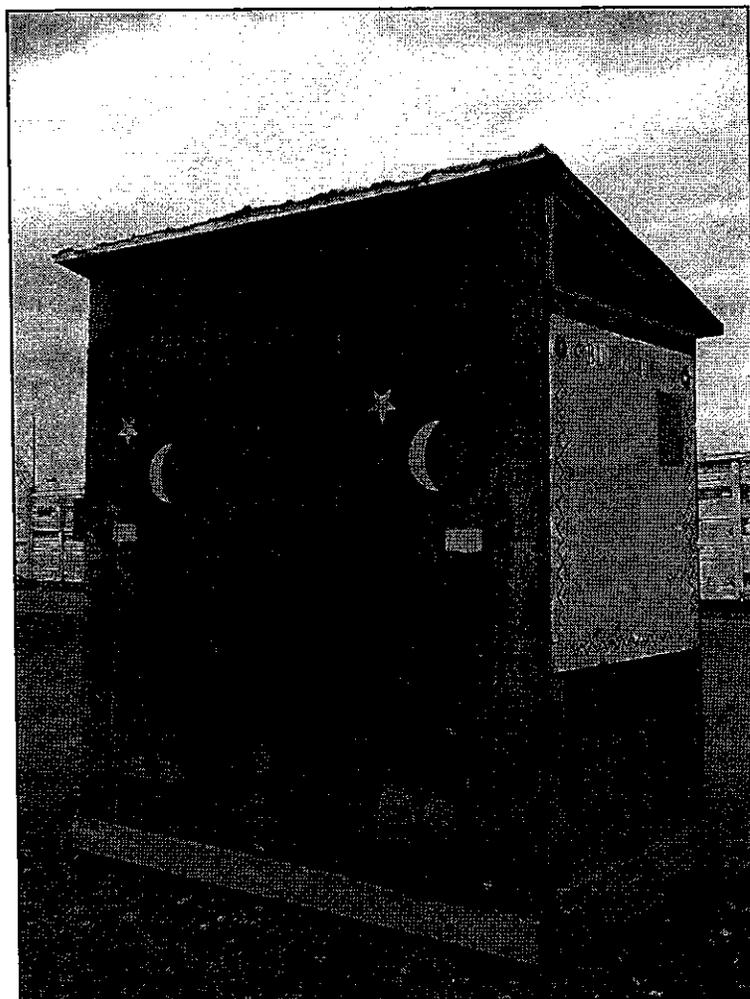
RAMP 8

RESTROOM

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

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

proposed new project



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

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



SYSTEM 5

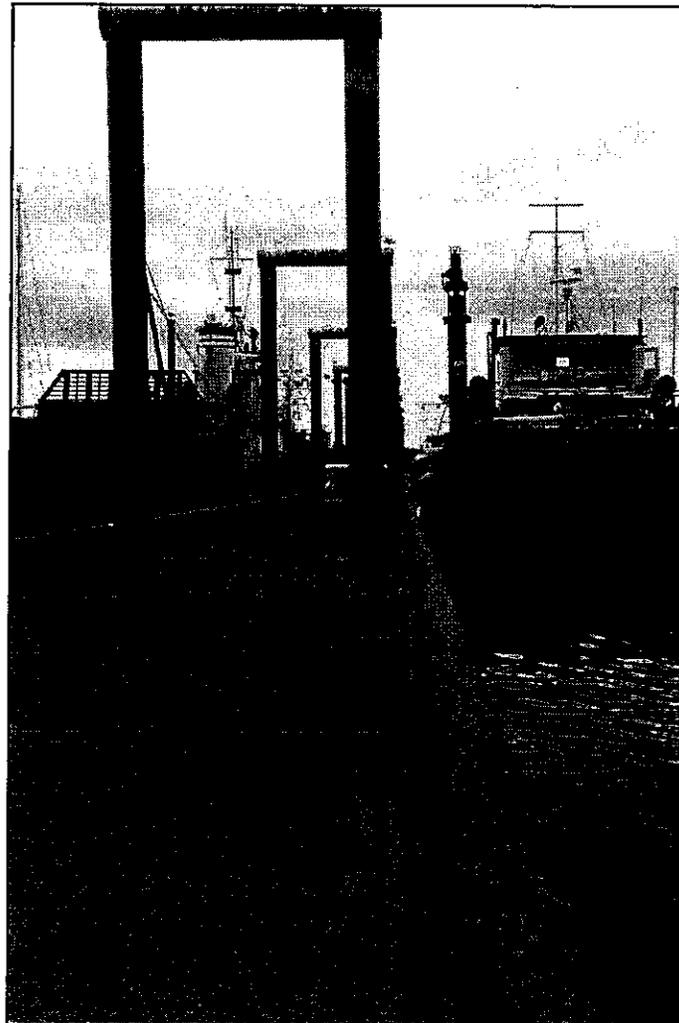
DRY LINE FIRE SYSTEM

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

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

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

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



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

proposed new project



FIRE CART REPLACEMENT

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

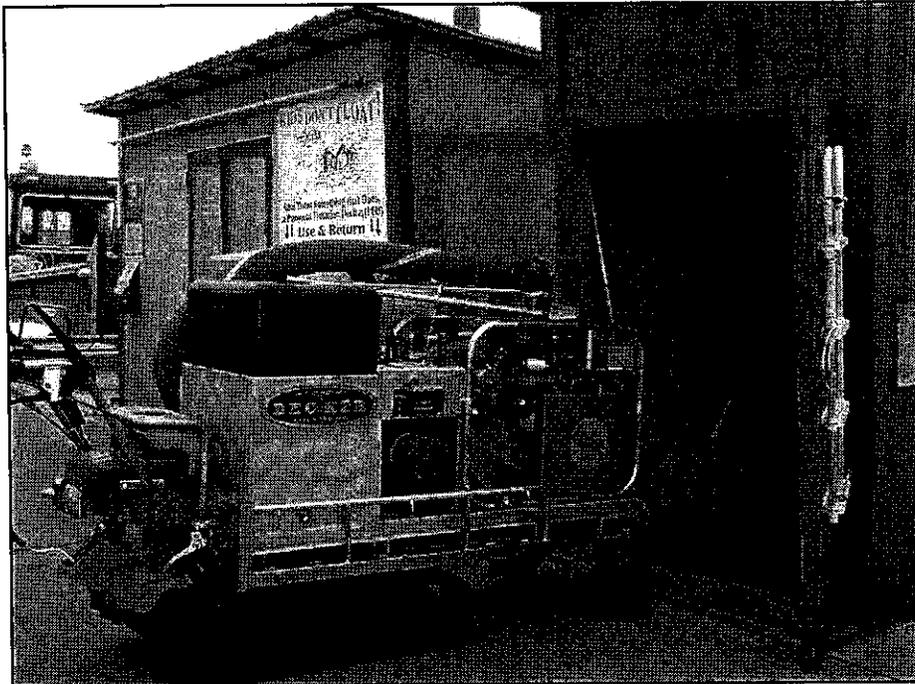
Efficient and effective fire fighting capability is essential to the operations of the harbor. On multiple occasions the ability of Homer Volunteer Fire Department to quickly respond with the marine fire carts has saved vessels and the spreading of fire in the small boat harbor. Going without fire fighting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

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

Schedule and Cost: 2014 - \$225,000

Priority Level:

proposed new project



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

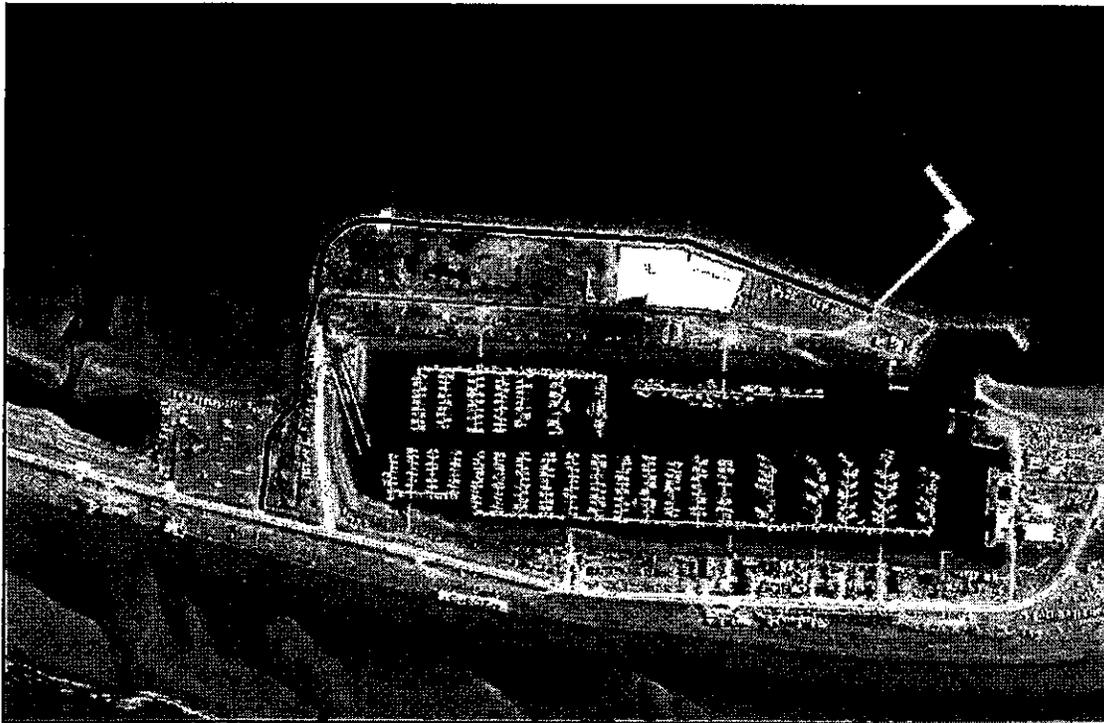
Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



OUTER DOCK ROAD IMPROVEMENT

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

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



proposed new project



Homer Education and Recreation Center Upgrades

proposed new project

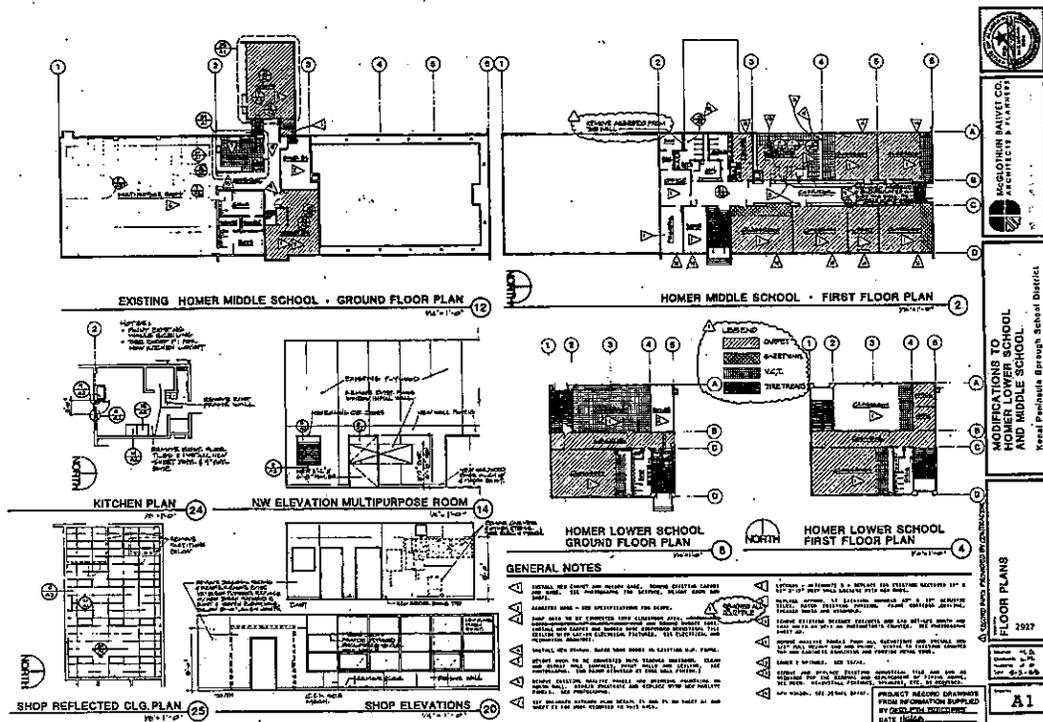
PROJECT DESCRIPTION & BENEFIT: The Homer Education and Recreation Center (HERC) is a two story 18,000 square foot structure centrally located on the corner of Pioneer and Sterling Highway. It was originally built in 1956 as the Homer High School. Since then it has served a variety of functions, most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

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

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

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

Priority Level:



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



City of Homer Capital Improvement Plan • 2013 – 2018

PUBLIC SAFETY BUILDING

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

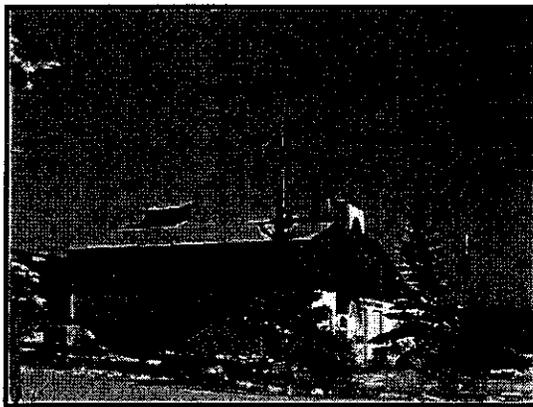
A joint public safety building will create a central location for emergency response. It will allow for the departments to work better together for the safety of the residents of Homer. It will take advantage of shared spaces such as training rooms, a physical fitness area, a kitchen and break room,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

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

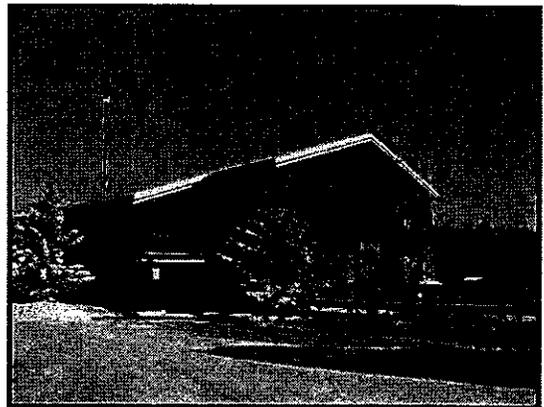
The current police station has no area for evidence processing of large items, a crisis cell for special needs prisoners or a proper juvenile holding area. Existing dispatch facilities are too small and the jail entry area, booking room and jail offices are poorly designed.

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

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



Homer Fire Hall in winter



Homer Police Department in winter

proposed new project



Public Market

Design and Financing Plan

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

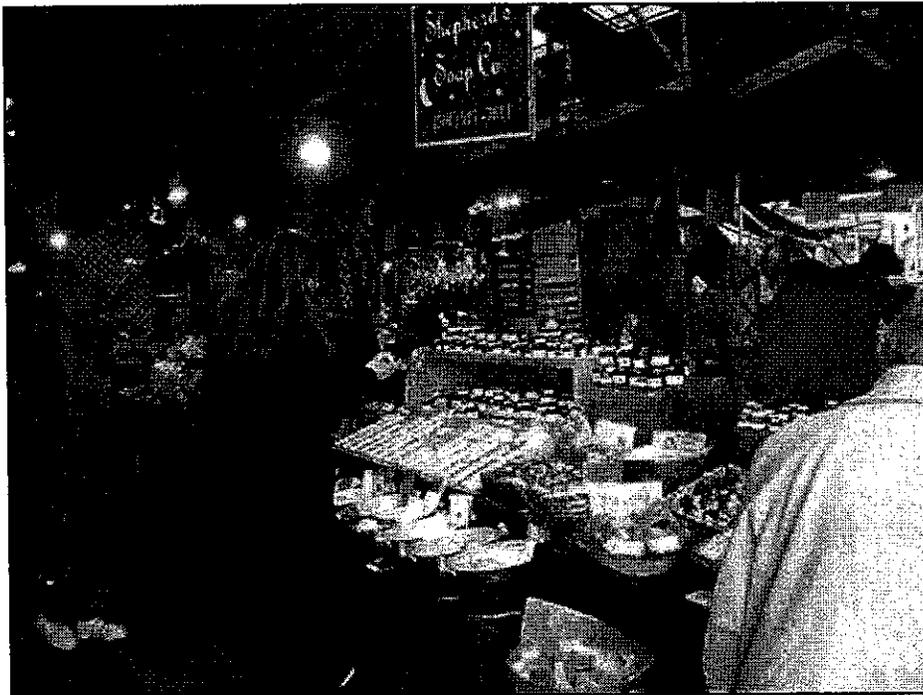
Although the term "Farmers Market" is used here, many communities use the term "Public Market" to refer to year-round venues where market-goers can find a variety of locally crafted products in addition to local produce, seafood, and the like. The Pike Street Public Market in Seattle is a particularly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

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

Cost: \$60,000 for conceptual design and financing plan. Engineering, design, and construction costs to be determined.

Schedule: 2013-2015 Priority Level:

proposed new project



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

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

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