

**NOTICE OF MEETING
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. APPROVAL OF AGENDA**
- 3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**
- 4. RECONSIDERATION**
- 5. APPROVAL OF MINUTES**
 - A. Regular Meeting Synopsis of August 21, 2012 **Page 1**
- 6. VISITORS/PRESENTATIONS**
- 7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**
 - A. Updates from Public Works Director Meyer regarding Property Acquisition for Waddell Way, Main Street and Bypass Progress, and Lake Street and Pioneer Intersection
- 8. PUBLIC HEARING**
- 9. PENDING BUSINESS**
 - A. Road Grades and Steep Slopes **Page 9**
 - B. One Way Streets in Downtown Homer
- 10. NEW BUSINESS**
 - A. Draft Resolution Re: 2013 Meeting Schedule **Page 25**
- 11. INFORMATIONAL MATERIALS**
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE STAFF**
- 14. COMMENTS OF THE COUNCILMEMBER**
- 15. COMMENTS OF THE CHAIR**
- 16. COMMENTS OF THE COMMITTEE MEMBERS**
- 17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR FEBRUARY 19, 2013 at 5:30 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.**

Session 11-02, a Regular Meeting of the Transportation Advisory Committee was called to order by Chair Roberts at 5:32 p.m. on August 21, 2012 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

COMMITTEE MEMBERS: Highland, Roberts, Venuti
ABSENT: Smith
STAFF: Public Works Director Meyer
Deputy City Clerk Jacobsen

APPROVAL OF AGENDA

The agenda was approved by consensus of the Committee.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Kevin Walker, non resident, commented that he has been actively involved with the Kachemak Drive Path Committee meetings. He is an avid bicyclist who lives out east, rides on Kachemak Drive to the spit, and it's dangerous. The state doesn't appear to be moving on this and thinks the city, with the HART funding. This trail needs to be done, it has been identified in the Homer Non Motorized Transportation and Trails plan. He provided a packet of information to the Committee and pointed out that there are two ways to get up the bluff from the beginning near the spit road. The mud bay trail is there, but it isn't one that high speed bicyclists are going to use to get to town. He noted the alternative option in his information and explained they are asking for funding for surveying because it is a steep side slope for about 100 to 200 feet and engineering will be needed to sort it out. The rest of the trail follows the easements but there are no public access easements, so that is one of the biggest hurdles. A city approved process will make it possible to talk to land owners about the easements. He said he is a retired State of Alaska assistant engineer and is willing to help where he can.

Bumppo Bremicker, city resident, chair of the Kachemak Drive Path Committee and of the Parks and Recreation Advisory Commission, commented they have been working for a couple of years on this. As seen in Kevin's packet they have a plan for the whole thing. What they are concentrating on now is getting the section where the steep hill is right off the spit. It is the most dangerous section. The thought is if they can construct that section it would show progress being made, and City interest. They Committee is looking for TAC support of the whole project, and support for funding for the survey and pre-engineering for that first section. Even if nothing else got done, this first steep section would be helpful. There are lots of ideas for trails around town, but it really takes a group of people working on an idea as they have done with the Kachemak Drive path. The people of Homer voted to have money taken out of their taxes for trails and we could really use a good trail to help connect East End Road trail to the spit trail.

Beth Cumming, city resident and committee member, echoes what has already been said. She urged the TAC to urge the Council to allocate up to \$20,000 from HART funds to do pre-engineering to determine the feasibility of constructing a bicycle pedestrian trail for approximately one third mile, roughly paralleling Kachemak Drive from the spit bicycle trail to the west end at airport 30 day parking. She added they spent a year and a half discussing options, including waiting for the gas line to go along the line or going along the base of the cliff at the top of the beach to the right-of-way. She noted that the

recommendation in the packet may seem confusing to a reader who might think it continues along Mud Bay Trail, but it doesn't.

Lindianne Sarno, city resident and committee member, commented to the desirability and necessity of having a separate path along Kachemak Drive. She is a committed bicyclist and has done so for many years in many different towns and cities. She expressed the importance of getting kids outdoors and out of cars to play. An advantage of a separated path is that the kids can go out, go along the path, and be fairly safe. She grew up wild and free in New York and feels bad for kids who are cooped up in schools and cars, and can't get out and enjoy nature. Another advantage the trail brings is safety for those who commute by bicycle. It is a dangerous road. She lives on Kachemak Drive and has noticed over the last few years a tremendous increase in the number of bicycle riders already on Kachemak Drive, even in the winter.

RECONSIDERATION

No items were scheduled for reconsideration.

APPROVAL OF MINUTES

A. Regular Meeting Synopsis of May 15, 2012

The Synopsis was approved by consensus of the Committee.

VISITORS/PRESENTATIONS

A. Kachemak Drive Path – Lynne Burt and Dave Brann

Lynne Burt, a Homer resident for 35 years and on Kachemak Drive for 18 years, is a walker with dogs. She volunteered on the Kachemak Drive Path Committee because of her interest in a safer option of getting along the road. In the committee's efforts to connect East End Road pathway to the Homer spit trail, they looked at narrowing lanes, widening the shoulder, reducing the speed limit, adding more signage, or a separated path. The separated path is what they are hoping for. The committee is requesting up to \$20,000 of HART funds to survey the pathway through the hilled woods area below Kachemak Drive between the Homer spit trail and long term parking area at the airport. It is approximately the first 1/3 mile of Kachemak Drive. They feel it is the most dangerous part of Kachemak Drive as it has the least amount of road shoulder and bad visibility where walkers and bikers can be found daily, all year long. The committee and community need to know if this is at all feasible and a survey with engineering assessments will answer this question. When visiting other states or countries who have planned an area like this for everyone to access within the community, it is looked upon with great admiration. The safety of our citizens, children, animals, and visitors has always been an important aspect of our community. Let us not stop now. This will be something for our city to be proud of.

Dave Brann thanked the TAC for the opportunity to present what the path committee has been working on and to answer questions. He explained the path committee was formed because the Parks and Recreation Advisory Commission found this is such a complex issue and that they couldn't take it up along with all their other business. From the start, safety was and continues to be one of their main concerns along the pathway. People walk and ride bikes along there and will continue to do so. The committee reviewed options as Lynne explained, they also did a survey and received comments that

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many people want a path, but not on the road. Through much discussion, thought, studying, and homework, they decided on a preferred route and type of trail. Mr. Brann commented that this isn't something that should have to be justified as there are many plans supporting the trail concept, as well as the fed's and state have a bicycle plans, Representative Seaton has introduced a bill related to bicycle trails, Senator Begich supports the complete streets program, as well as the City's adopted plans include trails support. One line in the HART plan says "Where estimated 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". Cost is an important factor but should not be a determining factor. The committee looked at adding various signage options but none of them were feasible. In looking at the trail design criteria the committee decided on a level 3 path, semi improved trail, extending it to 8 feet wide separated, compacted gravel path, using D1 or less gravel. He noted that there are ADA accessible trails around the country that are compacted gravel and noted the National Park Service trails near Portage are compacted gravel. They would like to use the utility easements, recognizing that they still have to get land owner permission to use those easements. Being an eternal optimist, he knows this will happen, one way or another, sooner or later. They are looking for help by making it a city project rather than a state project, and approving the expenditure of HART fund for a survey. He went to the aerial photo and reviewed the proposed trail location. He explained they first want to survey from the end of the spit trail to the bottom of the road that goes to the airport access. Up to \$20,000 is the anticipated cost. He also explained that support from the TAC to the Council is support for the whole project as a city project, not a state project.

In response to questioning there was discussion about accessing on the airport land. Mr. Brann noted that will be difficult, but not impossible. They will be talking to airport leasing and if that doesn't work they will continue to go up the ladder. It was suggested by Kevin Walker that if they address it with emphasis on airport access as people who fly into the airport walk into town. It was further suggested that airport leasing would give more consideration when a safety issue is involved, as it is in this case.

Question was raised if the terminus of this first section will end in a place where bicyclists can safely continue on the road. Mr. Brann explained that once you get past this first steep section the road has better site distance and a slightly wider shoulder. He also explained that regardless of how well the trail is built, there will still be people who prefer to ride on the road.

In regard to feedback from property owners Mr. Brann commented there are mixed feelings. Some of the business owners would like to have people off other road, and others are nervous about having the trail too close their homes. Some are reluctant because of the water and sewer project. Until the city takes responsibility for the project, however, they can't begin to address any concerns of the property owners.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

None

PUBLIC HEARING

There were no public hearings scheduled.

PENDING BUSINESS

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A. Update on Property Acquisition for Waddell Way

This was moved to the next agenda because Public Works Director Meyer was not present to discuss.

B. Update on Main Street and Bypass Progress

This was moved to the next agenda because Public Works Director Meyer was not present to discuss.

C. Update on Lake Street and Pioneer Intersection

Planning Technician Engebretsen advised them that DOT will be holding an open house at Islands and Ocean Visitor Center.

NEW BUSINESS

A. Kachemak Drive Path

Planning Technician Engebretsen reviewed her staff report and explained there are two different actions being requested of the Committee. One is to recommend up to \$20,000 of HART funds for surveying the western most portion of the trail and the other is for Committees support that this becomes a City project and leveraging HART funds to help pay for it.

Ms. Highland commented that throughout this process the project has been called a path in some instances and a trail in others. It is preferred that it be called by the same name for consistency and clarity.

HIGHLAND/VENUTI MOVED THE TAC RECOMMENDS CALLING IT THE KACHEMAK DRIVE TRAIL INSTEAD OF PATH.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

HIGHLAND/VENUTI MOVED THAT THE TAC RECOMMEND TO HOMER CITY COUNCIL TO MAKE THE KACHEMAK DRIVE TRAIL PROJECT A CITY PROJECT INSTEAD OF A STATE PROJECT.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

B. FY 2012 HART Fund Request for Kachemak Drive Path

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HIGHLAND/VENUTI MOVED TO RECOMMEND THAT THE CITY COUNCIL APPROVE AN ORDINANCE APPROPRIATING UP TO \$20,000 OF HART FUNDS FOR THE PURPOSE OF SURVEYING THE WESTERNMOST PORTION OF THE KACHEMAK BAY DRIVE TRAIL.

There was discussion to clarify that in the information we there is \$304,000 in the HART fund and that 10% of the HART fund is supposed to be used for trails. This amount would fall under that 10%.

Ms. Highland expressed that the memorandum from the committee to council really discusses safety, and that safety was a huge part of the discussion from the public who commented in support of the project.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

C. 2013 HART Projects

Planning Technician Engebretsen reviewed her memorandum regarding Parks and Recreation Advisory Commission's recommendation. The recommendation includes:

- Kachemak Bay Drive Trail
- Greatland Street Trail Repair
- Woodard Creek Trail within Karen Hornaday Park
- Fairview Trail

VENUTI/HIGHLAND MOVED THAT THE COMMITTEE SUPPORTS THESE RECOMMENDATIONS.

Mrs. Venuti commented that she walks a lot and agrees that these are all areas that need improvement and they are a good use of the money. They aren't all safety issues, but are definitely for the enjoyment of the community.

Ms. Roberts agreed, noting that the need to focus on these trails is very clear as described in the memo.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

D. One Way Streets in Downtown Homer

This is a concept that seems to work well in other communities and could be helpful on Main Street. Ms. Highland said she spoke to Scott Thomas at DOT and when they do something about the Main Street bypass they are going to do Pioneer and Main Street at the same time and thinking of a four way stop.

It was requested that Mrs. Venuti bring back some ideas of what might be an option for one way streets through town and the committee will have it on their next agenda for further discussion.

E. Road Grades and Steep Slopes

This was requested to be included on the next agenda.

F. Capital Improvement Plan 2013-2018

The Committee listed and discussed their top five choices individually and Planning Technician Engebretsen tallied their list as follows:

Main Street Reconstruction/Intersection
Sterling Highway Realignment
Land Acquisition for New Roads
Karen Hornaday Park Improvements
Kachemak Drive Trail

VENUTI/HIGHLAND MOVED TO FORWARD THEIR FIVE RECOMMENDATIONS TO CITY COUNCIL.

There was no further discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

INFORMATIONAL ITEMS

There were no informational items.

AUDIENCE COMMENTS

Dave Brann thanked the committee for their support of the Kachemak Drive Trail. This is a giant step and now they will go on to council. Food for thought regarding the rehabilitation of the Sterling Highway, he would like to see a pedestrian underpass where Diamond Creek is to connect the parcel of city property from the Homer Demonstration Forest to Diamond Creek State Park. It would make a loop from the Reber Trail, Demonstration Forest, Diamond Creek park, and Bishops Beach.

Kevin Walker commented that it has been a great meeting and good to get over this hurdle and move on. The rough idea of the path has been identified and it is open to modification as more design information comes available. The way to approach the airport leased land is that this will provide access to the airport facility that services small planes to local villages. The top of the gas line is a great idea, using their permitting and SWAP plan to finish grading it to a path would be a perfect marriage of the two projects. There are other funding sources and the City of Homer can apply for federal monies like the state can. He and Mr. Brann are involved in the Kachemak Bay Water trail and that has become a National Park Service Project and finding all kinds of help that could also benefit the Kachemak Drive project. He hopes to join the committee on the other side of the table, he has been interested in transportation projects for most of his life.

Beth Cumming commented her understanding was there is currently \$200,000 plus, in the HART fund for trails, and there would not be \$300,000 for trails until the end of the year. In relation to path versus trail, when she thinks of a trail she thinks of the hand of man in terms of something engineered and constructed by people. More than that she likes the idea of continuity to call it a trail since we have the

Reber Trail, Poopdeck Trail, ski trails, a state organization called TRAIL, not path. She is glad Roberta brought it up.

COMMENTS OF THE STAFF

Planning Technician Engebretsen said she enjoyed coming to the meeting tonight and complemented them on running a fast meeting.

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CHAIR

Chair Roberts thanked Mrs. Venuti for bringing the cookies and Planning Technician Engebretsen for participating in their meeting, she brought a lot of good information. She reminded the members if they have something to add to the agenda, contact the Clerk's office. She reminded them if something needing immediate attention they can call a special meeting. She said that John Velsko resigned from the committee and she thanked him for all he did in his time on the committee, he has contributed a great deal and will be missed.

COMMENTS OF THE COMMITTEE MEMBERS

Mrs. Venuti thanked the committee for their work tonight. Regarding the CIP list she first looked at it as a Homer citizen and was glad to be reminded to focus more directly on transportation projects as a member of this committee. She hopes a lot more recommendations will come forth.

Ms. Highland thanked the public for coming tonight and the work they have done. That is the way things happen and it is exciting to see. She is glad that Mr. Walker is interested in being on the TAC. In the last minutes they talked about lowering the speed limit on the bypass in an effort to make it safer for Main Street. She talked to Scott Thomas with DOT and he said that it probably wouldn't work as they had trouble getting people to do 35 mph and he feels like Homer has done a really good job because we haven't had a death or serious accidents there, so in that sense people seem to be using the speed limit, but 35 is the lowest anyone would go. He explained how they have double fine areas that have worked, but didn't feel like we would be eligible, as we haven't had enough accidents or any deaths, and doing it everywhere takes away the power. She said they talked about roundabouts and they do cause slow downs which is good, but they don't create gaps in traffic for people to get out. She brought up the concept of take your turn and can't we get people to slow down, but it is all psychology, what human beings will do.

ADJOURN

There being no more business to come before the Committee the meeting adjourned at 7:04 p.m. The next regular meeting is scheduled for November 20, 2012 at 5:30 p.m. in the City Hall Cowles Council Chambers.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

11.04.055 Official Road Maintenance Map--Adopted. a. The "Official Road Maintenance Map of the City of Homer" is enacted by reference and declared to be part of this chapter in its exact form as it exists on the date that the ordinance codified in this chapter is adopted by the City Council. This map shall be kept in the City offices for public inspection.

b. After the effective date of the ordinance codified in this chapter, the City shall not accept maintenance responsibility for any roads, existing or future, which are not constructed or reconstructed to the standards of this chapter, unless such road is shown on the "Official Road Maintenance Map of the City of Homer."

c. City maintenance service, as specified on the official map, shall be provided in two categories:

1. Urban Road Maintenance, level of service for road maintenance on streets that meet the City Standard and these roads are first priority, and

2. Rural Road Maintenance, the level of service for roads that do not meet City standards and are determined to deserve a reduced level of service and these roads take second priority.

d. If the map becomes lost or damaged, the map or significant parts thereof remaining after partial destruction shall be preserved. The City Council may by ordinance enact a new map which shall be consistent with and supersede the old map.

e. The map shall be signed by the City Clerk with a note of the date of enactment by the City Council. Amendments by ordinance shall be immediately added to the "Official Road Maintenance Map of the City of Homer" with a notation of the date of enactment of said ordinance by the City Council. (Ord. 02-33 §2, 2002, Ord. 02-23(S), 2002; Ord. 87-6(S) §1(part), 1987; Ord. 85-14 (part), 1985).

11.04.058 Design Criteria Manual--Adopted. The City of Homer adopts by reference the "Design Criteria Manual for Streets and Storm Drainage," dated April, 1985 and revised February 1987. The "Design Criteria Manual" shall augment the standards of this chapter and shall govern site reconnaissance, survey and soils and design for streets and storm drains. (Ord. 87-6(S) §1(part), 1987).

* 11.04.060 Geometric design requirements. The following design criteria shall be adhered to on all street construction within the City.

a. Street Alignment. The street construction shall coincide with the right-of-way centerline unless otherwise approved by the City.

b. Street Design. Streets shall be designed to meet the following objectives:

1. To drain adjacent property where possible;
2. To match existing driveways where possible, and in all cases to match existing cross-street grades;

3. To minimize cross-street or driveway grades;
4. To provide drainage of roadways;
5. To facilitate continuity of natural drainage patterns if storm drains are not incorporated in accordance with the Drainage Management Plan.

c. Grade and Curvature Maxima. The following design limitations shall apply to grades and curvature according to the street's functional classification:

<u>Classification</u>	<u>Maximum Grade (%)</u>	<u>Short Distance (Less Than 500') Maximum Grade (%)</u>	<u>Maximum Grade On Curve (%)</u>	<u>Minimum Curve Radius (feet)*</u>
Major arterial	6	8	6	700
Minor arterial	8	10	6	600
Collector, comm./indus.	8	12	6	500
Local, comm./indus.	8	12	6	500
Collector, res.	10	12	8	500**
Local, res.	10	12	8	150**

* Radius shall be measured to right-of-way centerline.

** In hilly terrain (as defined by the Design Criteria Manual), the minimum curve radius for residential collector streets may be reduced to two hundred seventy-five feet, and the minimum curve for local residential streets may be reduced to one hundred twenty feet, upon approval of the City Public Works Engineer.

d. Traffic Forecast. Street design criteria (e.g., pavement thickness, roadway widths, etc.) shall be based on twenty-year traffic forecasts as approved by the City. Forecasts for local streets shall be based on estimated trip generation, such estimates to be obtained on per-unit basis from the Design Criteria Manual and standard texts and calculated by the design engineer for the given land-use intensity and type.

e. Cul-de-sacs. Cul-de-sacs must not be longer than six hundred feet and must have turnaround, with a minimum radius to outer edge of pavement or shoulder of thirty-eight feet.

f. Width. Right-of-way, traveled way, and shoulder width standards for city streets shall, at minimum, be as follows:

<u>Functional Class or Type</u>	<u>Right-of-way Width (feet)</u>	<u>Traveled Way Width (feet)</u>	<u>Shoulder Width, Each Side (feet)*</u>
Arterial, major	100	36	8
Arterial, minor	100	26	6
Collector, comm./ indus.	80	26	4
Collector, res.	80	26	4
Local, comm./indus.	60	22	3
Local, res., gravel road/street	60	26	0
Local, res., paved road/street	60	26	4
Cul-de-sac turn- around radius	50 (radius)	38 (radius)	2

* Shoulder width reductions may be allowed on roads with curb and gutter.

g. The right-of-way width standards of Section 11.04-.060(f) above shall constitute minimum dedication requirements for subdivisions for respective street classification. Subdividers and developers shall be required to construct roadways to the width specified for local residential streets, regardless of the street classification.

h. Construction or reconstruction of existing streets in pre-existing platted rights-of-way narrower than those defined in Section 11.04.060(f) shall require dedication of a sufficient construction and maintenance easement on each side of the road to allow the roadway to be constructed in accordance with Chapter 11.20 and the City of Homer Design Criteria Manual.

i. Other design criteria shall be as specified in the City of Homer "Design Criteria Manual for Streets and Storm Drainage." Further explanation and elaboration of the requirements in (c) through (f) of this section is also set forth in the Design Criteria Manual. (Ord. 87-6(S) §1(part), 1987).

11.04.070 Required cross-section. a. All cross-section designs shall be performed in conformance with the City of Homer Street Design Manual. Thickness shall be based on analysis of native soil and groundwater conditions, as detailed in the Street Design Manual using limited subgrade frost penetration, reduced subgrade strength, California Bearing Ratio, or other methods as appropriate for the functional classification of each roadway, provided that in no case shall the combined thickness of subbase and base course be less than twenty-four inches. Base course

thickness shall be four inches on paved roads and six inches on unpaved roads.

b. Prior to the placement of roadway structural fill material, native material shall be excavated to subgrade, and geotextile fabric, of a type approved by the City, shall be placed atop of subgrade prior to placement of structural fill.

c. Base course and subbase gradation shall be as specified in the City of Homer's Design Criteria Manual, except as otherwise approved or specified by the City Public Works Engineer. (Ord. 87-6(S) §1(part), 1987).

11.04.080 Drainage and erosion control. a. An adequate drainage system, which may include necessary storm drainage facilities, drain inlets, manholes, culverts, bridges, and other appurtenances, shall be provided to conduct stormwater efficiently and to protect the roadway's integrity. The flow requirements for each particular drainageway shall be established by the City, using the City Drainage Management Plan as a data base.

b. Hydraulic structures shall be designed in accordance with the Design Criteria Manual.

c. Underground storm drain systems will be required after preparation and official adoption of an official storm drain network plan, if the development occurs on the route of a storm drain, as provided on such official plan. Storm drains shall be designed in accordance with the Design Criteria Manual.

d. Cross culverts shall have a minimum inside diameter of twenty-four inches, and shall be larger if the flow through the culvert will require larger diameter pipe, as determined by the City Public Works Engineer.

e. Driveway culverts will be a minimum of eighteen inches in diameter, and shall be larger if the flow through said culvert will require larger diameter pipe, as determined by the City Public Works Engineer.

f. Plunge basins or other methods, as approved by the City, shall be employed to dissipate energy at culvert outfalls where the City or design engineer determines such methods are necessary, in accordance with the Design Criteria Manual.

g. Ditch lining or other methods shall be required if necessary to prevent ditch erosion. (Ord. 87-6(S) §1(part), 1987).

11.04.090 Intersections (street and driveway). a. Right-of-way Requirements. Rights-of-way shall intersect at an angle as close to ninety degrees as feasible, and in no event at an angle less than sixty degrees.

b. Right-of-way Radius Returns. At all intersections, right-of-way radius returns shall be a minimum of twenty feet. Additional radius shall be required in cases where

the intersection angle is less than ninety degrees; the rounding shall permit construction of curb returns or turning radii as required in subsection c of this section, and radius returns in such cases shall not be less than forty feet.

c. Curb Returns and Turning Radii. turning radii at intersections shall be designed and constructed to accommodate the turning path of design turning vehicles with minimal encroachment on shoulders and opposing lanes; the design turning vehicles are as specified in the Design Criteria manual, according to the street's functional classification.

d. Centerline Separation. The distance between street intersection centerlines shall be not less than two hundred feet, measured along the centerline of the intersected street. Street intersections created by new subdivisions shall be spaced at intervals of not less than six hundred feet on major arterials, three hundred feet on minor arterials, and two hundred feet on collectors.

e. Grades. Intersection grades shall not exceed three percent within sixty feet nor four percent within one hundred feet, of the intersection with the through-road centerline. The through-road grade shall not exceed seven percent approaching the intersection if possible.

f. Sight Distances. Intersections shall be planned and designed to provide sight distances in accordance with the Design Criteria Manual.

g. New Subdivisions. For new subdivisions, the Homer Advisory Planning Commission may specify separation intervals between driveway and/or street intersections on arterial and collector streets, not to exceed the street intersection interval specified in this section. (Ord. 87-6(S) 1(part), 1987).

11.04.100 Utilities in right-of-way. New streets to be constructed for acceptance by the City or existing substandard streets to be reconstructed for acceptance by the City shall also include the construction of applicable utilities in accordance with the Development Agreement. Placement of utilities in right-of-way shall be governed by the standards of the City of Homer Design Criteria Manual. (Ord. 87-6(S) 1(part), 1987).

11.04.110 Street lighting. Street lighting shall be installed in all streets in conformance with the requirements of the City of Homer Design Criteria Manual and the standards of the electric utility. (Ord. 87-6(S) 1(part), 1987).

Article 5.3 Vertical Design Requirements

- A. For purposes of this manual, the following terrain classification system shall apply:
1. Level - grade range of 0 to 8 percent.
 2. Rolling - range of 8.1 to 15 percent.
 3. Hilly - grade of over 15 percent.
- B. Specific Criteria
1. The desirable minimum street grade is 0.40 percent and the absolute minimum grade is 0.30 percent.
 2. The desirable maximum street grade is 6.0 percent. Absolute maximum grades are as specified in Chapter 11.04 of the Homer Municipal Code for respective functional/design classifications of streets, except for short distances. The maximum values for short distances (under 500 feet), are specified, but the use of such short sections shall be subject to the City Public Works Engineer's discretionary approval. Their use should be limited to hilly terrain and the steeper reaches of rolling terrain sections. In hilly areas, further increases are possible as specified below.
 3. In hilly areas:
 - a. Grades up to 15 percent will be allowed on short tangent sections not exceeding 100 feet in length.
 - b. The maximum grade through a horizontal curve with a radius less than 150 feet shall not exceed 5.0 percent where the change in horizontal alignment exceeds 120 degrees.
 - c. The maximum grade along the uphill tangent from a horizontal curve with a radius less than 150 feet shall not exceed 5.0 percent for at least 100 feet to allow for acceleration and braking.
 4. The cross slope to crown on paved streets shall be 2.0 percent, and on gravel streets shall be 3.0 percent, intersections and superelevations excepted.
 5. The grade of the primary street through the intersections shall not exceed 7.0 percent, unless otherwise approved by City Public Works Engineer.

6. The grade of the secondary street at intersections shall not exceed 4.0 percent within a distance of 30 feet from the back-of-curb, or edge of shoulder line, of the primary street.
7. The minimum grade around a curb return or other curve radius shall be 0.50 percent.
8. The desirable minimum Portland Cement Concrete valley gutter grade shall be 0.40 percent with an absolute minimum grade of 0.30 percent.
9. The minimum asphalt concrete valley gutter grade shall be 1.0 percent.
10. The desirable minimum ditch grade shall be 0.50 percent with an absolute minimum grade of 0.35 percent.

C. Cut and Fill Slopes

1. Cut slopes shall not be steeper than 2.0 feet horizontal to 1.0 feet vertical.
2. Fill slopes shall not be steeper than 2.0 feet horizontal to 1.0 feet vertical; if embankment height above ditch bottom is less than 5 feet, slope shall be not steeper than 3.0 feet horizontally to 1.0 feet vertically, unless otherwise approved or directed by the City Public Works Engineer.
3. In no case shall slopes exceed the angle of repose for the sloped material.
4. Slopes shall be located within rights-of-way, provided that slopes may be within slope easements if approved by the City Public Works Engineer.

D. Vertical Curves

1. Grade breaks shall be used where the algebraic difference in grade is 1% or less.
2. Changes of grade for an algebraic difference of more than 1% shall be obtained through the use of symmetrical vertical curves. Unless otherwise approved by the City Public Works Engineer, the length of vertical curve shall be determined by the following design speeds (see Figures 3 and 4):

Arterial Street	45 mph
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Collector Street	40 mph (may be reduced to 30 mph in hilly areas)
Residential Streets	25 mph (20 mph in hilly areas)

3. Whenever possible, vertical curves shall be separated by a tangent of at least 25 feet.

E. Driveway Grades

Driveway grades shall be designed in accordance with Figure 7, Driveway Requirements, unless otherwise approved by the City Public Works Engineer.

F. Cul-de-sacs

The maximum grade of the cul-de-sac bulb measured in any direction shall not exceed 5 percent.

G. General Controls

The City Public Works Engineer will review each street or road design for conformance with the following "General Controls for Vertical Alignment," developed by the American Association of State Highway and Transportation officials:

1. A smooth grade line with gradual changes should be strived for in preference to a line with numerous breaks and short lengths of grades
2. The "roller-coaster" or the "hidden-dip" type of profile should be avoided. Such profiles generally occur on relatively straight horizontal alignment natural ground line.
3. Undulating grade lines, involving substantial lengths of momentum grades, should be appraised for their effect upon traffic operation. Such profiles permit heavy trucks to operate at higher overall speeds than when an upgrade is not preceded by a downgrade, but may encourage excessive speeds of trucks with attendant hazard to other traffic.
4. A broken-back grade line, two vertical curves in the same direction separated by short section of tangent grades, generally should be avoided, particularly in sags where the full view of both vertical curves is not pleasing.
5. On long grades it may be preferable to place the steepest grades at the bottom and lighten the grades near the top of the ascent, or to break the sustained

grade by short intervals of lighter grade instead of a uniform sustained grade that might be only slightly below the allowable maximum. This is particularly applicable to highways with low design speeds.

6. Where intersections at grade occur on highway sections with moderate to steep grades, it is desirable to reduce the gradient through the intersection. Such a profile change is beneficial for all vehicles making turns and serves to reduce the potential hazards.

The City Public Works Engineer may require adjustment of design vertical alignment to meet these criteria.

Article 5.4 Profile and Specification Requirements

A. Plan and Profile Requirements - General

Street designs must be submitted to the City on 24" x 36" plan and profile paper; details to be presented in the plan and profile shall at minimum conform to the requirements of section (B) and (G) below. The City Public Works Engineer may require that additional information be provided on the plan and profile as he deems necessary.

B. Alignment and Plan View

The plan view shall at minimum present:

1. Point of curvature and point of tangency on all curves.
2. Horizontal curve data.
3. Right-of-way borderlines.
4. Centerline and stationing on centerline.
5. Existing and proposed driveway locations.
6. Existing streams or drainageways.

C. Monuments

All monuments on or near right-of-way, or required to be established in the proposed street(s) to be constructed, shall be shown.

D. Utilities

Plan view shall show the location of all existing buried or overhead utilities within the right-of-way of the street to

be constructed, or within 20 feet of said right-of-way. The plan view shall further locate all public utilities to be constructed prior to road improvements, if the street and utility improvements are phased concurrently. All manholes, valves, cleanouts, keyboxes, pedestals and poles shall be shown.

E. Structures and Culverts

Plan view shall locate all existing structures within 50 feet of the right-of-way of the street to be constructed, and shall fix the location, size, and length of all existing or proposed culverts within the right-of-way.

F. Profile View

Profile view shall show all roadway grades, vertical curve data (including vertical point of curvature and vertical point of tangency), original ground profile at centerline, original ground profile at both right and left right-of-way ~~edge~~ the profile of all existing water, sewer and storm drain facilities (existing or proposed), and logs of all test borings.

G. Engineer's Stamp

Plans shall be signed and stamped by a civil engineer registered in the State of Alaska prior to approval by the City Public Works Engineer.

H. Specifications

All plans and profiles shall be accompanied by a bound set of project specifications, including all sections of the Municipality of Anchorage Standard Specifications applicable to the project, and including standard modifications as approved or specified by the City of Homer, and special provisions to govern improvement construction.

Article 5.5 Horizontal Design Requirements

A. General

The construction centerline will coincide with the right-of-way centerline unless otherwise approved. Approval to shift the construction centerline may be considered to attain the following objectives:

1. Reduction of retaining wall requirements;
2. Reduction of slope easement requirements;

3. Facilitation of intersection alignment;
4. Reduction of utility relocations.

B. Horizontal Curves

1. The radius of curvature along the centerline of the street shall not normally be less than:

Major Arterial Street	700 feet
Minor Arterial Street	600 feet
Collector Street	500 feet
Residential Street	150 feet

Larger radii may be required in some instances.

2. For steep hillside areas the minimum radius of curvature along the centerline of the residential streets shall be 120 feet with curve widening.
3. Streets shall be superelevated on curves; the superelevation rate shall be as appropriate to maintain design speeds, as listed in the Design Factor Summary. Rates of superelevation are to be obtained from AASHTO's 1984 "Policy on Geometric Design of Highways and Streets." Superelevations shall not exceed 6 percent. As a general rule transition to the superelevation section shall be obtained with 2/3 of the transition on the tangent and 1/3 on the curve. Superelevation transition lengths shall be determined by the degree of curve, design speed, and superelevation rate in accordance with recognized engineering standards.
4. The stopping sight distance shall be considered for horizontal curves (see Figure 6).

C. Curb Radii

Curb radii at intersections shall be specified in accordance with Figure 8, Curb Return Standards.

D. Cul-de-sacs

Cul-de-sacs shall be designed in accordance with Figure 9, Cul-de-sacs.

E. Curb Cuts

1. Curb cuts shall have a minimum curb opening width of 12 feet.

2. Residential areas the maximum curb opening width of a single driveway curb cut is 20 feet.
3. Curb cuts shall be located so that the nearest edge of a driveway fronting on an arterial or collector street is a minimum of 45 feet from the right-of-way line of any intersecting street. The nearest edge of a driveway fronting on a residential street shall be a minimum of 25 feet from the right-of-way line of any intersecting street.
4. Access to arterial or collector streets will be discouraged and may be denied for any parcel of property which also has access onto a residential street.
5. The maximum curb cut width for commercial lot access to an arterial or collector street shall be 40 feet.
6. The total width of a curb cut for a lot shall not exceed two-fifths of the lot frontage which faces the street, except for zero lot line development where the combined curb cut shall not exceed two-fifths of the combined lot frontage.

F. Driveways (other than curb cuts)

Geometric standards for driveways are as specified in the DOT manual.

G. Trip Generation Rates

Unless otherwise directed the average daily traffic count (ADT) shall be estimated using the following criteria:

<u>Housing Type</u>	<u>ADT per Unit</u>
Single Family Detached	8.2
Two-Family (duplex, townhouses)	8.0
Multi-Family (townhouses, apartments)	7.3
Mobile Home	5.5

A more comprehensive listing of trip generations is listed in Appendix 1.

H. Utilities

1. Should utility line extensions be necessary within the right-of-way of a paving project to provide service, the utility company shall be contacted in writing during the design phase to coordinate the necessary construction prior to paving.

2. Where water and sewer connection are required for unserved lots, the property owner(s) shall be contacted by letter during the design phase to coordinate construction prior to paving. In residential areas, connections may be provided to unserved lots. Where development plans are not known, the connections shall be sized in accordance with the recommendations of the City of Homer.

I. General Controls

The City Public Works Engineer will review each road or street design for the following "general controls for horizontal alignment" developed by the American Association of State Highway and Transportation Officials:

1. Alignment should be as directional as possible, but every effort should be made to preserve developed properties and community values. On new urban highways, a flowing line that conforms to the natural contours is preferable aesthetically to one with long tangents that more heavily scar the terrain. With flowing alignment the construction scars can be kept to a minimum and natural slopes and plant growth can be preserved. Such design is desirable both from a construction and maintenance standpoint. In general, the number of short curves should be kept to a minimum. Winding alignment, composed of short curves, should be avoided since it tends to cause erratic operation and accidents.
2. In alignment predicated on a given design speed, use of the maximum degree of curvature for that speed should be avoided wherever possible. The designer should attempt to use generally flat curves, retaining the maximum for the most critical conditions. In general, the central angle of each curve should be as small as the physical conditions permit, so that the highway will be as directional as possible.
3. Consistent alignment should always be sought. Sharp curves should not be introduced at the ends of long tangents. Sudden changes from areas of each curvature to areas of sharp curvature should be avoided. Where sharp curvature must be introduced, every effort should be made to approach it with successively sharper curves.
4. For small, deflection angles, curves should be sufficiently long to avoid the appearance of a kink. Curves should be at least 500 feet long for a central

angle of 5 degrees, and the minimum length should be increased 100 feet for each 1-degree decrease in the central angle.

5. Sharp curvature should be avoided on high, long fills and elevated structures. In the absence of cut slopes, shrubs, trees, etc., above the roadway, it is difficult for drivers to perceive highway alignment and sharpness of curvature and adjust their operation to the conditions.
6. Caution should be exercised in the use of compound circular curves. Preferably their use should be avoided where curves are sharp. Compound curves with large differences in curvature introduce the same problems that arise at a tangent approach to a circular curve. Where topography or right-of-way restrictions make their use necessary, the radius of the flatter circular arc (R_1) should not be more than 50 percent greater than the radius of the sharper circular arc (R_2), (R_1 should not exceed $1.5 R_2$). A several-step compound curve on this basis is suitable as a form of transition to sharp curves. A spiral transition between flat curves and sharp curves is even more desirable, although spirals are not normally used in the State of Alaska.
7. Any abrupt reversal in alignment should be avoided. Such a change makes it difficult for a driver to keep within his own lane. Also, it is difficult to superelevate both curves adequately, and erratic operation may result. A reversal in alignment can be designed suitably by including a sufficient length of tangent between the two curves for superelevation runoff, or preferably an equivalent with spiral curves.
8. The "broken back" arrangement of curves (short tangent between two curves in the same direction) should be avoided. Except on circumferential highways, most drivers do not expect succeeding curves to be in the same direction, the preponderant condition of succeeding curves in opposite directions developing a subconscious habit in drivers to follow them. Also, broken back alignment is not pleasing in appearance. Use of spiral transitions wherein there is some degree of continuous superelevation, is preferable for such conditions. The term "broken back" usually is not applied when the connecting tangent is of considerable length, say 1,500 feet or more. But even in this case the alignment will not be of pleasing appearance when both curves are clearly visible for some distance ahead.

9. To avoid the appearance of inconsistent distortion, the horizontal alignment should be coordinated carefully with the profile design. General controls for this coordination are discussed under a following heading of Combination of Horizontal and Vertical Alignment.

The City Public Works Engineer may require adjustment of design horizontal alignment to meet these criteria.

J. Pre-existing Platted Rights-of-Way Less Than 60' Wide

1. (Construction or reconstruction of existing streets in pre-existing platted rights-of-way narrower than those defined in Section 11.04.060(f) shall require dedication of a sufficient construction and maintenance easement on each side of the road to allow the roadway to be constructed in accordance with Chapter 11.20 and the City of Homer Design Criteria Manual.)

Article 5.6 Excavation and Backfill

A. General

1. Except as otherwise described in this section, excavation and backfill requirements shall be in accordance with the Design Criteria Manual and appropriate chapters of the Homer Municipal Code.
2. Where soils investigations show that organic material is present within the proposed roadway prism, the plans shall call for its removal unless surcharging or other provisions have been approved.

B. Structural Design

1. Where frost susceptible soils are encountered in the subgrade, design criteria for frost conditions shall be used to determine the combined thickness of leveling course and subbase. The frost design reference for street improvements is the Corps of Engineers Manual TMS-818-2(EM1110-1-306) Pavement Design for Frost Conditions, May 15, 1962.

The primary basis for design is the Reduced Subgrade Strength Method; however, the results of the Limited Subgrade Frost Penetration Method should be considered for F3 and F4 soils. Design nomographs assume the use of non-frost susceptible material (less than 3% by weight finer than 0.02 mm) as backfill. Where the backfill is frost susceptible material, allowances should be made by the designer.

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**CITY OF HOMER
HOMER, ALASKA**

City Clerk

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DRAFT RESOLUTION 12-XX

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ESTABLISHING THE 2013 REGULAR MEETING SCHEDULE FOR THE CITY COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION, LIBRARY ADVISORY BOARD, PARKS AND RECREATION ADVISORY COMMISSION, ADVISORY PLANNING COMMISSION, PORT AND HARBOR ADVISORY COMMISSION, LEASE COMMITTEE, PERMANENT FUND COMMITTEE, PUBLIC ARTS COMMITTEE AND TRANSPORTATION ADVISORY COMMITTEE.

WHEREAS, Pursuant to Homer City Code Section 1.14.020, the City Council annually sets the schedule for regular and some special meetings, noting the dates, times and places of the City Council, Advisory Commissions, and the Library Advisory Board meetings; and

WHEREAS, The public is informed of such meetings through the kiosks located at Captain's Coffee, Harbormaster's Office, Redden Marine Services of Homer, and the City Clerk's Office, Clerk's Calendar on KBBI, the City Clerk's Home Page on the Internet, and postings at the Clerk's Office at City Hall, and the Public Library; and

WHEREAS, HCC 1.14.020 - 040 states that meetings may be advertised in a local paper of general circulation at least three days before the date of the meeting and that special meetings should be advertised in the same manner or may be broadcast by local radio at least twice a day for three consecutive days or two consecutive days before the day of the meeting plus the day of the meeting; and

WHEREAS, HCC 1.14.010 notes that the notice of meetings applies to the City Council and all commissions, boards, committees, subcommittees, task forces and any sub-unit of the foregoing public bodies of the City, whether meeting in a formal or informal meeting; that the failure to give the notice provided for under this chapter does not invalidate or otherwise affect any action or decision of a public body of the City; however, this sentence does not change the consequences of failing to give the minimum notice required under State Statute; that notice will ordinarily be given by the City Clerk; and that the presiding officer or the person or persons calling a meeting are responsible for notifying the City Clerk of meetings in sufficient time for the Clerk to publish notice in a newspaper of general circulation in the City; and

WHEREAS, This Resolution does not preclude additional meetings such as emergency meetings, special meetings, worksessions, and the like; and

WHEREAS, Council adopted Resolution 06-144 on October 9, 2006 establishing the Regular Meeting site for all bodies to be the City Hall Cowles Council Chambers.

47 NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2013
 48 meeting schedule is established for the City Council, Economic Development Advisory
 49 Commission, Library Advisory Board, Parks and Recreation Advisory Commission, Advisory
 50 Planning Commission, Port and Harbor Advisory Commission, Lease Committee, Permanent
 51 Fund Committee, Public Arts Committee and Transportation Advisory Committee of the City of
 52 Homer, Alaska, as follows:

53
 54 Holidays - City Offices closed:

January 1*, New Year's Day, Tuesday	February 18*, Presidents' Day, the third Monday	March 25*, Seward's Day, last Monday	May 27*, Memorial Day, last Monday	July 4*, Independence Day, Thursday	September 2*, Labor Day, first Monday
October 18*, Alaska Day, Friday	November 11*, Veterans Day, Monday	November 28* Thanksgiving Day, Thursday	November 29*, Friday, the day after Thanksgiving	December 25*, Christmas, Wednesday	

55
 56 *Indicates holidays - City offices closed.
 57 **If on a Sunday, the following Monday is observed as the legal holiday; if on a Saturday, the
 58 preceding Friday is observed as the legal holiday pursuant to the City of Homer Personnel Rules
 59 and Regulations.

60
 61 CITY COUNCIL (CC)

January 14, 28	February 11, 25	March 11, 26*	April 8, 22	May 13, 28*	June 10, 24
July 8***, 22	August 12, 26	September 9, 23	October 1 Election	October 14, 28, for Oath of Office, 21	Canvass Board October 4 or 7
November 5 Run- Off Election	November 12**, 25	December 9****	December 16***** if needed		

62
 63 City Council's Regular Committee of the Whole Meetings at 5:00 p.m. to no later than 5:50 p.m.
 64 prior to every Regular Meeting which are held the second and fourth Monday of each month at
 65 6:00 p.m. ***The City Council traditionally reschedules regular meetings that fall on holidays or
 66 High School Graduation days, for the following Tuesday. Council will not conduct a First
 67 Regular Meeting in July.

68
 69 AML Annual Conference Week is tentatively scheduled for November 11 - 15, 2013.

70 *Tuesday meeting due to Seward's Day/Memorial Day/Veterans Day.

71 **There will be no First Regular Meeting in July or November.

72 **** The City Council traditionally cancels the last regular meeting in December and holds the
 73 first regular meeting and one to two Special Meetings as needed. Generally the second Special
 74 Meeting the third week of December, will not be held.

75
 76

ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

January 8	February 12	March 12	April 9	May 14	June 11
July 9	August 13	September 10	October 8	November 12	December 10

77

78 Economic Development Advisory Commission Regular Meetings are held on the second
 79 Tuesday of each Month at 6:00 p.m.

80

81 LIBRARY ADVISORY BOARD (LAB)

January 2*	February 5	March 5	April 2	May 7	June 4
July 2	August 6	September 3	October 1	November 5	December 3

82

83 Library Advisory Board Regular Meetings are held on the first Tuesday of each month at 5:00
 84 p.m. *Wednesday meeting due to New Year's Day.

85

86 PARKS AND RECREATION ADVISORY COMMISSION (P/R)

January 17	February 21	March 21	April 18
May 16	June 20	July 18	August 15
September 19	October 17	November 21	

87

88 Parks and Recreation Advisory Commission Regular Meetings are held on the third Thursday of
 89 each month, with the exception of December, at 5:30 p.m.

90

91 PLANNING COMMISSION (P/C)

January 2, 16	February 6, 20	March 6, 20	April 3, 17	May 1, 15	June 5, 19
July 17**	August 7, 21	September 4, 18	October 2, 16	November 6**	December 4**

92

93 Advisory Planning Commission Regular Meetings are held on the first and third Wednesday of
 94 each month at 6:30 p.m. **There will be no First Regular Meeting in July or Second Regular
 95 Meetings in November and December.

96

97 PORT AND HARBOR ADVISORY COMMISSION (P/H)

January 23	February 27	March 27	April 24	May 22	June 26
July 24	August 28	September 25	October 23	November 20	December 18

98

99 Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of
 100 each month at 5:00 p.m., with the exception of May, June, July and August meetings that are
 101 held at 6:00 p.m. The Regular Meetings in the months of November and December are
 102 traditionally scheduled for the third Wednesday of the month.

103 LEASE COMMITTEE (LC)

January 10	April 11	July 11	October 10
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104
105 Lease Committee Regular Meetings are held quarterly on the second Thursday of each month at
106 3:00 p.m.

107
108 PERMANENT FUND COMMITTEE (PFC)

February 14	May 9	August 8	November 14
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109
110 Permanent Fund Committee Regular Meetings are held quarterly on the second Thursday of the
111 months of February, May, August, and November at 5:15 p.m.

112
113 PUBLIC ARTS COMMITTEE (PAC)

February 21	May 16	August 15	November 21
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114
115 Public Arts Committee Regular Meetings are held quarterly on the third Thursday of the months
116 of February, May, August, and November at 5:00 p.m.

117
118 TRANSPORTATION ADVISORY COMMITTEE (TAC)

February 19	May 21	August 20	November 19
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119
120 Transportation Advisory Committee Regular Meetings are held quarterly on the third Tuesday of
121 the months of February, May, August, and November at 5:30 p.m.

122
123 PASSED AND ADOPTED by the Homer City Council this 10th day of December, 2012.

124
125 CITY OF HOMER

126
127
128
129 JAMES C. HORNADAY, MAYOR

130 ATTEST:

131
132
133
134 JO JOHNSON, CMC, CITY CLERK

135
136 Fiscal Impact: Advertng of meetings in regular weekly meeting ad and advertising of any
137 additional meetings.