

Parks and Recreation Advisory Commission

Thursday

March 29, 2012

Special Meeting

5:30 P.M.



Cowles Council Chambers

City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603



**NOTICE OF MEETING
SPECIAL MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES** *(Minutes are approved during Regular Meetings Only)*
- 4. PUBLIC COMMENT UPON MATTERS ALREADY ON THE AGENDA** *(Three minute time limit)*
- 5. VISITORS** *(Visitors normally have 10 minutes for their presentation.)*
 - A. Marty McCleery, Karen Hornaday Park
- 6. STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS**
 - A. Community Recreation Report – Mike Illg
 - B. Kachemak Drive Path Committee Report – Dave Brann Page 3
 - D. Karen Hornaday Park Committee Report – Robert Archibald Page 7
 - E. Spit Parks and Recreation Committee – Tricia Lillibridge
- 7. PUBLIC HEARING**
- 8. PENDING BUSINESS**
- 9. NEW BUSINESS**
 - A. Recommendation to have a Display and Information on the Master Plan during Build Week
 1. Information from the Karen Hornaday Park Committee on Information Kiosks Page 9
 - B. Discussion and Review on Funding Projects with Homer Accelerated Roads and Trails (HART) Program Page 21
 - C. Discussion and Recommendations on the Kachemak Drive Proposed Non-motorized Pathway and Revised Resolution Page 37
 - D. Discussion and Review on a Recreation Needs Assessment
- 10. INFORMATIONAL MATERIALS**
 - A. 2012 Strategic Plan Page 61
 - B. Commissioner Attendance at City Council Meetings Page 63
 - C. Annual Commission Calendar Page 65
 - D. Recommendation to City Council for Improvements to Ball Fields, Dugout and Related Amenities at Karen Hornaday Park Page 67
 - E. Recommendation to City Council for Improvements to Northern Parking Lot at Karen Hornaday Park Page 69
 - F. Recommendation to City Council for Day Use Improvements at Karen Hornaday Park Page 71
 - G. Recommendation to City Council to Complete the Recommendations Outlined in Ordinance 11-22 Page 73
 - H. Recommendations for the 2012 Land Allocation Plan Page 75
 - I. Resolution 12-021 Establishment of a Campground Host Program in City Parks Page 81
- 11. COMMENTS OF THE AUDIENCE**
- 12. COMMENTS OF THE COUNCILMEMBER** *(If one has been assigned)*
- 13. COMMENTS OF STAFF MEMBERS**
- 14. COMMENTS OF THE COMMISSION**
- 15. COMMENTS OF THE CHAIR**
- 16. ADJOURNMENT THE NEXT REGULAR MEETING IS APRIL 19, 2012** at 5:30pm in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer Alaska

Kachemak Drive Path Committee

Thursday, February 23, 2012, 5:30 p.m.

Bumppo Bremicker, Chairman, Beth Cumming, Lynn Burt, Lindianne Sarno, recording, Dave Brann, David Clemens, Kevin Walker, visitor.

Motion to Approve Agenda: Beth moves to put New Business B. before New Business A. No objections, we approve this change. Beth feels it's important to get our resolution done and ready to go to Parks and Rec.

Dave Brann moves to approve, Beth Cumming seconds, no objections, approved.

Motion to approve minutes: Beth moves. Dave seconds, no objections, minutes approved.

Public comments: Kevin Walker, when shall we discuss my packet of info? Beth thinks this packet should accompany the resolution to City Council, and it will be discussed then, including Kevin in the discussion.

Pending Business: Continuing Discussion and Planning for Path Design, page 7. Kevin Walker at the microphone. Regarding providing public with access to and from the airport for pedestrians who get off planes. Kevin's letter to Jennifer Bailey cleared up; we are not proposing to trespass on airport property, but rather to provide safe non-motorized transportation corridor for people coming to and from the airport. Dave Brann reports that Jocelyn Biloon and Scott Thomas, say DOT is working on this. They recognize there is a committee, and Dave is their contact. Walt Wrede, City Manager will get in touch with Ms. Biloon regarding a traffic count. Jennifer Bailey is our contact at DOT Public Transportation Facilities, Aviation Leasing. She is in Anchorage. Kevin Jones is the airport manager.

Bumppo points out that if we are in the DOT right of way we have to follow their requirements, regardless of whether DOT is paying for it. (1) Survey (2) Engineered drawings (3) ADA design specs (4) erosion control (5) contract with DOT to provide maintenance (6) liability and insurance coverage. City of Homer sponsorship is crucial, especially for ongoing maintenance.

Dave Brann points out most of the easements are private property easements. They are not a big stumbling block, especially with approval of City Council. Utility easements are outside DOT right of way. Until we survey each section on the ground we won't know for sure but huge section of road is outside DOT right of way.

Dave Clemens: suggests we send DOT a package about the DOT right of way on the sections that are in DOT right of way. Kevin Walker says Jennifer Bailey says this is already in DOT planning. Next step is contacting the City Manager, the City Manager contacting state planning, and getting back to us.

Bumppo: what we need is for city to officially to buy into this and deal with DOT.

New Business: page 67, reformulating the Resolution on the Kachemak Drive pathway. City Council sent it back to Zoning and Planning, who sent it back to us. It was too muddy last time.

Add to the resolution; include a funding plan mentioning that there will be \$305,000 by the end of 2012.

Beth suggests we send to the city this resolution, the Kachemak Drive Path specifics packet created by Kevin Walker, and a funding plan.

FUNDING PLAN: the city can borrow money at good rates, against the HART money, need not be bonded, borrow against the revenue source for 10 years. Julie Engebretsen, Planning Department, says this is a common practice. Funding plan would include private donations and HART funding. Page 95 of our packet gives an outline of the Planning and Approval process.

WHAT WE MUST ACCOMPLISH: Bumppo: We want City Council to direct city administration to start focusing on this pathway. Dave Brann commented, to direct city staff to do what they can to keep this moving along. Give the city a plan for maintenance. Bumppo interjected that we still need to contact landowners, how will they feel about this. Dave Brann: this is on top line of things to talk about with the City Manager.

Beth: Two City Council members commented, "We want to know what you have in mind."

DOCUMENTS WE NEED: (1) resolution (2) packet from Kevin is ready. Complete these two items tonight. Then Renee can advise us on form of (3) funding plan (not ready) and (4) a letter to private landowners will come from the City. (5) Maintenance plan.

We revise the resolution. See resolution on next page.

Beth moves that we approve Resolution 11-090 as revised and send it on to Parks and Recreation and the City Council; Dave seconded. Unanimous approval. See resolution on next page.

Bumppo moves that we assign a council member to each committee member, and well in advance of the City Council meeting bring to them the packet including: resolution, Kevin Walker's packet, and funding plan. Dave Brann says we'll not have a projected cost until the survey. Dave Clemens suggests we mention that we've scaled back from the East End Bike Path to less than \$1.5 million per mile.

Beth proposes changing our Committee's mission statement: "to build a safe non-motorized separate path along Kachemak Drive, connecting East End Road to Spit Road via the airport. Kevin's packet is called our preliminary engineering packet.

Beth proposes a fund-raising event to raise \$5,000 to \$10,000 petty cash. She has engaged a professional event producer, Sally Oberstein, to produce the event, and is proceeding with these plans as a private citizen. Funds would be used for chain saws, Surveying, signage, and other uses.

Dave Clemens mentions that the Homer Cycling Club approves increased signage to increase safety on Kachemak Drive for those commuting cyclists who will continue to use the road. If Kachemak Drive is improved, the cycling club would support widening the shoulder for the safety of commuting cyclists.

Beth wonders if the Mud Bay Trail is included. We see the Mud Bay Trail is included in Kevin Walker's pre-engineering packet.

We discuss the plastic walkway and decide a request has gone to the city for the walkway.

Report on December 10 Field Trip: Dave Brann said it was valuable, going from the airport lot, down, looked at possibility of cut-off trail. It will be challenging. Walked along the beach to the road. Site visitation was valuable. Clarified and provided yellow line and blue line on the pre-engineering packet. Lynn agrees with Dave. Beth says the foundation is there on Aviation Leasing land for a full quarter mile, bridge would be used to cross the gully, then pleasant going among the trees. Yes, it drops steeply and bicyclists could walk there. Bicycle trail would be fairly easy along the Mud Bay Trail.

Kevin Walker: revised mission statement as noted. Will include resolution. Lindianne will e-mail resolution to Kevin as well as to Renee. Will leave off last three pages.

homerkev@gmail.com, clerk@ci.homer.ak.us,

Re funding and maintenance: Dave, Kevin, Renee, will put those together, and Kevin will send them out to the Committee via e-mail. HART funds: \$234,719 at end of 2011, \$305,000 by end of 2012.

Dates: Next Parks and Rec is 15th of March, City Council will be 26th of March. Possible for this resolution and preliminary engineering packet to go to these meetings. Renee, please put the Kachemak Drive Path on the agendas for both those meetings. Bumppo will call or e-mail each Committee member to assign a City Council member.

Our next meeting: March 22, fourth Thursday in March.

We adjourn. 9:05 p.m.

THE REVISED RESOLUTION:

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

WHEREAS, The Parks and Recreation Advisory Commission established the Kachemak Drive Path Committee to specifically address possible solutions to the hazards presented to non-motorized and motorized users of Kachemak Drive; and

WHEREAS, The Kachemak Drive Path Committee received substantial public input on safety concerns; and

WHEREAS, The Homer City Council has shown support for this non-motorized pathway by inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital Improvement Plan; and approving the Homer Non-Motorized Transportation and Trail Plan; the Homer Area Transportation Plan; the Climate Action Plan; and the Homer Accelerated Roads and Trails (HART) Policy Manual; and

WHEREAS, Increasing non-motorized transportation improves public health and safety; encourages tourism; cleans the environment; reduces transportation costs; and enhances livable communities; and

WHEREAS, The City of Homer has available HART trail funds that can, including other sources, form a basis for funding this project; and

WHEREAS, Utility easements can be utilized with the permission of property owners.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby supports the construction of a non-motorized pathway along Kachemak Drive within the City of Homer, and that said improvement will enhance safety and benefit the public; and

BE IT FURTHER RESOLVED that the City Council of Homer, Alaska further supports actions increasing safety for motorized and non-motorized users of Kachemak Drive in the following ways: Build a separated path paralleling Kachemak Drive using utility easements and public property, and increase the use of signage.

Karen Hornaday Park Committee
March 1, 2012

Meeting Synopsis

Meeting was called to order at 5:30 PM by Chairman Robert Archibald.
Committee members present – Tricia Lillibridge, Miranda Weiss, and Ralph Broshes
Marty McCleery arrived at 5:40

Agenda was approved.

Public Comment upon matters on the agenda.

Chris Donatch representing the Little League spoke about her concerns that may arise during the Homer Playground Project Build Week. Little League starts their season May 12 and uses lots of parking. She expressed her concern over the amount of activity there will be at one time with the Playground construction and Little League. The unavailability of a play area for family members not involved in the games was a concern along with safety due to more traffic. It was pointed out that KHP Ball Fields are sized for little league unlike Jack Gist Park, and local school fields were not available.

Miranda Weiss from HoPP expressed there intension to work with all groups involved during construction and invited all interested parties to the Public Presentation March 2, 2012 to help bring all issues to the table for discussion.

Deb Lowney expressed her concern over the process and much more. She feels that there is a lack of knowledge in Homer about the Park and the Master Plan for improvements. She felt that an effort must be made to inform the public about KHP, the ongoing improvements and expectations for funding. The need for the public to understand that their support is imperative for further park improvements.

Reconsiderations

There were none.

Visitors

There were none scheduled.

Pending Business

Rules were suspended in order for a discussion on mud, drainage improvements, and future improvements to the park.

Public Works Director Carey Meyer was available for questions.

Karen Hornaday Park Master Plan was discussed briefly. Chair Archibald stated that a better understanding is needed by the Committee to be effective. It was decided to hold a work session on the Plan at the next meeting.

The question of who is responsible for facility maintenance was presented but not totally answered.

Mr. Meyer explained that there is an ongoing process of obtaining Memorandums of Understanding between the City and User Groups.

B. Establish a Meeting Schedule for the Committee

It was decided to hold regular meetings on the First Thursday of each month at 5:30 PM

New Business

None

Informational Materials

None

Comments of the Audience

None

Comments of the Committee

None

Comments of the Chair

None

The meeting was adjourned at 7:15 PM

Submitted by
Robert Archibald, Chairman

Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



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MEMORANDUM

TO: PARKS AND RECREATION ADVISORY COMMISSION

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: MARCH 8, 2012

RE: DISCUSSION AND RECOMMENDATION TO DISPLAY OR PROVIDE
INFORMATION ON THE KAREN HORNADAY MASTER PLAN DURING
BUILD WEEK

BACKGROUND

At the regular meeting on January 19, 2012 Commissioner Lowney requested a discussion on having the Karen Hornaday Master Plan as an informational piece displayed during the proposed HoPP Build Week May 20-27, 2012.

If the Commission would like to have an informational booth or table that provides information on the Master Plan and future improvements for the park this is possible and would be at minimal cost. The commission would need to schedule days and manpower if they decide to do a booth.

If the commission prefers a banner with the pages of the master plan displayed the commission would need to make a motion to expend the funds.

Recommendation

Discuss and make a motion to provide and have an informational booth during Build Week or to expend the cost of having a banner or similar form to display the master plan.

Renee Krause

From: Robert Archibald <robert.e.archibald@gmail.com>
Sent: Saturday, March 10, 2012 8:51 PM
To: Deb Lowney; Renee Krause
Subject: Fwd: KHP recommendation
Attachments: KHPC.doc; Kiosks.pdf

----- Forwarded message -----

From: Marti McCleery <mjm628@hotmail.com>
Date: Sat, 10 Mar 2012 17:20:55 -0800
Subject: KHP recommendation
To: Robert <robert.e.archibald@gmail.com>

Hi Robert,

Attached is a letter to Parks & Rec as well as a couple of Kiosk samples.

I don't think a kiosk would cost that much, in fact a City employee might be able to construct one. As for the other ideas; I am not sure how much the City of Homer should be responsible for as far as a logo, website or facebook page. Do we just provide the ideas? Do you know what the process is? I think promoting the park is a necessary goal but how do we begin? That might be a topic of discussion for our next meeting?

Anyway, see what you think of the attached info and if it's worthy, forward on to the other committee members. If they think it's ok then we can e-mail to Deb Lowney to present to the Parks & Rec Commission at their next meeting on Thursday. Feel free to revise the letter as you see fit.

Thanks,
Marti



March 8, 2011

Dear Parks and Recreation Commission:

During the last meeting of the Karen Hornaday Park Committee on March 1st, it was briefly discussed that the Karen Hornaday Park Master Plan should be whole heartedly talked about, advertised and put before the community of Homer as a project that is moving forward but in need of community support.

It is instrumental that the Park and the Master Plan cultivate the support of the whole community, not just the little leaguers or the HOPP peoples but everyone, the dog owners, the creek walkers, the picnic users, the families that may have campers at the campground or the folks who just want to contemplate life while savoring the most beautiful view the city has to offer!

It was expressed that the building of the playground facilitated by HOPP in May, would be the perfect opportunity to start "getting the word out", that this beautiful piece of property has a master plan, that the master plan has been adopted by the City of Homer, that state and legislative funds have been received, and that grant monies have been applied for, however not granted, but those efforts alone may not be enough.

Several ideas where expressed:

- Brand the park with a logo
- Construct a Website/Facebook page
- Gain local newspaper support
- Construct an informational kiosk strategically located in the park

This is a topic which will require further discussion but since time is a factor in taking this to the City of Homer, it is the recommendation of the Karen Hornaday Park Committee that at the very least, an informational kiosk is built and installed prior to the playground build date of May 20th, 2012. We would also recommend that a sign drawing attention to the kiosk stating that "The playground is just the beginning" or "What the future holds".

What the Future Holds!

Karen Hornaday Park Master Plan Drawing

Timeline of Park Improvements over the next 5 years

- Jjkdjkguadjkfdlkaj
- Kjaadflkajhfkjahkjhfdkj
fhkajdfhkj
- Dkjfhkdjhfkajhflk
jdhafkj
- Akjdfhkhkjhkajfkjd
- Ldkfkjdakjahgklj
ndhf

2012 Scheduled Improvements

Playground
Drainage
Parking
Park host
site

UPCOMING EVENTS

Dhfkaifhadjhgdjflha
jdhfkjhdhfhadfhadk
jfhgadifgadhfghkja
dgfjhdhfhdhfhdfhgu
idfjkdm,mfdf,adkl
fadkjdfkjh
weyo8rypoiukh
djfhkdjfhkajdh

Plans for Kiosk

We have built two small kiosks for the Finger Lakes Land Trust. The kiosks are designed to be low-cost, attractive (in a natural/rustic fashion), functional, long-lasting, and maintenance-free. We also wanted to avoid the use of pressure-treated lumber and manufactured materials to the greatest extent possible so that the kiosks would fit more comfortably in a natural setting. We believe that we have accomplished most of these objectives; time will tell on the “long-lasting, and maintenance-free.”



The kiosk on the FLT at Sweedler Preserve at Lick Brook



The kiosk at Kingsbury Woods Nature Preserve



Kingsbury kiosk with trailhead register box

Black locust?

We decided to build the kiosks using rough-cut black locust lumber. This helped us meet the objectives of a natural, rustic appearance, and avoidance of pressure-treated lumber. Black locust is naturally rot-resistant. (We still find split black locust fence posts from the late 19th century along the Finger Lakes Trail!)

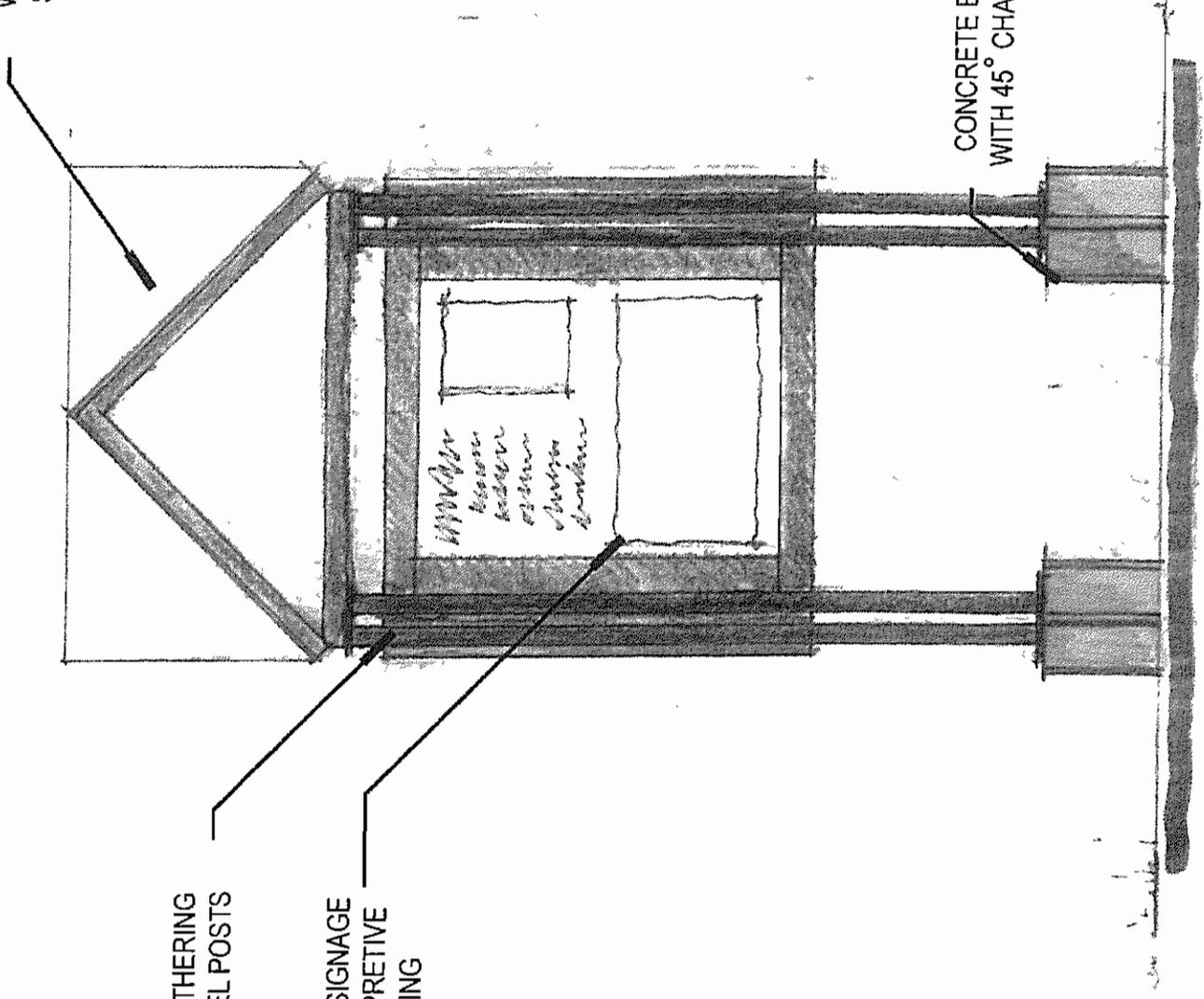
It may be difficult to find black locust cut to the dimensions you need. You will need to hand select virtually every piece since knots, cavities, and irregular dimensions are common. It is fairly easy to work when it is not well seasoned, but once seasoned, it is extremely hard. You must use carbide cutting tools. You must also pre-drill full length holes for your screws and use soap on the threads to avoid breaking them off. Also, black locust is prone to warping and splitting as it seasons, so it is important that you assemble a structurally sound kiosk with accurate cuts so the pieces mate well. A final treat is that slivers from rough-cut black locust are quite nasty, and some have reported allergic reaction to the fine sawdust. Not to sound too negative, once you have gotten used to working with black locust, you will find it a beautiful wood capable of giving very satisfying results.

WEATHERING
STEEL ROOF

WEATHERING
STEEL POSTS

TRAILHEAD SIGNAGE
AND INTERPRETIVE
PANELLING

CONCRETE BASE
WITH 45° CHAMFER



Office of the City Clerk

Jo Johnson, CMC, City Clerk

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MEMORANDUM

TO: PARKS AND RECREATION ADVISORY COMMISSION

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK

DATE: MARCH 8, 2012

RE: INFORMATION REGARDING FUNDING PROJECTS WITH H.A.R.T FUNDS

BACKGROUND

At the regular meeting on January 19, 2012 Commissioner Lowney requested information on the HART program to be on the February agenda. Due to the number of pending and time restrictions associated with a few New Business items I determined it would be better to have this discussion on the March agenda.

I have included the current budgets for the Roads portion of HART and the Trails portion for your review. I also spoke with Julie Engebretsen in the Planning Department on the HART program and how the funds are supposed to be used.

Currently, there are no encumbrances or any money earmarked for new trail projects. The existing trail projects have other funding sources. Angie Otteson, Mitch Hrachiar and Julie Engebretsen plan to review some new possible projects over the spring/summer 2012. When they have a list of projects it will come to Commission for recommendation to City Council to include in the 2013 budget. This same list is presented to the Transportation Advisory Committee for recommendation. It is everyone's goal and intent for the community trail system to continue to grow!

HART is a voter approved program that levies a $\frac{3}{4}$ of 1% sales tax to pay for road and trail construction. Currently, 90% of that sales tax goes into a roads account, and 10% into a separate trails account.

When we're talking about roads vs trails, the HART policy defines them:

- A. Sidewalk- the term "sidewalk" means a pedestrian facility associated with a road and generally within a street right of way.
- B. Trail – a pedestrian facility detached from a road, or not within a street right of way.

So, a sidewalk is paid for out of the 90% roads money, and a trail out of trail money. For example, the separated pathways along Spruceview, East End Road, and the Homer Spit Trail, would all be 'sidewalks' under the HART program, because they are in the right of way and are associated with a major road construction project.

One reason for the differentiation between 'sidewalks' and 'trails': sidewalks are really expensive. If we built sidewalks out of 'trail' money, there would be very little left for building any other trails!

I have included the HART policy in the packet for your information and reference. Please note that Trails can be funded 100% as noted on page 5 of the policy, but must also be recommended by the Transportation Advisory Committee. The HART funds are also used to leverage outside funding sources such as grants.

Recommendation

Informational purposes only.

H.A.R.T. POLICY MANUAL

Homer Accelerated Roads and Trails Program



Adopted September 10, 2007

H.A.R.T. POLICY MANUAL
(HOMER ACCELERATED ROADS AND TRAILS PROGRAM)

TABLE OF CONTENTS

- I. Purpose and Intent
- II. Definitions
- III. Qualifying Criteria
- IV. Financing and Assessments
- V. Utilities
- VI. Special Provisions
- VII. Trail Prioritizing Criteria and Planning Guidelines

February 2008

I. PURPOSE and INTENT

1. The H.A.R.T. is a combined local funding source of dedicated sales tax and assessments to upgrade city streets, new city streets and new city non-motorized trails.(Ordinance 06-42(S); Resolution 88-47 #1)
2. The intent of the program is to reconstruct local substandard city roads and/or upgrade existing city roads, construct new city streets and non motorized trails, thereby reducing maintenance cost, improving access, increasing property values and improving the quality of life. (Ordinance 06-42(S); Resolution 88-47 #2)
3. Reconstruction and new construction shall be to City Standards. (Ordinance 06-42(S) Resolution 88-47 #19)
4. The City will not accept a street for full time maintenance until it meets city standards and is shown on the official maintenance map.¹ (Ordinance 85-14 07/01/85; Resolution 88-47 #8)
5. When practical, the intent of the program is to preclude the destruction of existing property improvements in built up areas. (Resolution 88-77(A), be it further Resolved clause.)
6. State maintained roads are not part of this program. (Resolution 88-47 #7)
7. The criteria for the H.A.R.T. shall be reviewed annually by the Transportation Advisory Committee, with recommendations reported to the Homer City Council. (Resolution 88-47 #22)
8. Annexed roads are included as newly eligible roads, as listed on the Official Road Maintenance Map. (Resolution 03-116, 08/25/03)
9. New roads shall be listed on the Official Road Maintenance Map. (Resolution 07-82)
10. New trails shall be listed on a map in the City Clerk's Office. (Resolution 07-82)

II. DEFINITIONS

- A. Sidewalk- the term "sidewalk" means a pedestrian facility associated with a road and generally within a street right of way. (Resolution 07-82)
- B. Trail – a pedestrian facility detached from a road, or not within a street right of way. (Resolution 07-82)

¹1.Clerk's Note: Done by Ordinance

III. QUALIFYING CRITERIA

A. Roads

The schedule of street improvements and costs developed by the Public Works Department August 87, consisting of Groups I-IV and the annexed roads of the City boundary amendment of Ordinance 02-08(A) and as noted on the Official Road Maintenance Map, are hereby incorporated. (Resolution 05-70, 06/13/05; Ordinance 02-23(A), 06/10/02; Ordinance 02-08(A), 04/08/03; Resolution 03-116, 08/25/03)

Amendments to the schedule can be accomplished only by Council action and are limited to additions to the schedule due to revision of the street map or transfer of state rights-of-ways to the City.

All projects will be authorized only after a public hearing to insure public participation in the process. (Resolution 88-47 #13)

1. The following criteria may be considered for roads qualifying for reconstruction/utility improvements: (Resolution 88-47 #14, Resolution 87-61(S))

- a. Life, safety and traffic flow (Resolution 87-61(S), Resolution 88-47);
- b. Correct deficiencies of existing systems (Resolution 87-61(S), Resolution 88-47);
- c. System wide basis versus local needs (Resolution 87-61(S), Resolution 88-47);
- d. Complete traffic circulation pattern (Resolution 87-61(S), Resolution 88-47);
- e. Encourage economic development (Resolution 87-61(S), Resolution 88-47);
- f. Correct drainage problems (Resolution 87-61(S), Resolution 88-47);
- g. Reduce maintenance cost (Resolution 87-61(S), Resolution 88-47);
- h. Built to city standards prior to acceptance for maintenance (Resolution 61(S), Resolution 88-47);
- i. Reconstruction is a higher priority than new construction projects (Resolution 87-61(S), Resolution 88-47);
- j. Property owner contribution through LID process by paying \$30 per front foot for gravel and \$17 per front foot for paving cost of a residential standard street and the city pays all costs for additional improvements deemed necessary (Resolution 87-61(S); Resolution 88-47, Resolution 94-50; Resolution 95-97)
- k. City share can apply to related utilities, sidewalks, street lighting, drainage, paving and/or reconstruction of roads identified on the road maintenance map. (Resolution 88-47, Resolution 04-41(A).);
 1. Other factors deemed appropriate by the City Council. (Resolution 87-61(S), Resolution 88-47))

2. The following criteria may be considered for new local roads in addition to applicable criteria in 1:

- a. Connectivity to existing road(s), for example completes a traffic pattern.
- b. Arterials or thoroughfares;
- c. Existing utilities;
- d. Contributing funds such as property owner assessments, loans, grants, etc;
- e. Level of need. (Resolution 07-82)

B. Trails

New local non motorized trails shall be prioritized according to the following:

- a. Project is listed in the HNMTTP or furthers a stated goal of that plan;
- b. Solves a safety concern;
- c. Creates connectivity to existing trail(s), completes pattern or provides access to a point of interest;
- d. Protects an established trail;
- e. Creates or improves a trailhead;
- f. Has significant scenic or aesthetic value;
- g. Existence or potential for contributing funds;
- h. Property owner participation. (Resolution 07-82)

IV. FINANCING and ASSESSMENTS

1. The program will utilize an additional dedicated City sales tax not to exceed three quarters of one percent ($\frac{3}{4}\%$) supplemental with assessments against adjacent benefited properties. (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #3).

2. A three quarters of one percent ($\frac{3}{4}$) dedicated sales tax and will be collected for up to twenty years expiring December 31, 2007 and reauthorizing up to an additional twenty years expiring December 31, 2027 to participate in funding the accelerated roads and trails program (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #4). Reauthorized twenty additional years at the October 3, 2006 election (Resolution 06-145(S)) to expire December 31, 2027. Ten percent of the annual revenue shall be used for trail projects.

3. The road improvements will be financed on a combined pay as you go basis as well as sale of revenue bonds in a fifty-fifty ratio. There may be future bond sales as revenues increase. (Resolution 87-47 #6)

4. The City will attempt to obtain long term financing for up to ten years for the private share of funding. (Resolution 88-74 #12, bond change Ordinance 89-17, regarding ten years financing.)

5. Interest, if any, generated from the program will remain with the program funds. (Resolution 88-47 #18)

6. Abutting property owners will share the cost of upgrading a street to residential standards by paying \$30 per front foot for gravel and \$17 per front foot for paving.² (Resolution 87-61(S), Resolution 88-47, Resolution 94-50, Resolution 95-97)

7. The City will pay all costs for any additional improvements required when deemed necessary by the City. Other improvements requested by the benefited property owners will be paid by those same property owners. (Resolution 88-47 #11)

8. The \$30/\$17 split in front foot assessment stands unless there is 100% agreement on a revised formula for a specific project or the amount is adjusted by the City Council. (Resolution 87-61(S), Resolution 88-47; #21; Resolution 95-97)

9. Road Reconstruction assessment payment date, penalty and interest shall be set as soon as the reconstruction project has been accepted by the Public Works Department regardless if the LID/Assessment district wherein reconstruction has been completed is also scheduled for paving as part of the same LID/Assessment District. Paving assessment payment date, penalty and interest will be set as soon as the paving project has been accepted by the Public Works Department. HCC 17.04.070--110. (Resolution 96-73)

10. New Local Roads may be constructed by 100% program funds when the construction thereof benefits the entire City or when the City owns the property wherein the road is to be constructed. The Road to be constructed must meet the qualifying criteria and be recommended by the Transportation Advisory Committee to the City Council. This expenditure must be approved via Ordinance with justification noted within the body of the Ordinance. Whenever possible, New Local Roads will be constructed using the LID process HCC 17.04 and the assessment methodology as noted in item 6. and 8. (Resolution 07-82)

11. HART funds may be used to leverage outside funds for New Local Roads and Trails. (Resolution 07-82)

12. New Local Trails may be constructed using 100% program funds and follow the procedures listed in item 10. (Resolution 07-82)

13. Sidewalks shall be paid for out of road funds, and trails shall be paid for out of the 10% allocated to trails. (Resolution 07-82)

² Danview/Svedlund and Sabrina/Mark White are grandfathered in at the \$20/\$11 split per Council action. (Resolution 94-52)

V. UTILITIES

1. Prior to street reconstruction, necessary related non existing water and sewer improvements shall be encouraged whenever possible. (Resolution 88-47 #9)
2. Water and Sewer utility extensions necessary to extend the utilities short distances beyond a construction area will be paid for by the program. (Resolution. 88-47 #10)
3. Water and sewer utility relocations directly caused by reconstruction will be paid for by the Accelerated Roads Program. (Resolution. 88-47 #10)
4. Water and sewer utility upgrades necessary for future capacity that are done concurrently with reconstruction and/or paving will be paid for by the utility (a) fund. (Resolution 88-47 #10)
5. The City shall recover from the property owner the cost of construction of City-provided sewer and water service connections by including the cost of construction of such connections in the service connection fee established under HCC Chapter 14.13. (Resolution. 88-47)
6. Cost of installing stub-outs would be a necessary expense to anyone building on lots requiring sewer and/or water service. Sewer and/or Water funds or other public money was provided to pay the cost of these stub-outs because of the benefit of a quality finished road and the use of stub-outs benefit only those particular lots. Costs will be recouped from benefiting property owners through deferred assessments. The Planning Clerk and Finance Department will maintain a listing of these deferred sewer and/or water service connection fees.
7. Whenever practical street lights shall be included in the construction of new local roads and shall be paid by HART funds. Property owners participating in a road reconstruction and/or paving LID may request street lights. If the project is deemed feasible the property owners shall be assessed for the installation of the street lights on an equal share per parcel methodology. Property owner approval of the street light assessment shall follow the process in HCC 17.04. Once constructed, the City will absorb the utility billing for the street light(s). (Resolution 07-82)

VI. SPECIAL PROVISIONS

1. Additional right-of-way required will be paid by this program, at no additional cost to abutting property owners. (Resolution 88-47 #20)
2. Corner lots are exempt from a double front footage assessment and the total assessed frontage shall not exceed the longest side of the lot. Reconstruction assessments apply to

reconstruction and paving. Corner lot agreement is required after 10/25/94. (Resolution 87-61(S) #15; Resolution. 88-47 #15, Resolution 91-68, Ordinance 94-16(A))

3. Lots having a frontage on two parallel streets, or flag lots having a frontage on two perpendicular streets, are exempt from a double front footage assessment unless actually accessing the lot from both streets either prior to or after reconstruction and/or paving Deferred Assessment Agreement Required pursuant to HCC 17.04.160. (Resolution 88-47 #16)

4. This program includes paving driveway aprons on contracts funded by H.A.R.P. (Resolution 88-47 #17; Resolution 91-48)

5. When at all practical, the center line of rights-of-way will be the established road center line. Where impractical, the center line may be shifted to mitigate improvement encroachments of high cost hillside excavation. (Resolution 88-77(A))

6. In established neighborhoods, where improvements such as housing, carports, lawns or landscaping have been constructed near the right-of-way line and ditching would seriously impact these improvements, alternates to open ditching may be considered. These alternates may include gently sloping ditches back to the lawn, trench drains, standard or rolled curbs and gutter or any other sound engineering practices. The cost of these alternates will be born by the road program unless the residents elect to participate in the curb, gutter and sidewalk programs. (Resolution 88-77(A))

7. Pedestrian amenities shall be included in all new road projects unless exempted by the City Council. (Resolution. 04-41(A))

8. Exempting Certain Lands that will not be Developed due to Conservation Easements or Owned by Organizations that Conserve Land for Public Purpose and/or Habitat Protection from the Homer Accelerated Roads Program and the Homer Accelerated Water and Sewer Program Assessment District Assessments on a Case by Case Basis and that Each Program Shall be Amended to Include this Exemption under Special Provisions. (Resolution 05-50(A).)

9. New Subdivisions may not participate in HART for the construction of subdivision roads or trails.

a. Exception: To encourage trail connectivity, the Subdivider will be required to pay a prorated share of the project cost not to exceed 75% of the cost of public trail construction. (Resolution 07-82)

10. HART funds may be used in accordance with Title 11.04.05. If a development includes a segment of an arterial or collector street as shown on the Master Plan, the

developer shall construct the streets on the alignment adopted in the Master Roads and Streets Plan, and conforming to the respective classification. The developer shall be required to construct the street to a twenty-eight-foot width in accordance with the minimum requirements of a local residential street; provided, however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street. (Resolution 07-82)

VII. TRAIL PRIORITIZING CRITERIA AND PLANNING GUIDELINES

A. Trail Prioritizing. The TAC and Parks and Recreation Advisory Commission will review the trail priority list during the annual review of the HART. The list will be presented in a memorandum from staff, and will contain a mix of large and small projects. Generally it will include up to five trail projects that staff has reviewed and found ready for preliminary work. Trails on this list are planned for construction in the near term (one to three year timeframe). Staff will actively work to prepare those projects for construction. (Resolution 07-82)

B. Trail Planning Guidelines

Trail design shall take into account at minimum the following:

1. Use context sensitive design when locating and planning trails to take advantage of scenic resources.
2. Respect the character of trails based on function, setting, and expectation of accessibility.
3. Evaluate the soils, drainage, wetlands, Tsunami zone, flood plain, stream setbacks, historical resources, visual resources, topography, existing and potential land use, zoning and land ownership.
4. Where estimated costs, operating costs and outside funding availability are considerations and important criteria, care should be used to ensure that important trails are not eliminated solely using cost as a determinant.
5. Multi-use trails are encouraged. Design of the trail should include consideration of compatible uses such as pedestrians and bicycles.
6. All trails should be designed to recognize the requirements of ADA standards and guidelines. (Resolution 07-82)

**CITY OF HOMER
2012 OPERATING BUDGET**

**HART Trail Reserves
165-375**

Acct #	2009	2010	2011	2012
	Actual	Actual	Budget	Budget
Beginning Balance	168,949	133,314	226,222	211,919
Revenue				
4201 Sales Tax	105,959	111,631	104,496	109,989
4801 Investment Interest	1,131	522	2,000	600
Total Revenue	107,090	112,153	106,496	110,569
5xxx Expenditures	9,321	3,150	16,698	
Encumbered			88,331	
Transfers Out				
Debt Payment - Principal				
Debt Payment - Interest				
Fund 100 - GF Admin Fees To 151-741 Ocean Drive	23,913	16,095	15,770	17,954
Transfers	109,491			
Total Transfers	133,404	16,095	15,770	17,954
Total Expenditures, Encumbrances & Transfers	142,725	19,245	120,799	17,954
Ending Balance	133,314	226,222	211,919	304,554

Expenditure Detail

Ord #	2009		2010		2011		2012	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Beluga Slough Trail - HART	25,000							
HART - Reber Trail	54,500					16,698		
HART - W Homer Elementary Trail Phase 1	8,000	1,119						
Contract for a Trail Design Criteria Manual	30,000	8,203			3,150			
	117,500	9,321	-	3,150	-	16,696	-	-

**CITY OF HOMER
2012 OPERATING BUDGET**

**HART Roads Reserves
160 - 766**

Acct #	2009 Actual	2010 Actual	2011 Budget	2012 Budget
Beginning Balance	3,750,253	3,818,917	4,673,142	5,192,741
Revenue				
4201 Sales Tax	966,263	989,932	940,466	989,901
4801 Investment Interest	26,359	9,149	26,000	10,000
4610 Plans (766)				
Total Revenue	992,622	999,081	966,466	999,901

Transfers Out

Debt Payment - Principal	Close Out Fund 161 - Debt Paid in full			
Debt Payment - Interest				
Fund 100 - GF Admin Fees	215,221	144,856	141,927	161,590
To 151-741 Ocean Drive Ord 04-37				
Total Transfers	215,221	144,856	141,927	161,590

Expenditures

766 Spruceview Ord. 04-50				
769 2009 Paving Projects	473,880			
770 Freight Dock	234,857			
771 Soundview/Woodard Sewer (Ord 10-11)			13,000	
771 Soundview/Woodard Sewer (Ord 11-08)			291,940	
789 Douglas Street				
	708,737	-	304,940	-

Total Encumbrances, Transfers & Expenditures	923,958	144,856	446,867	161,590
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End Balance	3,818,917	4,673,142	5,192,741	6,031,051
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2010 Budget:	
766 Spruceview/Noview LID	
Repave Project - Phase II	612,598
Freight Dock Road Paving	275,068
	887,666

2011 Budget:	
Soundview/Woodard Ord. 10-11	13,000.00
Soundview/Woodard Ord. 11-08	291,940
	304,940

2012 Budget:	
Soundview/Woodard Ord. 10-11	
	-

Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



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MEMORANDUM

TO: PARKS AND RECREATION ADVISORY COMMISSION
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK
DATE: MARCH 8, 2012
RE: DISCUSSION AND RECOMMENDATION ON THE PROPOSED NONMOTORIZED PATHWAY ALONG KACHEMAK DRIVE AND REVISED RESOLUTION

BACKGROUND

The Kachemak Drive Path Committee has submitted a revised resolution for commission review and recommendation. They have provided back up materials that outline a plan and recommend using the HART funds for a possible funding source.

The resolution is on the following page along with copy of the back up materials.

Recommendation

Discuss and make a motion to submit the resolution including all referenced materials to City Council for approval.

THE REVISED RESOLUTION:

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

WHEREAS, The Parks and Recreation Advisory Commission established the Kachemak Drive Path Committee to specifically address possible solutions to the hazards presented to non-motorized and motorized users of Kachemak Drive; and

WHEREAS, The Kachemak Drive Path Committee received substantial public input on safety concerns; and

WHEREAS, The Homer City Council has shown support for this non-motorized pathway by inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital Improvement Plan; and approving the Homer Non-Motorized Transportation and Trail Plan; the Homer Area Transportation Plan; the Climate Action Plan; and the Homer Accelerated Roads and Trails (HART) Policy Manual; and

WHEREAS, Increasing non-motorized transportation improves public health and safety; encourages tourism; cleans the environment; reduces transportation costs; and enhances livable communities; and

WHEREAS, The City of Homer has available HART trail funds that can, including other sources, form a basis for funding this project; and

WHEREAS, Utility easements can be utilized with the permission of property owners.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby supports the construction of a non-motorized pathway along Kachemak Drive within the City of Homer, and that said improvement will enhance safety and benefit the public; and

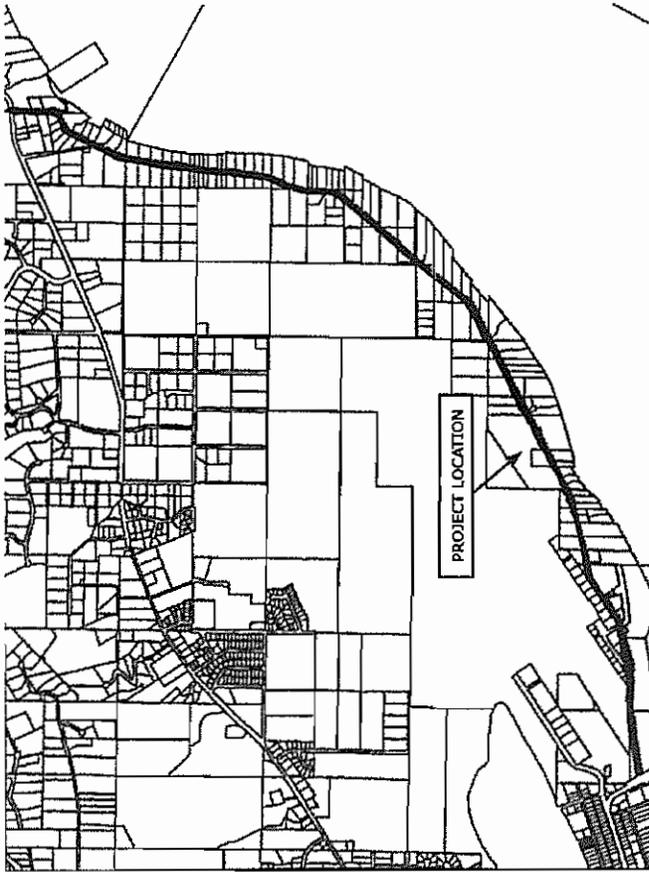
BE IT FURTHER RESOLVED that the City Council of Homer, Alaska further supports actions increasing safety for motorized and non-motorized users of Kachemak Drive in the following ways: Build a separated path paralleling Kachemak Drive using utility easements and public property, and increase the use of signage.

Kachemak Drive Path

Preliminary Engineering Packet

March 8, 2012

Mission Statement: To build a safe, separate non motorized trail along Kachemak Drive connecting East End Road to the Spit Road via the airport.



Contents / Index

Pg	Description
1	Cover Sheet, Vicinity Map, Index
2	General Notes
3	Typical Path Sections
4-7	Aerial Views of Path and Road

References:

- Homer Non Motorized Transportation & Trail Plan
 - City of Homer Capital Improvement Plan (CIP) 2012-2017
 - City of Homer Trail Manual Design Criteria
- References are available from the City Clerk, as hard copy or online at:
<http://www.cityofhomer-ak.gov/documentsandforms>

Kachemak Drive Path - Preliminary Engineering Packet

March 8, 2012

General Notes

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

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, the project to build a separated pathway along Kachemak Drive will take several years to complete. (from CIP, Pg 43)

The purpose of this document is to propose a general route and guidelines for construction details of the path so easements and detailed data can be collected.

All aerial photos in this package are from Google Earth and the Kenai Borough websites. They are not to scale and not current. The ongoing sewer and water improvements are not shown.

No detailed survey data has been taken for this project. Very rough stationing estimates have been created from available public information, Google Earth and Kenai Peninsula. Detailed survey information needs to be acquired.

The Kachemak Drive Path will attempt to follow existing water, sewer, and electric easements. The public access easements have not been acquired along these utility easements. A letter requesting public access easements from the City to landowners is needed.

A Maintenance Plan and a Funding Plan are required, funding sources are available with HARP funds.

TYPICAL SECTIONS

LVL3-Dry

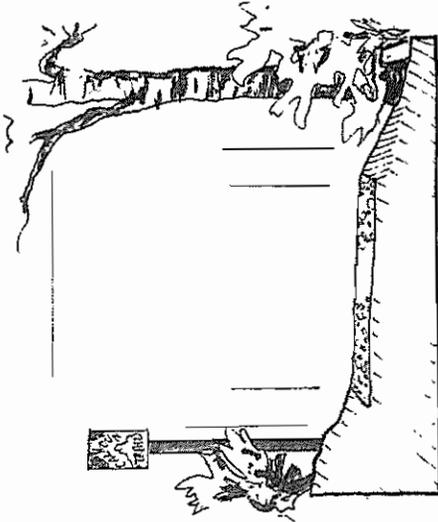


FIGURE D-10 Stone Dip with Turnpike logs

LVL5-Ultimate

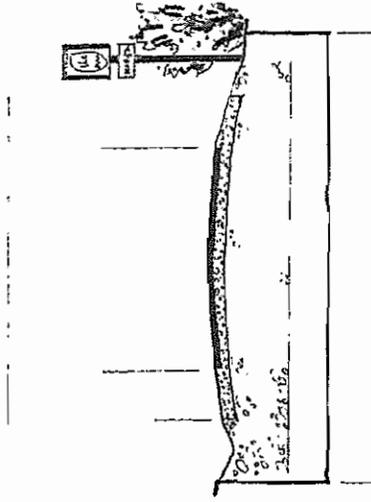


FIGURE D-11 Underdrain, or French Drain

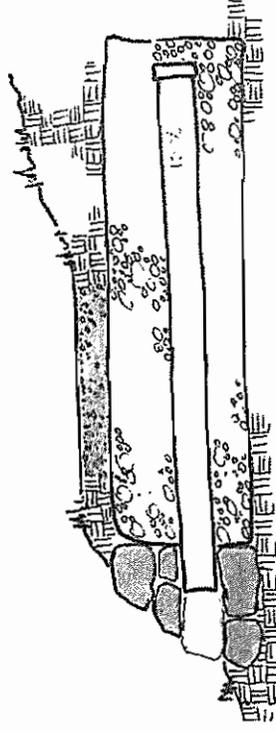
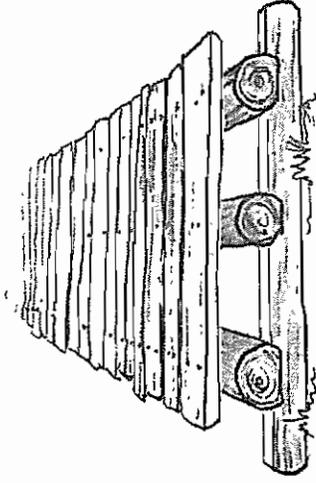


FIGURE D-10 Stone Dip with Turnpike logs



FIGURE D-15 Puncheon Over Wetland



SOURCE OF (some) DRAWINGS: Wetland Trail Design and Construction, USDA Forest Service, 2007. and CITY OF HOMER PUBLIC ACCESS EASEMENTS; AND TRAILS DESIGN CRITERIA MANUAL

There are several other suggested path types, including bridge sections over gullies, recycled City owned plastic sections near Islands and Oceans, other sections shown in the City of Homer Non Motorized Transportation & Trail Plan (pgs 3, 17, and 32); the Trail Manual (pgs 27, 29, 31, 38, 39, 40, 44, 45, 47, and 49); and other public sources.

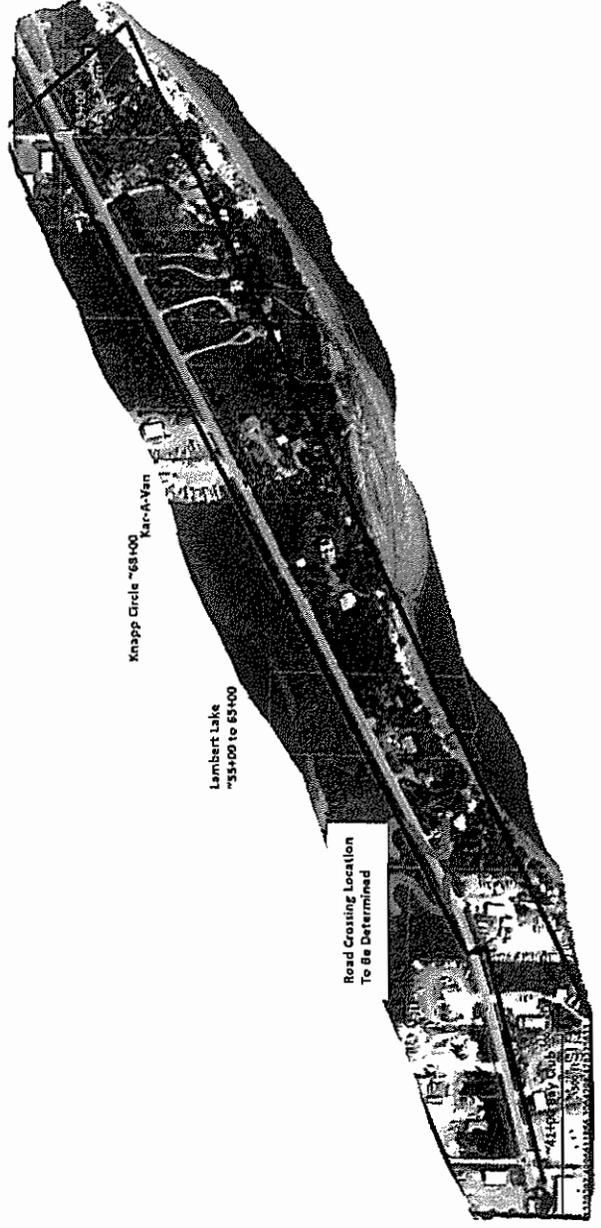
Stations Description Sheet 1

- 0+00 to ~5+00 Flat, continue existing Spit Path with separate trail from road
- ~5+00 to ~11+00 Path is on or near toe of embankment, in and out of trees
- ~11+00 to ~28+00 Trail follows beach to existing road that climbs to top of hill, on existing one lane road to beach from parking. Alternate trail would be a new route up the slope (Yellow line)
- ~17+00 to ~28+00 Path is in back of airport long term parking. Remove junk cars, need airport leasing approval.
- ~28+00 to 41+00 Adjacent to, but separate from road to Bay Club



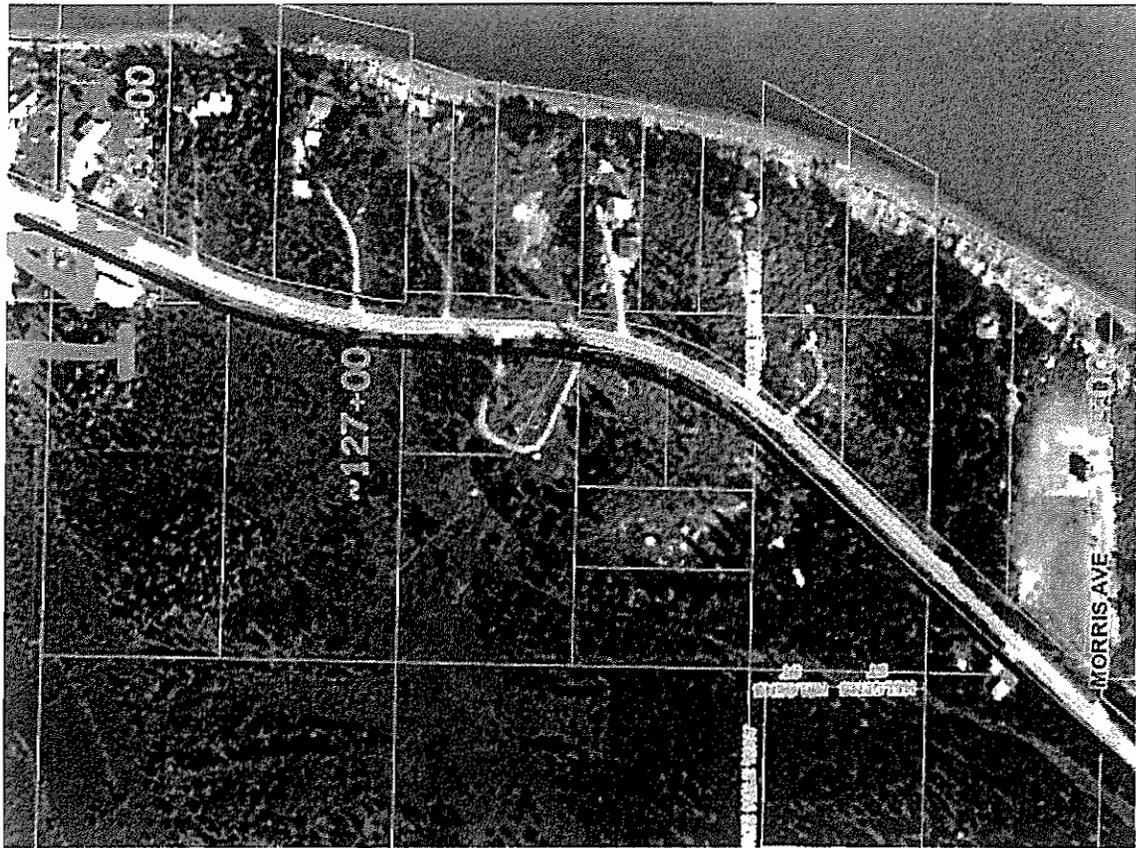
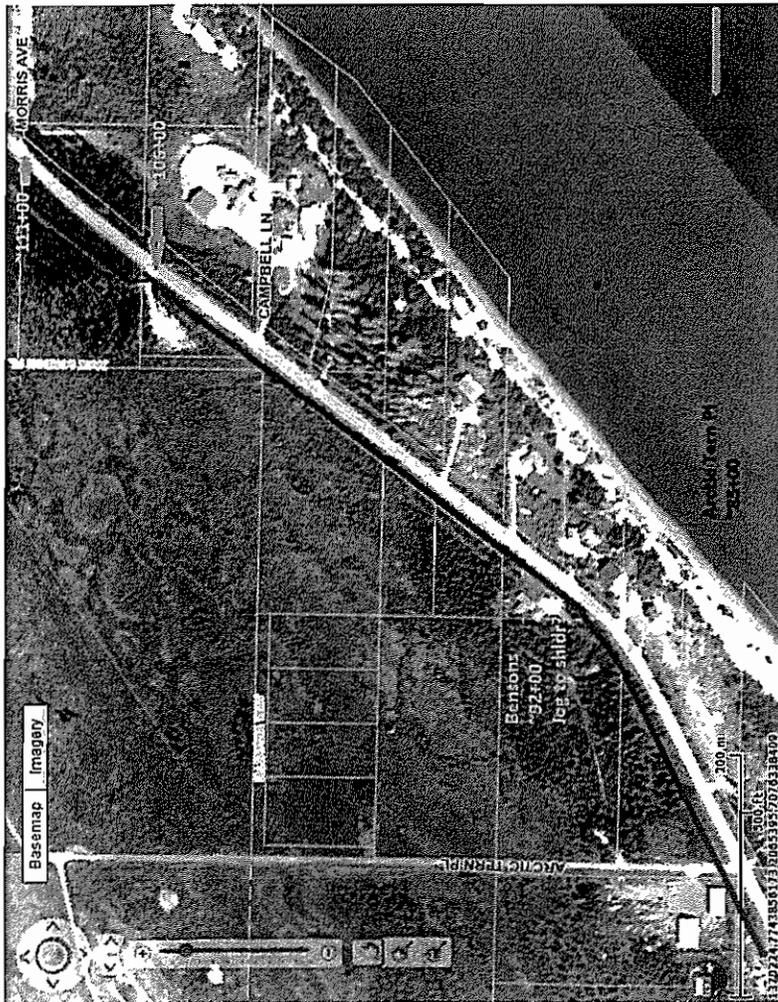
Sheet 2

- ~41+00 to ~49+00 Bay Club to AP Mgr or boatyard road crossing. Exact crossing location to be determined, check sight distances on road, utility obstacles on north side, driveways, and topography. Follow electric or sewer / water easement.
- ~49+00 to ~85+00 Road crossing to Arctic Tern. Follow electric easement. Damp ground by Lambert Lake.



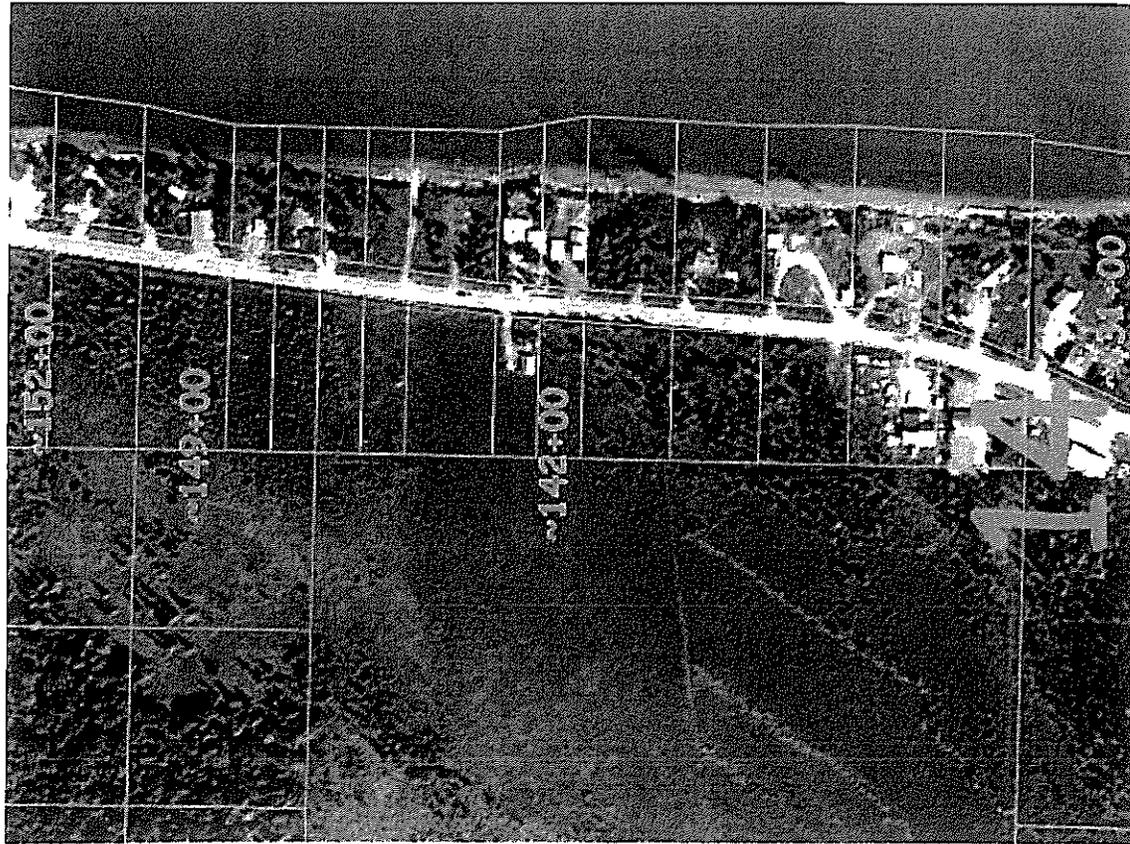
Sheet 3

~85+00 to ~111+00 Arctic Tern to Morris Ave (platted road only). Follow power line? May have to jog to road shoulder to get around private property at ~92+00.

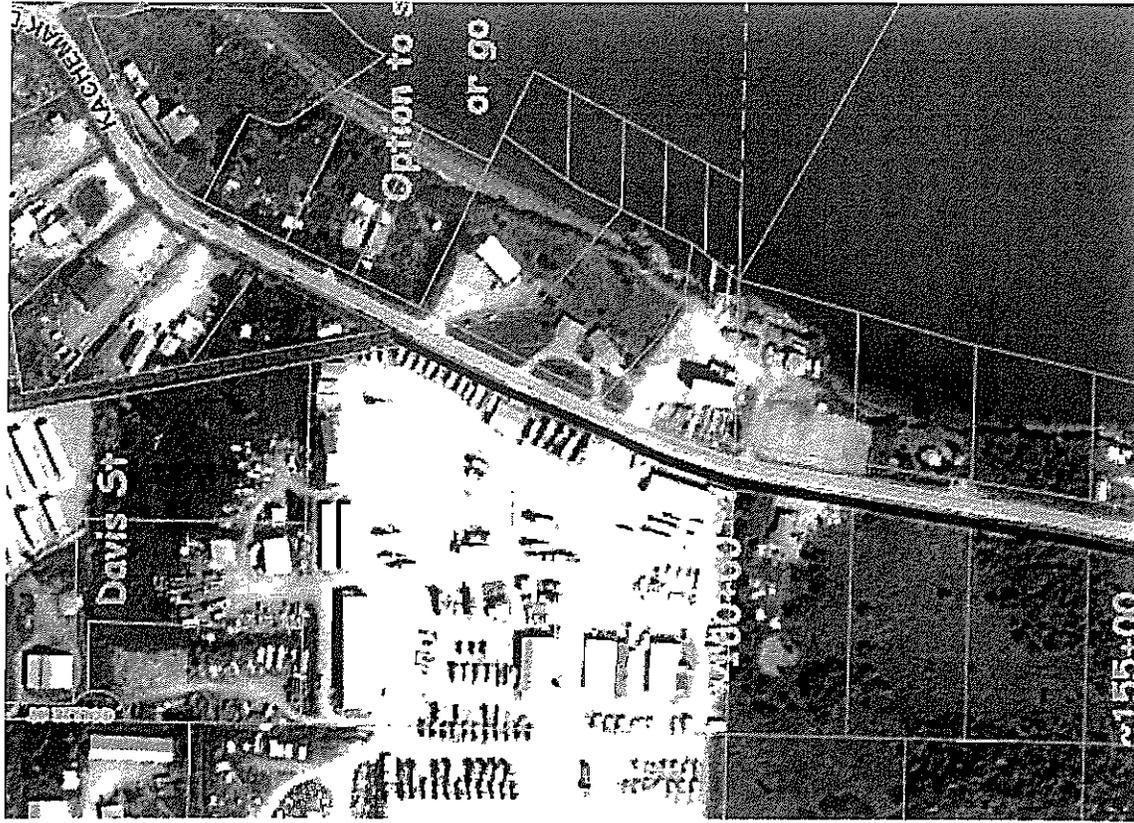


Sheet 4 ~111+00 to ~131+00 Morris Ave thru curves, ----->>> follow new sewer line easement?

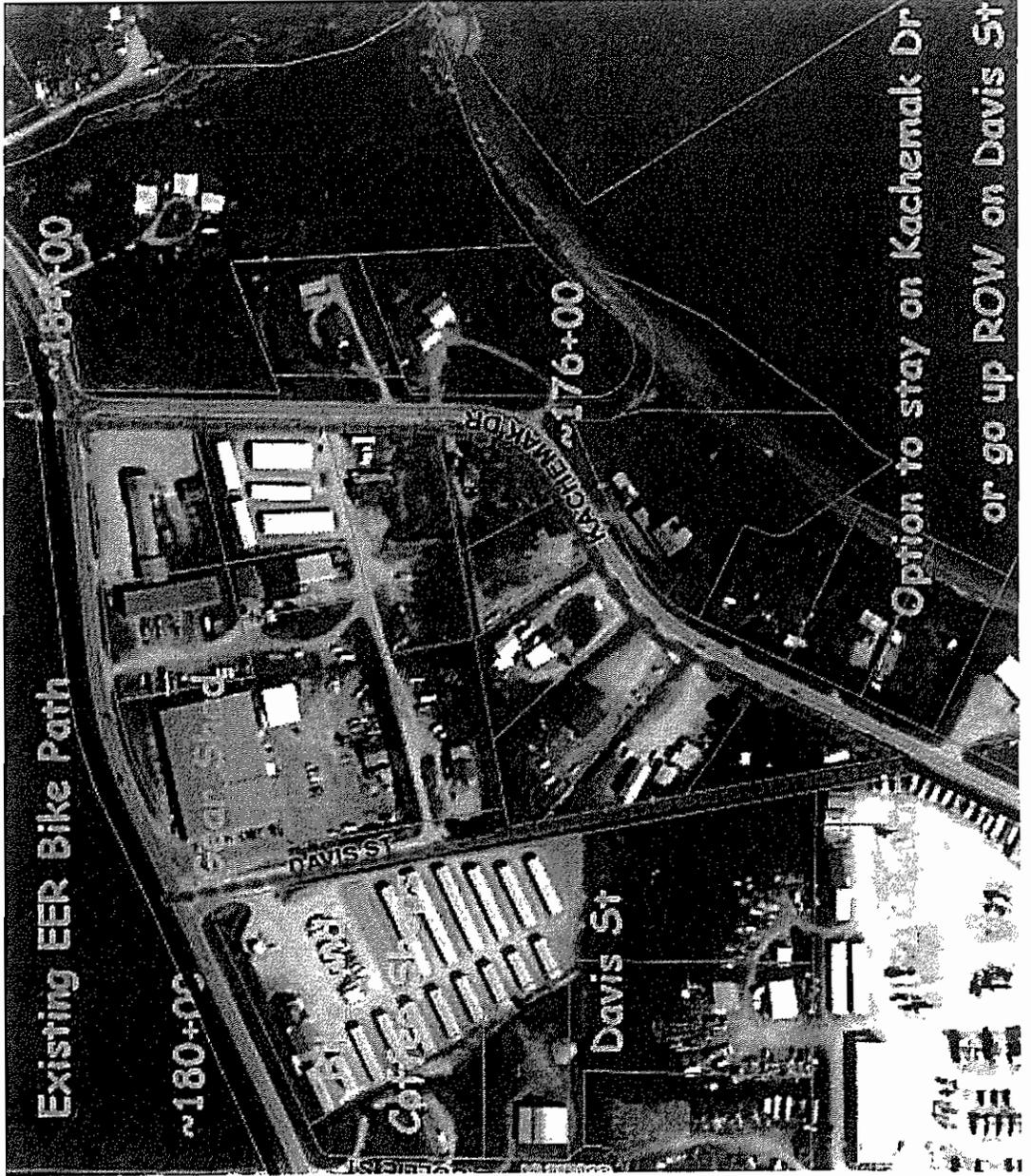
Sheet 5 ~135+00 to ~152+00 Follow new sewer line easement?



Sheet 6 ~152+00 to ~172+00
Follow new sewer line past the Northern Enterprises boatyard



Sheet 7 ~172+00 to E-EndRd The Davis St option would require about 900' of clearing and possible large culvert installation, then another ~300' to get to East End Road through a congested area between the Gear Shed, a coffee shop, and a bike shop, all good terminations for the trail. The Kachemak Drive option would involve building the trail across several driveways, without substantial drainage issues.



Supporting Data for Establishing a Kachemak Drive Non Motorized Path

HOMER NON-MOTORIZED TRANSPORTATION PLAN

Sec. 3.0, pg. 17 To complete and connect the communities pedestrian system, walkways (referred to as separated pathways in the bicycle transportation section of this report) should be added to the following locations: Kachemak Drive Pathway

Sec.3.3 pg. 31 The Federal Highway Administration official bicycle policy is to “accommodate current use and encourage increased use while enhancing safety.”

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

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

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

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

Separated Pathway

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

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

Signed shared Roadway **(Immediate Need)**

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

Policy and Institutional Framework

Sec. 4.0 Pg. 40, Policy 1.2, Action 1: For each construction season a list of scheduled road construction upgrade and repair projects will be prepared.

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

Policy 1.5 The Homer Non-motorized Trail Plan shall be recognized as a guide for transportation development.

Policy 5.5 Establish a method to allow existing utility and drainage easements to be used as pedestrian easements. Develop a set of guidelines to be used in evaluating existing utility and drainage easements for their use as pedestrian easements.

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

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

“A rehabilitation project for Kachemak Drive that includes a separated multi-use pathway has been identified as an essential need of the City’s Capital Improvement Program.

(emphasis added) Because of the right-of-way- acquisition requirements and the significant cost of the project, it is not scheduled for completion until 2009. An interim solution, such as striping a bicycle lane should be considered for safe bicycle travel along this route.

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

MISSION STATEMENT-ALASKA BIKE AND PEDESTRIAN PLAN

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

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

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

Goal 2 (under mission statement)

Provide a more bicycle and pedestrian friendly transportation network.

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

Engineering Good Designs

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

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

Kachemak Drive Path Committee

Thursday, February 23, 2012, 5:30 p.m.

Bumppo Bremicker, Chairman, Beth Cumming, Lynn Burt, Lindianne Sarno, recording, Dave Brann, David Clemens, Kevin Walker, visitor.

Motion to Approve Agenda: Beth moves to put New Business B. before New Business A. No objections, we approve this change. Beth feels it's important to get our resolution done and ready to go to Parks and Rec.

Dave Brann moves to approve, Beth Cumming seconds, no objections, approved.

Motion to approve minutes: Beth moves. Dave seconds, no objections, minutes approved.

Public comments: Kevin Walker, when shall we discuss my packet of info? Beth thinks this packet should accompany the resolution to City Council, and it will be discussed then, including Kevin in the discussion.

Pending Business: Continuing Discussion and Planning for Path Design, page 7. Kevin Walker at the microphone. Regarding providing public with access to and from the airport for pedestrians who get off planes. Kevin's letter to Jennifer Bailey cleared up; we are not proposing to trespass on airport property, but rather to provide safe non-motorized transportation corridor for people coming to and from the airport. Dave Brann reports that Jocelyn Biloon and Scott Thomas, say DOT is working on this. They recognize there is a committee, and Dave is their contact. Walt Wrede, City Manager will get in touch with Ms. Biloon regarding a traffic count. Jennifer Bailey is our contact at DOT Public Transportation Facilities, Aviation Leasing. She is in Anchorage. Kevin Jones is the airport manager.

Bumppo points out that if we are in the DOT right of way we have to follow their requirements, regardless of whether DOT is paying for it. (1) Survey (2) Engineered drawings (3) ADA design specs (4) erosion control (5) contract with DOT to provide maintenance (6) liability and insurance coverage. City of Homer sponsorship is crucial, especially for ongoing maintenance.

Dave Brann points out most of the easements are private property easements. They are not a big stumbling block, especially with approval of City Council. Utility easements are outside DOT right of way. Until we survey each section on the ground we won't know for sure but huge section of road is outside DOT right of way.

Dave Clemens: suggests we send DOT a package about the DOT right of way on the sections that are in DOT right of way. Kevin Walker says Jennifer Bailey says this is already in DOT planning. Next step is contacting the City Manager, the City Manager contacting state planning, and getting back to us.

Bumppo: what we need is for city to officially to buy into this and deal with DOT.

New Business: page 67, reformulating the Resolution on the Kachemak Drive pathway. City Council sent it back to Zoning and Planning, who sent it back to us. It was too muddy last time.

Add to the resolution; include a funding plan mentioning that there will be \$305,000 by the end of 2012.

Beth suggests we send to the city this resolution, the Kachemak Drive Path specifics packet created by Kevin Walker, and a funding plan.

FUNDING PLAN: the city can borrow money at good rates, against the HART money, need not be bonded, borrow against the revenue source for 10 years. Julie Engebretsen, Planning Department, says this is a common practice. Funding plan would include private donations and HART funding. Page 95 of our packet gives an outline of the Planning and Approval process.

WHAT WE MUST ACCOMPLISH: Bumppo: We want City Council to direct city administration to start focusing on this pathway. Dave Brann commented, to direct city staff to do what they can to keep this moving along. Give the city a plan for maintenance. Bumppo interjected that we still need to contact landowners, how will they feel about this. Dave Brann: this is on top line of things to talk about with the City Manager.

Beth: Two City Council members commented, "We want to know what you have in mind."

DOCUMENTS WE NEED: (1) resolution (2) packet from Kevin is ready. Complete these two items tonight. Then Renee can advise us on form of (3) funding plan (not ready) and (4) a letter to private landowners will come from the City. (5) Maintenance plan.

We revise the resolution. See resolution on next page.

Beth moves that we approve Resolution 11-090 as revised and send it on to Parks and Recreation and the City Council; Dave seconded. Unanimous approval. See resolution on next page.

Bumppo moves that we assign a council member to each committee member, and well in advance of the City Council meeting bring to them the packet including: resolution, Kevin Walker's packet, and funding plan. Dave Brann says we'll not have a projected cost until the survey. Dave Clemens suggests we mention that we've scaled back from the East End Bike Path to less than \$1.5 million per mile.

Beth proposes changing our Committee's mission statement: "to build a safe non-motorized separate path along Kachemak Drive, connecting East End Road to Spit Road via the airport. Kevin's packet is called our preliminary engineering packet.

Beth proposes a fund-raising event to raise \$5,000 to \$10,000 petty cash. She has engaged a professional event producer, Sally Oberstein, to produce the event, and is proceeding with these plans as a private citizen. Funds would be used for chain saws, Surveying, signage, and other uses.

Dave Clemens mentions that the Homer Cycling Club approves increased signage to increase safety on Kachemak Drive for those commuting cyclists who will continue to use the road. If Kachemak Drive is improved, the cycling club would support widening the shoulder for the safety of commuting cyclists.

Beth wonders if the Mud Bay Trail is included. We see the Mud Bay Trail is included in Kevin Walker's pre-engineering packet.

We discuss the plastic walkway and decide a request has gone to the city for the walkway.

Report on December 10 Field Trip: Dave Brann said it was valuable, going from the airport lot, down, looked at possibility of cut-off trail. It will be challenging. Walked along the beach to the road. Site visitation was valuable. Clarified and provided yellow line and blue line on the pre-engineering packet. Lynn agrees with Dave. Beth says the foundation is there on Aviation Leasing land for a full quarter mile, bridge would be used to cross the gully, then pleasant going among the trees. Yes, it drops steeply and bicyclists could walk there. Bicycle trail would be fairly easy along the Mud Bay Trail.

Kevin Walker: revised mission statement as noted. Will include resolution. Lindianne will e-mail resolution to Kevin as well as to Renee. Will leave off last three pages.

homerkev@gmail.com, clerk@ci.homer.ak.us,

Re funding and maintenance: Dave, Kevin, Renee, will put those together, and Kevin will send them out to the Committee via e-mail. HART funds: \$234,719 at end of 2011, \$305,000 by end of 2012.

Dates: Next Parks and Rec is 15th of March, City Council will be 26th of March. Possible for this resolution and preliminary engineering packet to go to these meetings. Renee, please put the Kachemak Drive Path on the agendas for both those meetings. Bumppo will call or e-mail each Committee member to assign a City Council member.

Our next meeting: March 22, fourth Thursday in March.

We adjourn. 9:05 p.m.

PARKS AND RECREATION ADVISORY COMMISSION
STRATEGIC PLAN 2012

MISSION STATEMENT

The Commission is established to advocate in an advisory capacity to the City Manager and the City Council on the problems and development of parks, recreation facilities and public beaches within the City.

STRATEGIC GOALS OF THE COMMISSION – What is the focus for the commission?

General Goals of the Commission

- Advocate for obtaining open and green space
- Receive Notification of future land disposals with attention to park and recreation needs
- Keep existing green space and public open space
- Preserve areas of natural beauty and access
- Receive Notification of vacations of public access
- Receive Report on City cemetery maintenance costs, future land use, budget orientation funds, how many plots and where the revenues are applied from plot sales
- Raise Public Awareness of Parks and Recreation Opportunities on the Homer Spit

STRATEGIC OBJECTIVES OF THE COMMISSION – Must have achievable results, an action statement.

3-5 Year Projects

- Advocate for a Parks and Recreation Department – obtain information on each city on the Peninsula that has a Parks and Recreation Department and Commission
- Establish a Campground Host Program at Karen Hornaday Park
- Develop a Park in the Area known as Town Center and plan for pathways and trails

1-2 Year Projects

- construct a pedestrian/bike path along Kachemak Drive
- Support Playground Improvement Project at Karen Hornaday park
- Document current and historical trails, create a pamphlet to show hiking trails, beaches, recreational access points, parks, campgrounds and basic rules and etiquette
- Continue work on Karen Hornaday park drainage, the parking lot, and master plan implementation
- Increase the city budget for parks and recreations
- Mariner Park driveway access and pedestrian access from the Homer Spit Road and bike path crossing of Homer Spit Road.
- Create an overall uniform sign design for city parks and recreation areas.
- Review Town Center Plan to Identify Short Term Projects

ACTIONS OF THE COMMISSION –Who will do what, when and how?

- Have a committee go to City Council with recommendations, action plan and time frame.
- Every time there is a memo from the Commission to City Council a Commissioner should go to the meeting and speak about it.
- A commissioner should attend every council meeting to speak with council and keep them informed about what they are working on.

- One member of the Commission attend meetings of other user groups – skiing, co-host, etc.
Create better working relationship and communication with user groups.
- Educate other city commissions, committees and boards
- Staff to send notice of commission projects

SHARED ACTIONS STAFF/COMMISSION

- Focus and monitor the HNMTTP implementation
- Research and create best use plans for all parks, with WKFL being the next park.

2012 HOMER CITY COUNCIL MEETINGS
PARKS AND RECREATION 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 2012 is as follows:

February 27, 2012	Tricia Lillibridge
March 12, 27, 2012	_____
April 9, 23, 2012	_____
May 14, 29, 2012	_____
June 11, 25 2012	_____
July 23, 2012	_____
August 13, 27, 2012	_____
September 10, 24, 2012	_____
October 8, 22, 2012	_____
November 26, 2012	_____
December 10, 2012	_____

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.

PARKS AND RECREATION ADVISORY COMMISSION ANNUAL CALENDAR
2012

<u>MEETING DATE</u>	<u>SCHEDULED EVENTS OR AGENDA ITEMS</u>
FEBRUARY 16, 2012	LAND ALLOCATION PLAN REVIEW & RECOMMENDATIONS TO COUNCIL
MARCH 15, 2012	APPOINT/VOLUNTEERS TO ATTEND CITY COUNCIL JOINT WORKSESSION ON LAND ALLOCATION PLAN 2012 3/27/12
APRIL 19, 2012	SELECT SPRING PARK &/ OR BEACH WALK THROUGH
MAY 17, 2012	PLANNING PARK DAY OR SIMILAR EVENT SPRING PARK AND/OR BEACHES WALK THROUGH
JUNE 21, 2012	COMPLETE ARRANGEMENTS FOR PARK DAY OR SIMILAR EVENT
JULY 19, 2012	REVIEW CAPITAL IMPROVEMENT PLAN PARK DAY
AUGUST 16, 2011	BUDGET REVIEW & RECOMMENDATIONS TO CITY MANAGER & CITY COUNCIL
SEPTEMBER 20, 2012	FALL PARK WALK THROUGH AND BEACH WALK; ELECTIONS; SELECT KHP CLEAN UP DAY
OCTOBER 18, 2012	KAREN HORNADAY PARK CLEAN-UP
NOVEMBER 15, 2012	STRATEGIC PLAN REVIEW & PLANNING
DECEMBER	NO MEETING SCHEDULED HAPPY HOLIDAYS!

Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I



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MEMORANDUM

TO: MAYOR HORNADAY AND CITY COUNCIL

THRU: WALT WREDE, CITY MANAGER

FROM: PARKS AND RECREATION ADVISORY COMMISSION

DATE: FEBRUARY 22, 2012

**RE: RECOMMENDATION TO CITY COUNCIL FOR IMPROVEMENTS TO BALL FIELDS,
DUGOUT AND RELATED AMENITIES AT KAREN HORNADAY PARK**

BACKGROUND

At the regular meeting on February 16, 2012 the Commissioners discussed the recommendations presented by Ms. Katie Koester, Economic and Community Development Coordinator at the January 5, 2012 Special Meeting.

The following is an excerpt from the minutes of that discussion and resulting recommendation.

Pending Business

B. Review and Recommendations to Council on Additional Funding Allocations for Karen Hornaday Park.

Chair Bremicker introduced the item by title and opened the floor for discussion.

Discussion proceeded and included an explanation of the recommendations presented to the commission at the January 5, 2012 special meeting by Ms. Koester; a laydown consisting of priority listed improvements submitted by Mr. Needham on behalf of the Little League organization for the ball fields and dugouts; and input from the commissioners. After lengthy discussion the following motions were made and passed by the Commissioners.

Commissioner Lillibridge had to leave the meeting at 7:50 p.m. for work.

BREMICKER/BRANN - MOVED TO RECOMMEND CITY COUNCIL ALLOCATE \$40,000 TO LITTLE LEAGUE FOR NEEDED IMPROVEMENTS TO FIELDS AND DUGOUTS AT KAREN HORNADAY PARK AND THAT ALL IMPROVEMENTS FOLLOW THE MASTER PLAN.

Brief discussion ensued on allocating the funds, recommending that the Little League seeks out grants to stretch this money; that the expenditures follow the master plan. It was acknowledged that this amount should give the organization on getting a good start on completing the list. The Commissioners requested that the Little League keep in communication with the commission through the committee.

VOTE. YES. BRANN, ARCHIBALD, LOWNEY, BREMICKER

Motion carried.

Mr. Needham thanked the Commissioners and will definitely keep in communication with the Commission.

Recommendation

Approve the Allocation for the Needed Improvements with the Ballfields, Dugouts and Related Amenities at Karen Hornaday Park in Accordance with the Master Plan.

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MEMORANDUM

TO: MAYOR HORNADAY AND CITY COUNCIL
THRU: WALT WREDE, CITY MANAGER
FROM: PARKS AND RECREATION ADVISORY COMMISSION
DATE: FEBRUARY 22, 2012
RE: RECOMMENDATION TO CITY COUNCIL FOR IMPROVEMENTS TO
NORTHERN PARKING LOT AT KAREN HORNADAY PARK

BACKGROUND

At the regular meeting on February 16, 2012 the Commissioners discussed the recommendations presented by Ms. Katie Koester, Economic and Community Development Coordinator at the January 5, 2012 Special Meeting.

The following is an excerpt from the minutes of that discussion and resulting recommendation.

Pending Business

B. Review and Recommendations to Council on Additional Funding Allocations for Karen Hornaday Park.

Chair Bremicker opened discussion on the parking lot improvements. He noted that it may be a tad time consuming addressing each recommendation separately but he opined that it was easier to address concerns, questions and possible comments on each item than as a whole.

Commissioner Archibald brought up the question of saving some of the funds for matching grants and what assurance did the Commission have that City Council will match the Land and Water Conservation Fund. Ms. Koester stated she was assured by the City Manager that they will be able to get additional match funding from Council and in the interest of assisting the Commission in allocating these funds, it was believed that this would give them more money in the end. The City Council and State Legislative body would like to see this existing funding used and as time goes by there may be more demands on these funds by other user groups.

BRANN/BREMICKER - MOVED TO ALLOCATE \$55,000 FOR NORTHERN PARKING LOT IMPROVEMENTS AS OUTLINED IN THE STAFF RECOMMENDATION AND FURTHER DEVELOPMENT IN THE AREA WILL BE IN ACCORDANCE WITH THE MASTER PLAN.

Discussion clarified the \$50,000 originally allocated by Ordinance 11-22; concerns that there is nothing addressing the road alignment and removal of fill by the creek area; if the parking lot is changed, how would the city proceed with the road change. It was noted that if the road is relocated it would be moved further east and that area would need more improvements; using removed materials for future use. Further clarification was given on the location of the improvements in question.

VOTE. YES. BRANN, ARCHIBALD, LOWNEY, BREMICKER.

Motion carried.

Recommendation

Approve the Allocation for the Northern Parking Lot Improvements at Karen Hornaday Park in Accordance with the Master Plan.

Office of the City Clerk

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MEMORANDUM

TO: MAYOR HORNADAY AND CITY COUNCIL
THRU: WALT WREDE, CITY MANAGER
FROM: PARKS AND RECREATION ADVISORY COMMISSION
DATE: FEBRUARY 22, 2012
RE: RECOMMENDATION TO CITY COUNCIL FOR DAY USE IMPROVEMENTS AT KAREN HORNADAY PARK IN ACCORDANCE WITH THE MASTER PLAN.

BACKGROUND

At the regular meeting on February 16, 2012 the Commissioners discussed the recommendations presented by Ms. Katie Koester, Economic and Community Development Coordinator at the January 5, 2012 Special Meeting.

The following is an excerpt from the minutes of that discussion and resulting recommendation.

Pending Business

B. Review and Recommendations to Council on Additional Funding Allocations for Karen Hornaday Park.

Chair Bremicker next asked about recommending an allocation for Day Use Area. He read from the recommendation proposed by Ms. Koester; Repair and Improve Existing Shelter, Add Amenities, Turf Area and Drainage, etc.

BREMICKER/BRANN - MOVE TO RECOMMEND CITY COUNCIL ALLOCATE \$90,000 FOR DAY USE IMPROVEMENTS AS RECOMMENDED BY STAFF IN ACCORDANCE WITH THE MASTER PLAN.

A discussion on what the improvements entailed and clarification on the use of the funds and how staff developed their recommendation ensued.

VOTE. YES. BRANN, ARCHIBALD, LOWNEY, BREMICKER

Motion carried.

Recommendation

Approve the Allocation for Day Use Improvements at Karen Hornaday Park in Accordance with the Master Plan.

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MEMORANDUM

TO: MAYOR HORNADAY AND CITY COUNCIL
THRU: WALT WREDE, CITY MANAGER
FROM: PARKS AND RECREATION ADVISORY COMMISSION
DATE: FEBRUARY 22, 2012
RE: RECOMMENDATION TO CITY COUNCIL TO COMPLETE THE
RECOMMENDATIONS OUTLINED IN ORDINANCE 11-22

BACKGROUND

At the regular meeting on February 16, 2012 the Commissioners expressed concerns about the proposed pedestrian bridge over Woodard Creek, trail along the same creek and the road realignment included in the Karen Hornaday Master Plan but not being considered within the current funding available.

The following is an excerpt from the minutes of that discussion and resulting recommendation.

Pending Business

B. Review and Recommendations to Council on Additional Funding Allocations for Karen Hornaday Park.

Chair Bremicker wanted to address planning for the Trail along Woodard Creek and the Bridge over Woodard Creek. If the Commission or City is to go after more funding then they need to know the costs. Commissioners commented on the road realignment, the bridge over Woodard Creek and the proposed trail along the same creek. It was noted that the group that advocated for the bridge was not in the forefront any longer but that did not rule out they would return, there are alternatives to building a trail and building a bridge other than conventional methods. It was acknowledged that there was not enough money to cover all components too. Staff further commented that the Legislative grant did not include the road realignment and the trail would be a perfect fit for the Soil & Water Conservation grant.

BREMICKER/BRANN - MOVED TO RECOMMEND CITY COUNCIL ENCOURAGE CITY STAFF TO PERFORM THE RECOMMENDATIONS OUTLINED IN ORDINANCE 11-22 IN RELATION TO THE ROAD REALIGNMENT, BRIDGE OVER WOODARD CREEK AND DRAINAGE IMPROVEMENTS.

Discussion ensued on the purpose of forwarding this recommendation to Council.

VOTE. YES. BRANN, ARCHIBALD, LOWNY, BREMICKER.

Motion carried.

Recommendation

Encourage staff to complete engineering required for putting a bridge over Woodard Creek, Road Realignment and Drainage Improvements in accordance with the Karen Hornaday Master Plan.

Office of the City Clerk

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MEMORANDUM

TO: MAYOR HORNADAY AND CITY COUNCIL
THRU: WALT WREDE, CITY MANAGER
FROM: PARKS AND RECREATION ADVISORY COMMISSION
DATE: FEBRUARY 29, 2012
RE: RECOMMENDATIONS FOR THE 2012 LAND ALLOCATION PLAN

BACKGROUND

At the regular meeting on February 16, 2012 the Commissioners discussed the 2012 Draft Land Allocation Plan. The following is an excerpt from the minutes of that discussion and resulting recommendations.

A. Review and Recommendations for the 2012 Land Allocation Plan

Chair Bremicker thanked staff for including directions on how to proceed with the recommendations.

Staff provided a brief summary of what action the commission need to take and that there will be a Joint Worksession at 4:00 p.m. with City Council and Commissions, Committees and Board on the 2012 Land Allocation Plan.

Discussion ensued on various city owned parcels and made the following recommendations:

BRANN/LOWNEY - MOVED TO RECOMMEND PARCEL NUMBER 17719209, PAGE C-5, BE RETAINED FOR GREEN SPACE RECREATIONAL USES AND NOT BE CONSIDERED FOR LAND TRADE AND CHANGE THE ZONING AS REQUIRED.

There was a brief discussion that this would be a good spot for soccer fields or some similar sports field.

VOTE. YES. BRANN, LOWNEY, BREMICKER, ARCHIBALD

Motion carried.

BRANN/ARCHIBALD - MOVED TO RECOMMEND THAT PARCEL NUMBER 18103117, PAGE B-5, BE IMPROVED AS RECOMMENDED IN THE SPIT COMPREHENSIVE PLAN, THAT THE CAMPGROUND BE UPGRADED AND IMPROVED AND PROHIBIT DREDGE SPOILS FROM BEING PLACED ON THE PARCEL.

There was a brief discussion.

VOTE. YES. LOWNEY, ARCHIBALD, BREMICKER, BRANN

Motion carried.

LOWNEY/BREMICKER - MOVED TO FURTHER RECOMMEND THAT PARCELS USED FOR RECREATIONAL PURPOSES OR INTENT ON THE HOMER SPIT HAVE THE ZONING CHANGED FROM MARINE INDUSTRIAL TO OPEN SPACE RECREATIONAL, TO INCREASE THE DIVERSITY OF THE HOMER SPIT.

There was a brief discussion on the possible opposition and the value that recreation brings to the Spit and the City as a whole.

VOTE. YES. LOWNEY, BREMICKER, BRANN, ARCHIBALD

Motion carried.

BREMICKER/ARCHIBALD - MOVED TO RECOMMEND PARCEL NUMBER 17910001, 17911005 PAGE E-25 BE OFFERED FOR SALE TO A CONSERVATION GROUP OR SIMILAR PURPOSE AND THE FUNDS RECEIVED DESIGNATED FOR IMPROVEMENTS TO EXISTING RECREATIONAL FACILITIES.

There was a brief discussion.

VOTE. YES. BRANN, ARCHIBALD, BREMICKER, LOWNEY

Motion carried.

ARCHIBALD/BRANN – MOVED TO RECOMMEND PARCEL NUMBERS 18101030, 18101032 AND 17940107, PAGE E-25 REMAINS AS PREVIOUSLY DESIGNATED.

There was a brief discussion on the benefits that the proposed Pedestrian Bike path would be for part of this area.

VOTE. YES. BRANN, ARCHIBALD, LOWNEY, BREMICKER

Motion carried.

MOVED TO RECOMMEND PARCEL NUMBERS 1810108 AND 1810114, PAGE C-11, HAVE CLARIFICATION ON DESIGNATION FOR APPROPRIATE RECOMMENDATION TO BE MADE.

There was a brief discussion.

VOTE. YES. BRANN, ARCHIBALD, BREMICKER, LOWNEY

Motion carried.

BRANN/ARCHIBALD – MOVED TO RECOMMEND PARCEL 17717406 AND 17717407, PAGE C-10, BE RETAINED AS OPEN VIEW SPACE AND PUBLIC BEACH ACCESS AND NOT BE SOLD.

There was a brief discussion on the lack of beach access in this area.

VOTE. YES. BRANN, ARCHIBALD, LOWNEY, BREMICKER

Motion carried.

BREMICKER/BRANN – MOVED TO SELL PARCEL NUMBER 17908050, PAGE C-8, TO A CONSERVATION GROUP OR SIMILAR PURPOSE AND RETAIN FUNDS FOR USE IMPROVEING EXISTING RECREATIONAL FACILITIES.

There was a brief discussion.

VOTE. YES. BREMICKER, LOWNEY, BRANN, ARCHIBALD

Motion carried.

BRANN/ARCHIBALD - MOVED TO RECOMMEND PARCEL NUMBER 17520009, PAGE C-6, BE MAINTAINED AND DESIGNATED AS A PUBLIC TRAIL AND BEACH ACCESS ROUTE.

There was a brief discussion.

VOTE. YES. ARCHIBALD, LOWNEY, BREMICKER, BRANN

Motion carried.

ARCHIBALD/LOWNEY – MOVED TO RETAIN PARCEL 17504003, PAGE E-8, FOR FUTURE PARK EXPANSION.

There was a brief discussion .

VOTE. YES. ARCHIBALD, BRANN, LOWNEY, BREMICKER

Motion carried.

Recommendation

Parks and Recreation Advisory Commission recommend the City Council approve these recommendations and have the 2012 Land Allocation Plan reflect the designations.

