

PORT AND HARBOR ADVISORY COMMISSION

Regular Meeting



One of Icycle's seafood processor the R.M. Thorstenson that's currently at the Deep Water Dock from July 16th to the 30th

Wednesday, July 27, 2011

5:00 P.M.

City Hall Cowles Council Chambers
491 E. Pioneer Ave. Homer, AK 99603



NOTICE OF MEETING
REGULAR MEETING AGENDA

1. **CALL TO ORDER**
2. **APPROVAL OF THE AGENDA**
3. **PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA**
4. **RECONSIDERATION**
5. **APPROVAL OF MINUTES**
 - A. Regular Meeting Minutes for June 22, 2011 P. -1-
6. **VISITORS**
7. **STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS**
8. Port and Harbor Director's Reports for June 2011 P. -5-
9. **PUBLIC HEARING**
10. **PENDING BUSINESS**
 - A. Review of Record Regarding Commission Action on Long Term Parking Fees P. -7-
11. **NEW BUSINESS**
 - A. 2011-2017 Capital Improvement Plan Recommendations P. -13-
12. **INFORMATIONAL ITEMS**
 - A. Weekly Crane and Ice Report P. -105-
 - B. Deep Water Dock Report P. -107-
 - C. Pioneer Dock Report P. -111-
 - D. Pioneer Dock Ferry Landings Report P. -113-
 - E. Water Usage 2011 P. -115-
 - F. Monthly Statistical & Performance Report P. -117-
 - G. Memo from Harbormaster to City Council re: Long Term Parking Fines on the Spit P. -119-
 - H. Resolution 11-074 Amending Fee Schedule for Port & Harbor Long term Parking Fines P. -127-
 - I. Resolution 11-075 Amending the Port of Homer Terminal Tariff to Provide for Port & Harbor Long Term Parking Fines P. -129-
 - J. Strategic Plan P. -131-
 - K. Lease Expirations as of 2/17/11 P. -133-
 - L. Commissioner Attendance Schedule for City Council Meetings P. -135-
13. **COMMENTS OF THE AUDIENCE**
14. **COMMENTS OF THE CITY STAFF**
15. **COMMENTS OF THE COUNCILMEMBER (If one is assigned)**
16. **COMMENTS OF THE CHAIR**
17. **COMMENTS OF THE COMMISSION**
18. **ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, AUGUST 24, 2011**
at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 11-06, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:00 p.m. on June 22, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS CARROLL, HARTLEY, HOTTMAN, HOWARD, ULMER, ZIMMERMAN

ABSENT: COMMISSIONER WEDIN

STAFF: PORT AND HARBOR DIRECTOR HAWKINS
DEPUTY CITY CLERK JACOBSEN

AGENDA APPROVAL

The agenda was approved as written by consensus of the Commission.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

There were no public comments.

RECONSIDERATION

There were no reconsiderations scheduled.

APPROVAL OF MINUTES

A. May 25, 2011 Regular Meeting Minutes

HOWARD/HARTLEY MOVED TO APPROVE THE MAY 25 MEETING MINUTES.

Commission Howard noted a correction to reflect that Commissioner Wedin was absent at the May 25th meeting.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

VISITORS

There were no visitors scheduled.

STAFF AND COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

A. Port and Harbor Director's Reports for June 2011

Harbormaster Hawkins reviewed his staff report.

There was brief discussion that the ice sales were down due to halibut quotas being down 29% from last year. Harbormaster Hawkins reported there is still a lot of halibut coming in and that the salmon run is shaping up to be a big one.

PUBLIC HEARING

There were no public hearing scheduled.

PENDING BUSINESS

A. Discussion of Capping Long Term Parking Fines at \$250

Harbormaster Hawkins commented that quite a few citations have been given out for people parked over seven days, including citations for boat trailers. His goal is to make every effort to contact owners and have them remove their vehicle or trailer from the spit. They have been writing a citation and then attempting to contact. They are trying to avoid owning or impounding anyone's vehicles. He has been advising people that there aren't going to be changes made mid season and recommend they write letters to the Port and Harbor Commission and we will review the results in the fall.

Commissioner Zimmerman commented that the ordinance doesn't affect seasonal parking; it deals with year round parking. He recognized the time it takes to get through the City Council's schedule but doesn't see a reason to put it off. He proposes a \$250 ceiling on long term parking fines, with \$200 paying for the annual parking pass. If someone goes out fishing they come back and have a long term parking pass and a \$50 fine. He said he thought this is something the Commission passed on to Council.

ZIMMERMAN/HOWARD MOVED THAT THE PORT AND HARBOR COMMISSION RECOMMEND TO COUNCIL TO PUT A \$250 LIMIT ON THE LONG TERM PARKING FINE ON THE SPIT WITH \$200 GOING TOWARD THE LONG TERM PERMIT.

There was discussion supporting the motion. While the Commission agrees that normally it would be best to go to the council with a packet of information to consider at one time, the potential issues that could come from dealing with this administratively for a time would make it appropriate to bring it forward for Council approval. There was further discussion to clarify that this will require an ordinance to amend what was recently adopted in Code.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

NEW BUSINESS

No new business items scheduled.

INFORMATIONAL ITEMS

- A. Harbormaster's Monthly Statistical Report for May 2011
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report
- E. Pioneer Dock Ferry Landings Report
- F. Resolution 11-053 Re: Water Infrastructure Set Aside Funding Program
- G. Resolution 11-058 Re: Dredge Spoils Contracts
- H. Resolution 11-060 Re: Establishing a Port& Harbor Improvement Revenue Bonding Plan
- I. Strategic Plan
- J. Lease Expirations as of 2/17/11
- K. Commissioner Attendance Schedule for City Council Meetings

The Commissioners briefly discussed resolution 11-060 and the Port and Harbor Improvement Committee. Commissioners Howard and Hartley advised that they were willing to participate on the Committee. There was no opposition expressed by any other Commissioners.

Chair Ulmer brought up the Commission's strategic plan. She noted one item is to request a City Council member attend their meetings. Commissioner Howard said he could make that happen. Another item is for the Clerk to help the Commission learn to be more efficient and effective. Deputy City Clerk Jacobsen commented that aside from reminders to turn on the microphones, the Commission appears to be doing well at staying on task and getting through their agenda.

Commissioner Howard advised that he attended the last City Council meeting to give an update on the Commission's business, and Commissioner Hartley attended to comment in support of Resolution 11-060.

COMMENTS OF THE AUDIENCE

Barbara Howard, Councilmember, thanked the group for serving on this very essential Commission. She acknowledged the importance of their work and the financial environment impact of their recommendations toward our general plan for Homer. The Port and Harbor Improvement Revenue Bond Committee is charged with development of a plan to finance several significant projects and the Commission's involvement is crucial. The suggested projects listed on resolution 11-060 mirror the goals of the Commission's strategic plan. Mrs. Howard said that on a recent flight to Seattle she had the good fortune to sit next to a gentleman who introduced himself as a herring fisherman from Kodiak. She asked why he was in Homer and he responded that Homer's superior docks, incredible harbor staff, very reasonable rates, and quality marine ancillary services caused him to deliberately choose Homer over Kodiak for repairs. She quoted him as saying, that Matt Clark is a quality, well experienced, nice guy, and you city folks should be thankful to have such a person representing the Port of Homer." She assured him that his comments would be passed on to this Commission and City Council. Lastly Mrs. Howard commented that in reading the Harbormaster's report she is reminded of the 24/7 service that is delivered by staff with "a can do, will do" attitude to protect person and property. She thanked them for the level of service they provide.

COMMENTS OF CITY STAFF

Harbormaster Hawkins noted a possible agenda item for the next meeting will be a proposal to the City from the Roanoke Island to stand up a small wind turbine at the lease lot by their office on the spit.

He also noted that since the card-readers for the cranes are now on the cranes themselves it has eliminated the need for the card reader room. He is looking forward to looking into the opportunity to use the old card-reader room to expand the bathroom on the fish dock. There is a grant in place for \$86,000 and hope it will be enough money to do that as it is just a remodel in the existing building. He is looking forward to putting a project together for that.

COMMENTS OF THE COUNCILMEMBER

There were no Councilmember comments.

COMMENTS OF THE CHAIR

Chair Ulmer had no comments.

COMMENTS OF THE COMMITTEE

Commissioner Zimmerman thanked the Commission for revisiting the parking issue.

Commissioner Howard commented that in the fee parking areas the R numbers get knocked out and asked if they would be using overhead wires or something that can't be backed into. Harbormaster Hawkins said they might look into painting numbers on the spaces or getting away from the numbers.

Commissioner Zimmerman commented that previously they had discussed making up coupon book for parking passes. Harbormaster Hawkins said that they have not done that.

It was requested that the Clerk research the record and bring back the information they passed regarding the parking ordinance so they can review what they recommended in relation to what was passed by Council.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 7:00 p.m. The next regular meeting is scheduled for Wednesday, July 27, 2011 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160

Fax (907) 235-3152

E-mail Port@ci.homer.ak.us

Web Site <http://port.ci.homer.ak.us>

PORT & HARBOR STAFF REPORT

By Bryan Hawkins, Port Director/Harbor Master

July 20, 2011

Prepared for the July 27, 2011 Port & Harbor Commission Meeting

1. Administration

• Staff met with:

Dave Mogar – Electrical Potentials

Staff Meeting

Sally Oberstien – Homer Trolley Rental

KPB Office of Emergency Management – Teleconference regarding the Tsunami Alert

Chamber of Commerce – Fish Expo Marketing Meeting

Jason Kottsick – Deep Water Dock Bird Deterrent Options

AMHS, Petro Marine, & City Manager – Meeting regarding Pipeline Project

Lease Committee

- The Homer Harbor staff gave our best wishes to Ineke Buchman, who has been a returning Harbor Assistant for the past several years, as she moved on to another occupation. David Craig was promoted to Harbor Assistant II and Rheanna Tussey was hired to fill the vacancy.
- Bryan Hawkins, Harbor Master, was treated to tours of the Port of Valdez and Whittier Harbor during a week-long Alaskan excursion.
- A meeting between Public Works, Port & Harbor, Port Maintenance, and the City Manager took place July 14th to discuss the transitioning of the Port Maintenance Department from Public Works to the Port and Harbor.

2. Operations

The month of July has brought about the peak recreational user season of the Harbor. Occupancy reached approximately 900 vessels over the 4th of July weekend. Parking lots, gear storage lots, campgrounds, and transient moorage have been very congested. Operations staff has been busy with the associated increase in public usage.

- Several EMS calls were generated. Notable incidents were a patient suffering from heart attack symptoms, a seafood processing employee suffering from seizures, and a patient suffering from diabetic symptoms.
- Harbor officers provided numerous boat tows for disabled vessels. One particular incident involved the rescue of a 70' yacht that had lost power and drifted onto a beach outside the harbor entrance.
- Harbor Staff successfully assisted in extinguishing two small grass/brush fires on the beaches adjacent to campgrounds.
- Notable public assists included the removal of a submerged vehicle and boat trailer at the L&L ramp and avoiding two potential fire hazards by assisting in the removal of a 30' pleasure craft whose bilge had filled with gasoline, and assisting a motorist, whose vehicle's fuel pump had a ruptured, coating the undercarriage with gasoline.
- The harbor tug continues to receive improvements. A hydraulic "kill switch" was installed as a safety mechanism for use with the capstan winch. Expanded metal grating was installed over the aft cabin windows to prevent exposure to tow line "snap back".
- Harbor assistants have been busy with grounds keeping duties. This month's focus has been on clearing the harbor banks walking path of brush and debris.
- Both the Deep Water and Pioneer dock received landings from the cruise ships Amsterdam and Silver Shadow, tugs Vigilant and Pacific Wolf, the cable ship I/T Intrepid, and the seafood processor R.M. Thorstenson.

3. Other

- The Air National Guard held training drills in the Kachemak Bay area June 27 – 30th that included smoke, flares, and parachute activity.
- Petro Marine Services began its construction project of a new pipeline on the Pioneer Dock and improvements to their facility July 7th.

PORT AND HARBOR ADVISORY COMMISSION
 REGULAR MEETING
 FEBRUARY 23, 2011

A. Long Term Parking on the Spit and Fee Parking

PENDING
 BUSINESS

HOWARD/HARTLEY - MOVED THAT THE PORT AND HARBOR ADVISORY COMMISSION RECOMMEND THAT THE HARBORMASTER PROCEED WITH THE NECESSARY ACTIONS TO IMPLEMENT A LONG TERM PARKING PROGRAM AND SEASONAL FEE PARKING PASS FOR THE FEE PARKING LOTS, IN ACCORDANCE WITH THE HARBORMASTER'S MEMORANDUM TO THE COMMISSION DATED FEBRUARY 15, 2011; WITH THE EXCEPTION THAT THE LONG TERM FEES BE SET AT \$200.00 ANNUALLY, WITH THE FEE BEING DISCOUNTED \$100.00 FOR VESSEL OWNERS THAT PAY ANNUAL MOORAGE IN THE HOMER HARBOR.

LONG TERM
 PARKING ON
 THE SPIT AND
 FEE PARKING

Commissioner Howard observed that the recommendations from staff are excellent; staff has been thoughtful in what they have put together; he would propose that they allow staff to bring this to fruition with the exception of how much they would charge for the annual parking fee charged to those who do not have a boat moored in the harbor. He opined that all staff recommendations are appropriate and need to be implemented as part of the program.

Commissioner Hartley commented that if they start enforcing these regulations about parking there are a number of people who would be put in a real jeopardy because \$25.00 per day will add up before you know it. It won't take long to occur \$100 in fines and for people who do have to be out a long time this will alleviate the problem about being parked longer than 7 days.

Commissioner Zimmerman did not feel that fines should go beyond the cost of a permit of \$200.00 plus a fine of \$25.00-50.00 for the headache.

The Harbormaster stated that option was acceptable with the \$50.00 additional fee for processing. He then spoke about parking trailers in response to a question from Commissioner Wedin. He noted that the tariff allows for winter storage of trailers but there is no storage of boats. He believes that this would be a business opportunity to lease a lot for trailer storage. He did acknowledge that the city could provide this with a card reader system, pay station and security. He commented that it would be a good business opportunity for someone preferable to the City. He did not have the current rate for winter storage trailer, but the season was October through April.

Commissioner Zimmerman mentioned of the necessity of having cash in your pocket and would like to see the use and promotion of a coupon book where parking coupons could be offered for a discounted price to encourage their use.

Commissioner Howard like the idea of a coupon booklet but it would need some research done to determine the number of coupons to include in this book and what the pricing should be to make it lucrative for the city to implement plus appealing to the end user. He recommended directing staff to look into this option.

There was further clarification regarding the motion covered all recommendations in the memorandum from the Harbormaster including the fee for the pay parking lots. That this was a separate annual fee of \$250.00 to park in a pay parking lot.

ZIMMERMAN/WEDIN – MOVED TO AMEND THE MOTION TO INCLUDE DIRECTING STAFF TO CREATE A COUPON BOOK CONTAINING FIVE COUPONS WITH THE AMOUNT TO BE DETERMINED BY THE HARBORMASTER.

There was no further discussion.

VOTE. (Amendment) YES. HOTTMANN, ZIMMERMAN, HARTLEY, HOWARD, ULMER, WEDIN, CARROLL.

Motion carried.

Commissioner Carroll requested further clarification on the issue of parking on the entire spit. He would be abstaining from voting on this motion.

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
FEBRUARY 23, 2011

Harbormaster Hawkins stated that there will be long term parking, free of charge, for seven continuous 24 hour periods. On the eighth day there is a requirement to purchase a permit or remove the vehicle from the Spit. He noted that there is no place that he is aware of where you can park for free on or near a harbor. He further clarified that what the staff has been up against is someone parking a vehicle on the spit and then they relocate the vehicle on the spit for another seven days, etc. The staff would spend time chasing this vehicle around the spit and what the owners intent was to effectively "store" the vehicle on the spit which is not allowed. He also noted that the pay parking lot between the Harbor Office and Salty Dawg is full of long term vehicles. There were only four spaces that opened up last season. Harbormaster Hawkins noted that this will be enforced year round, and noted that the permits issued will be transferable.

PENDING BUSINESS
LONG TERM PARKING ON THE SPIT AND FEE PARKING

VOTE. YES. WEDIN, ULMER, HOWARD, HARTLEY, ZIMMERMAN, HOTTMANN.

VOTE. ABSTAIN. CARROLL.

Motion carried.

B. Barge Beach Improvements
1. Beach Use Agreement

BARGE BEACH IMPROVEMENT

Harbormaster Hawkins noted that this information was included in the packet in response to concerns expressed by the Commissioners during the last meeting. This was in response to the concern on liability, fees, and what can and cannot be performed on the beach. The Harbormaster noted that there will be two engineers visiting on Friday to assist in coming up with some numbers for the vessel mooring loading facility between the barge ramp and Petro Marine fuel dock plus a few other projects in the Harbor.

There was no further discussion.

C. Credit Card User Fee, Discount - Status

CREDIT CARD USER FEE DISCOUNT

Harbormaster Hawkins explained that the Finance Department is currently in the process of negotiations with a new company to provide credit card services for a lesser fee. The savings is estimated at half the current costs. So stay tune there will be more to come.

Commissioner Wedin stated at the last meeting he was tasked with looking into how the borough is handling the processing of credit card transactions. The provider is called Linked to Gov. He noted that it is a third party service that is website based. There would be no "point of sales swiping" for this service, it is internet based. The Harbor would be required to set up a terminal that the public could access and sign up. The customers log in and enter information on the website. He noted that there are many government entities using this provider; the Federal Government, Kenai Borough and Juneau. That explains how they can charge the 3% fee.

There was no further discussion.

NEW BUSINESS

NEW BUSINESS

- A. Land Allocation Plan 2011
- 1. 2010 Memorandum to Council on LAP Recommendations
- 2. Memorandum on Joint Worksession with City Council

LAP 2011

Deputy City Clerk Krause explained to the Commissioners the process and reason behind the Land Allocation Plan. She explained that Planning Technician Engebretsen in Planning Department works on this document. There will be a joint worksession with Council on the document at 4:00 p.m. on March 29,

Vice Chair Zimmerman read the memorandum from staff reporting that due to an oversight of terms expiring the Commission needed to remake the motions and recommendations issued at the February meeting.

HOWARD/WEDIN - MOVED THAT THE PORT AND HARBOR ADVISORY COMMISSION RECOMMEND THAT THE HARBORMASTER PROCEED WITH THE NECESSARY ACTIONS TO IMPLEMENT A LONG TERM PARKING PROGRAM AND SEASONAL FEE PARKING PASS FOR THE FEE PARKING LOTS, IN ACCORDANCE WITH THE HARBORMASTER'S MEMORANDUM TO THE COMMISSION DATED FEBRUARY 15, 2011; WITH THE EXCEPTION THAT THE LONG TERM FEES BE SET AT \$200.00 ANNUALLY, WITH THE FEE BEING DISCOUNTED TO \$100.00 FOR VESSEL OWNERS THAT PAY ANNUAL MOORAGE IN THE HOMER HARBOR. IN ADDITION THE MOTION INCLUDES THAT STAFF CREATE A COUPON BOOK CONTAINING FIVE COUPONS WITH THE AMOUNT TO BE DETERMINED BY THE HARBORMASTER.

There was no further discussion.

VOTE. YES. CARROLL, WEDIN, ZIMMERMAN, HOWARD.

Motion carried.

B. Land Allocation Plan 2011 Recommendations.

HOWARD/WEDIN - MOVED TO RECOMMEND CITY COUNCIL INCLUDE FOR LEASE LOTS 4-12, 19-20, AND PORTIONS OF LOTS 12A, 13B, 9A AND 10A FOR THE 2011 SEASON. IN ADDITION, MOVED TO RECOMMEND THAT THE CITY PLANNER, HARBORMASTER AND CITY MANAGER DESIGNATE AND DEFINE A 10,000 SQUARE FOOT PORTION OF LOT TR-1-A FOR THE PURPOSE OF OFFERING A REQUEST FOR PROPOSAL; IN ADDITION, THE MOTION TO INCLUDE SUPPORTING A RECOMMENDATION THAT CITY COUNCIL DESIGNATE A PORTION OF LOT 12A, NO CLOSER THAN 150 FEET TO RAMP FIVE AND UP TO FREIGHTDOCK ROAD, BE MADE AVAILABLE FOR RENT TO ITINERANT MERCHANTS FOR A FLAT RATE, WITH THE SQUARE FOOTAGE AND LOCATION TO BE DETERMINED BY THE HARBORMASTER OR CITY MANAGER.

There was no discussion.

VOTE. YES. HOWARD, ZIMMERMAN, WEDIN, CARROLL.

Motion carried.

There was no further discussion.

INFORMATIONAL MATERIALS

- A. Harbormaster's Monthly Statistical Report for February 2011
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report & Ferry Landings
- E. Water Usage Report
- F. Lease Expirations as of 02/17/11
- G. 2011 Commissioner Attendance at City Council Meetings
- H. Strategic Plan 2011
- I. Ordinance 11-05, Preliminary work on Phase I Deep Water Dock Expansion Project
- J. Resolution 11-024, Awarding Contract for Card Reader System to ATS Alaska of Anchorage

Commissioner Howard inquired about Commissioner Hartley attending the March 29, 2011 council meeting. It was noted that Commissioner Wedin was scheduled for March and Commissioner Hartley is scheduled April council meetings. Deputy City Clerk Krause reminded the commission that a volunteer was needed to attend the Worksession scheduled for the Land Allocation Plan since the memorandum would not be timely for the council packet. She advised the Vice Chair to thank the Council for considering their recommendations made on the plan.

There were no further comments or discussion.

COMMENTS OF THE AUDIENCE

Mr. Hartley commented that it was a great meeting.

PENDING
BUSINESS
LONG TERM
PARKING
AND FEE
RECOMMEN
ATIONS

LAP 2011

INFORMATIO
NAL
MATERIALS

AUDIENCE
COMMENTS

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
MARCH 23, 2011

Tabor Ashment, Sport Shed and a member of the Winter King Tournament Committee for 8 years, expressed his appreciation for what the City provide and if there is anything that they could assist with please do not hesitate to ask.

There were no more comments.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

(Chair set time limit not to exceed 5 minutes)

STAFF
REPORTS

A. Port & Harbor Director's Staff Report – March 2011

Deputy Harbormaster Clarke reviewed the report for the commissioners and asked for questions. The following was briefly discussed:

1. Met with the President of PN&D Engineering and Carey Meyer on the Harbor Facility Improvement.
2. Had a teleconference with Siemens regarding the high mast lighting and in the near future will be testing new energy efficient lighting.
3. Harbor staff participated in a Facilities Security Plan Drill which is mandated by the Department of Homeland Security procedures to be conducted quarterly.
4. Met with US Coast Guard personnel and other department heads on a mass rescue operations meeting to discuss a scenario of how Homer would respond to a mass casualty event at the dock or in the nearby waters, such as a large scale fire or sinking.
5. Snug Harbor and the City have finalized a new lease.
6. The Harbormaster met with the Department of Transportation regarding the East Harbor Expansion technical report in Anchorage.
7. Kimberly Nielsen with URS Engineering visited the Harbor to check on the status of upcoming or planned projects.
8. The improvements to the harbor tug was completed March 7, 2011.
9. There are 12 new dock carts constructed by the port maintenance crew.
10. Stall renewals have been sent out.
11. Seasonal positions for Harbor Assistants has been advertised.

Harbor personnel assisted: a salvage crew raise and remove a 40 foot charter vessel, free a man with a broken collar bone entangled in a dog sled; and a 5 gallon diesel spill.

A former employee, Dana Harrington has been rehired to fill the position of Administrative Clerk which was available due to the retirement of Bonnie Judge. She previously worked for the Harbor when Steve Dean was Harbormaster.

The small boat harbor was very busy as it was transitioning from winter to spring, the Sitka Herring fleet departed, local halibut fishing vessels mobilized, the influx of recreational vessels for the Winter King Tournament and the Cook Inlet state waters P-cod fishery has had many vessels delivering fully loaded.

The Ice Plant is up and running and ATS Alaska of Anchorage was awarded the Crane Card Access System Upgrade. There was a brief discussion on the cause of the spill and if a cause was noted. Mr. Clarke commented on the Winter King Tournament. He remarked that there was no calls for a tow due to breakdown and they only had one attempted sinking of a vessel which was averted before it happened. They had no issues with participants or spectators such as public drunkenness, etc.

There was no further discussion.

C. Lease Committee

COMMITTEE
REPORT

There was no report. No meetings had been held by the committee since the last meeting. Vice Chair Zimmerman noted there will be a meeting on April 14, 2011 at 3:00 p.m.

PUBLIC HEARING *(3 minute time limit)*

PUBLIC
HEARING

There were no public hearings scheduled.

PENDING BUSINESS

A. Long Term Parking on the Spit and Fee Parking Recommendations



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM

TO: PORT & HARBOR COMMISSION

FROM: BRYAN HAWKNS, PORT DIRECTOR/HARBORMASTER

SUBJECT: LONG-TERM PARKING ON THE SPIT

DATE: FEBRUARY 15, 2011

Signage

- Current signage reads "Parking Limited to 7 Days: Vehicles/Trailers Parked in Excess of 7 Days Will Be Subject to Impound."
- New signage recommendation: "Long-Term Parking Permit Required for Vehicles Parked in Excess of 7 Continuous 24 Hour Days on City of Homer Port facility. Long-Term Parking Permits (for vehicles under 20 feet) Are Available at the Harbormaster's Office. Vehicles/ Trailers Parked in Excess of This Rule Are Subject to Fines and/or Impound."

Vehicles Defined

- Use Homer City Code 18.20.010(A) for a description.
- Use Homer City Code 18.20.010(C) on Junk vehicles to define which vehicles allowed to purchase a long-term parking permit.

Permits

- Long-term parking permits (in the form of a sticker or hanger for rear view mirror) will be issued for one calendar year January 1 to December 31.
- Two vehicles may be registered to a single parking permit but only one vehicle may use the permit at a time.
- Fee for long-term Parking: \$300.00 annually. Discounted fee for vessel owners that pay annual moorage in the Homer Harbor: \$100.00 annually.

Restrictions and Enforcement

- Long-term parking permits will only be issued to road legal vehicles 20 feet or less in length.
- Long-term parking will be enforced on all City of Homer Port Facilities year-round.
- Parking lot restrictions for long-term parking will be in effect May 1 through October 1; however, permits will be enforced year round on all City of Homer Port Facilities.
- Attached is an overview of lots where long-term parking will not be allowed from May 1 through October 1.
- Over-parked vehicles will be subject to a citation once each day for every day vehicle is in violation. City of Homer parking citations are \$25.00 per incident.

Discussion Points

- Currently we do not charge a fee for handicap parking in the fee lots at ramps one through four. There have been several cases of where this privilege has been abused over the years. Should this policy remain in place? Or should fee parking apply to the handicap spaces as well?
- There are multiple user groups that utilize Homer's Port and Harbor. An attempt to custom craft a permit system that addresses each group's needs would be next to impossible and likely would negate any progress attempted here.

- From an operations side we must have a simple one-size-fits-all method approach to long-term parking if we will be able to actually enforce the rules.
- **Seasonal Fee parking above ramps one, two, three and four.**
- The Port Commission asked for a policy change in the way we collect fees for the day-use fee lots. They would like to see a season pass that frequent users could purchase one time per year so they don't have to keep "feeding the Iron Ranger".
- Currently lots one through four are day-use fee parking lots from Memorial Day to Labor Day (approximately 100 days). At \$5.00 per day, the total potential earning per space would be \$500.00. If we sold season day use permits for \$250.00, that would provide the option for daily uses to make a one-time purchase and save them the hassle of having to feed the Iron Ranger every day at a 50% discount.
- Possessing a fee pay parking permit would not guarantee the owner a parking space in the day-use fee parking lots. This could only be offered as space available.
- Two vehicles may be registered to a single parking permit but only one vehicle may use the pass at a time.

Attached: Homer City Code 18.20.010(A)
Homer City Code 18.20.010(C)
Overview of Seasonal Long-Term Parking & Day-Use Fee Lots
Photo of Current Signage



City of Homer

Memorandum

TO: City of Homer Boards and Commissions
FROM: Anne Marie Holen, Special Projects Coordinator *amb*
DATE: May 31, 2011
SUBJECT: City of Homer Capital Improvement Project list

Each year, the City of Homer updates its Capital Improvement Plan. This is a 6-year document describing capital projects which have been determined to be community priorities. (See separate handout explaining the CIP process in more detail.)

Part of the CIP development process is to solicit input and recommendations from most of the City's advisory bodies. That input is then forwarded to the City Council. The type of input you provide is up to you. For example, the body might wish to:

- Decide what you see as the "top 5" projects.
- Make a recommendation for one or more new projects to be added to the CIP.
- Make a recommendation for one or more projects to be dropped from the CIP.
- Suggest that a project scope of work be expanded, reduced, or otherwise changed.

I have provided a draft to serve as a starting point for discussion, consisting of the most recent CIP updated only minimally. Please note that not all department heads have submitted their recommendations. Also, as this memo is being prepared, we don't yet know whether funding for the Homer Area Natural Gas Pipeline and Cruise Ship Dock/Uplands Improvements will be approved for funding by Governor Parnell. If the funding is approved, those projects will be removed from the CIP.

FYI, the projects listed as priorities by boards and commissions last year are listed below.

- The Planning Commission recommended the following CIP projects in priority order:
 1. Alternative Water Source
 2. Sewer Treatment Plant Bio-solids Treatment Improvements
 3. Port & Harbor Building
 4. Deep Water Dock Expansion
 5. Skyline Fire Station
- The Parks and Recreation Commission and Library Advisory Board did not discuss the CIP due to lack of quorum for a meeting during the comment period.
- The Port and Harbor Commission ranked CIP projects as follows:
 1. Upgrade System 5 - Vessel Shore Power & Water
 2. Harbor Entrance Erosion Control
 3. Port & Harbor Building
 4. Harbor Float Replacement/Ramp 3 Gangway & Approach Replacement
 5. Deep Water Dock Expansion - Phase I
- The Economic Development Commission ranked CIP projects as follows:
 1. Alternative Water Source
 2. Sewer Treatment Bio-solids Treatment Improvements

3. Engine 4 Refurbishment and Deep Water Dock Upland Improvements (tie)
 4. Sterling Highway Realignment, MP 150-157
 5. Skyline Fire Station and Main Street Intersection/Reconstruction (tie)
- o The Transportation Advisory Committee ranked CIP projects as follows:
1. Fairview Avenue – extend to West Hill Road (NOTE: This project used to be in the CIP but was moved from the active CIP to the “long-range” list in 2008.)
 2. Intersection Improvements
 3. Land Acquisition for New Roads
 4. Karen Hornaday Park Improvements
 5. Town Center Infrastructure

**EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER
CAPITAL IMPROVEMENT PLAN**

by Anne Marie Holen, City of Homer Special Projects Coordinator

Q: What is a CIP?

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

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

Q: What is a capital project?

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

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

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

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

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

A: CIP development is a multi-step process that starts around June 1 of each year and ends in November.

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

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

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

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

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

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

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

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

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

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

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

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

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

A: Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for Deep

Water Dock expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

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

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

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

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

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

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

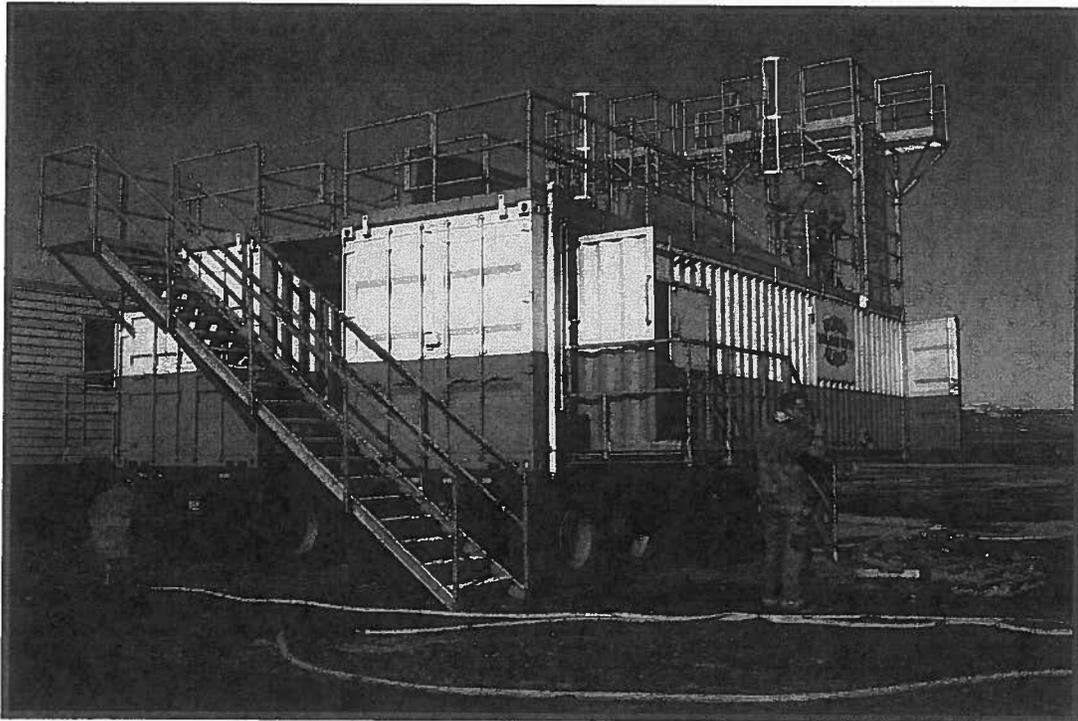
Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan, then focused implementation of that plan.

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

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

GOOD LUCK!

City of Homer Capital Improvement Plan 2012-2017

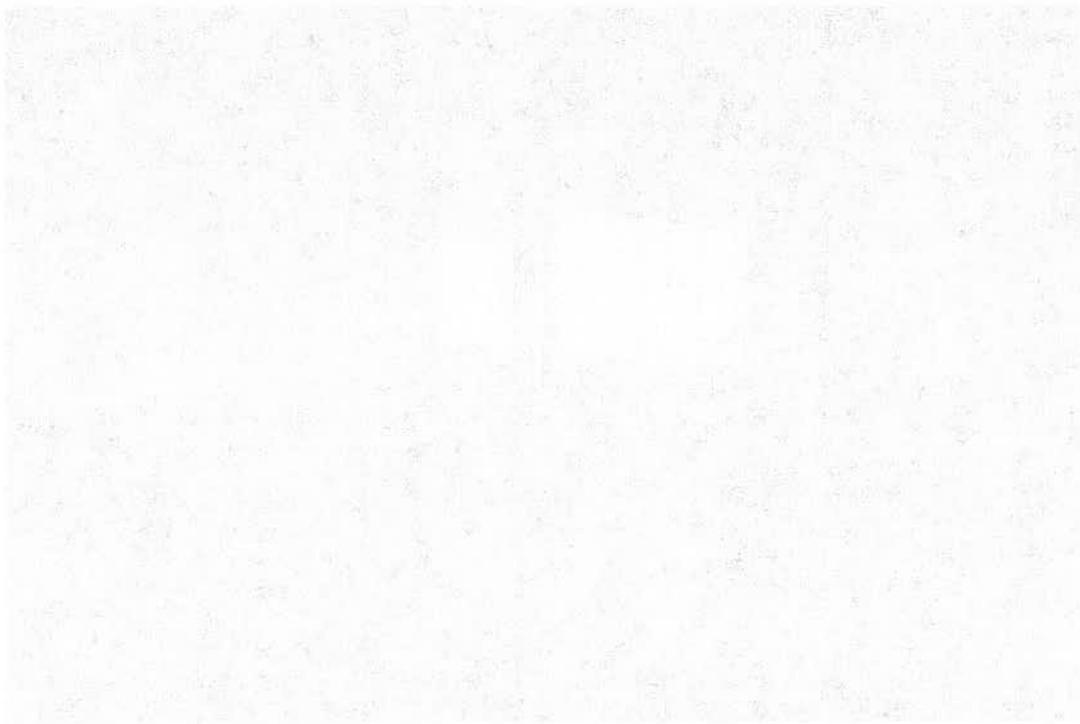


The Homer Volunteer Fire Department prepares to try out a new Fire Training Facility that provides live-fire practice in a controlled setting. The Fire Training Facility, delivered in 2011, had been identified as a need in the Capital Improvement Plan since 2001.

DRAFT

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

City of Houston
Capital Improvement Plan
2015-2017



Information on this page is for informational purposes only. It is not intended to be used as a basis for any legal or financial decision. For more information, please contact the City of Houston at 713-877-1000.

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City of Houston
2015-2017
Capital Improvement Plan
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City of Homer

City Manager
491 East Pioneer Avenue
Homer, Alaska 99603
907-435-3102

Fax: (907) 235-3148 E-mail: wwrede@ci.homer.ak.us Web Site: www.ci.homer.ak.us

November 1, 2010

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2011 through 2016 Capital Improvement Plan adopted by the Homer City Council on October 11, 2010. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. State transportation projects and non-profit projects supported by the City of Homer are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix, along with a table listing all projects for easy reference.

"Long-range projects" are those which are not expected to be undertaken in the next six years but which the Council and community do not want to lose sight of. Those projects are listed in the Appendix but should not be considered as true CIP projects.

The projects included in our 2011-2016 CIP were compiled with input from the public, area-wide agencies, and City staff as well as various advisory commissions serving the City of Homer.

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

Sincerely,

Walt Wrede
City Manager

To be updated...

CITY OF HOMER
HOMER, ALASKA

Mayor/City Council

RESOLUTION 10-78(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2011-2016 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2012.

WHEREAS, A duly published hearing was held on September 27, 2010 in order to obtain public comments on capital improvement projects and legislative priorities; and

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

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2011-2016" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2012 State Legislative Request.

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Skyline Fire Station
3. Harbor Float Replacement/Ramp 3 Gangway & Approach Replacement
4. Port & Harbor Building
5. Fire Engine 4 Refurbishment
6. Natural Gas Pipeline Anchor Point to Homer
7. Alternative Water Source
8. Deep Water Dock Expansion, Phase 1
9. Karen Hornaday Park Improvements, Phase 1
10. Homer Intersection Improvements
11. Deep Water Dock Upland Improvements
12. Mariner Park Improvements, Phase 1
13. Fishing Lagoon Improvements
14. Upgrade System 5: Vessel Shore Power and Water
15. Kachemak Bay Tidal Power Feasibility and Conceptual Design

**To be replaced
with new reso...**

BE IT FURTHER RESOLVED that projects for the FY 2012 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate state and federal representatives and personnel of the City's FY 2012 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 11th day of October, 2010.

CITY OF HOMER


MARY E. WYTHE, MAYOR PRO TEMPORE



JO JOHNSON, CMC, CITY CLERK

Accomplished (funded) Projects from 2011-2016 CIP List

We are pleased to note that funding to complete the following projects has been identified or procured:

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Draft

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Draft

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Introduction: The Capital Improvement Program

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

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

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

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

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

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

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

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

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

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

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

Integration of the CIP with Comprehensive Plan Goals

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

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

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

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

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

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

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

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

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

CIP Categories 2012-2017
Summary of Projects by Year and Cost

CATEGORY	2011	2012	2013	2014	2015	2016	TOTAL \$
LOCAL ROADS & TRAILS	500,000	650,000	5,350,000	-	-	-	6,500,000
STRUCTURES	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000
UTILITIES	11,280,000	6,310,000	18,710,000	200,000	200,000	-	36,700,000
EQUIPMENT	950,000	270,000	210,000	-	-	-	1,430,000
TOTAL \$	22,140,000	16,455,000	130,945,000	21,125,000	200,000	175,000	191,040,000

*Tables will be updated at the end
of the CIP development process*

2105-5105 (REVISED) 9/13
 Statement of Financial Position

Assets	Liabilities	Net Assets
Current Assets Cash and equivalents Accounts receivable Prepaid expenses Total Current Assets	Current Liabilities Accounts payable Accrued liabilities Total Current Liabilities	Total Net Assets
Non-current Assets Property, plant, and equipment Intangible assets Total Non-current Assets	Non-current Liabilities Long-term debt Total Non-current Liabilities	Total Net Assets
Total Assets	Total Liabilities	Total Net Assets

This financial statement is prepared in accordance with the requirements of the Government Finance Officers Association (GFOA) and is intended to provide a clear and concise summary of the financial position of the organization.

Local Roads and Trails Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Heath Street, Pioneer to Anderson		400,000	3,600,000				4,000,000
Horizon Loop Trail Feasibility and Conceptual Design							0-
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure		250,000	1,750,000				2,000,000
TOTAL \$	500,000	650,000	5,350,000				6,500,000

*Tables will be updated at the end
of the CIP development process*



Heath Street - Pioneer to Anderson

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

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

Schedule and Cost: 2012-2013 (design)—\$400,000

2013-2014 (construction)—\$3.6 M

Priority Level 1



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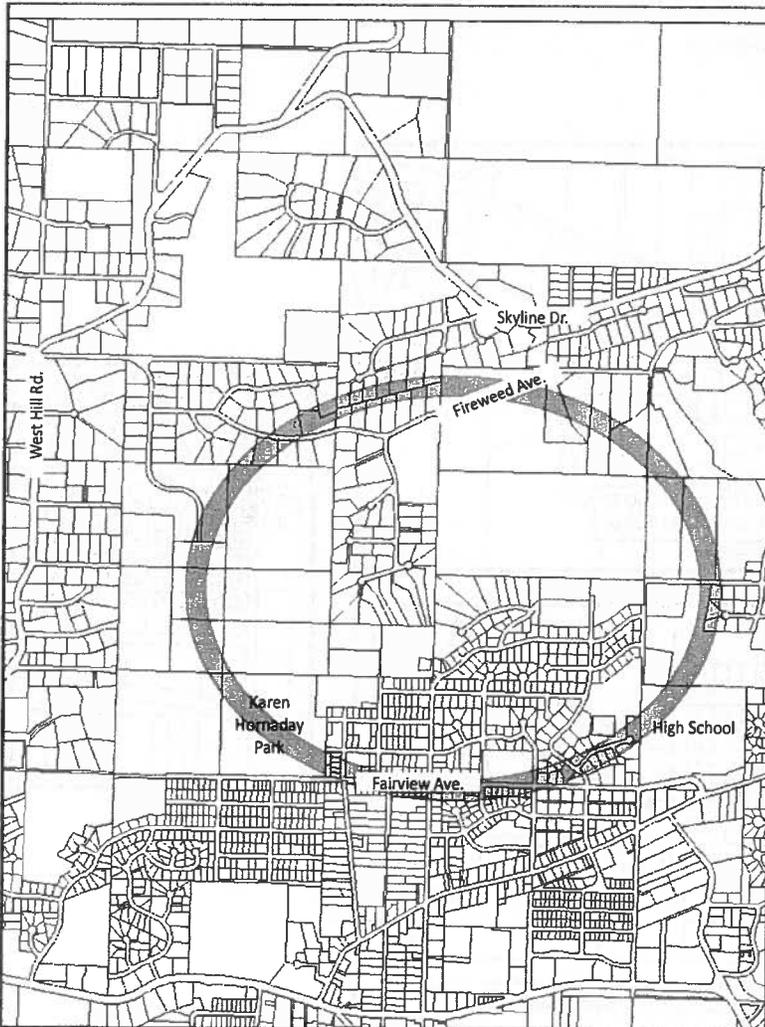
Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



Horizon Loop Trail Phase 1: Feasibility and Conceptual Design

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

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



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

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

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

Cost (Phase 1): Staff time

Schedule: 2011

Priority Level 2



Land Acquisition for New Roads

PROJECT DESCRIPTION & BENEFIT: This project will help meet current and future transportation needs by acquiring specific land parcels and rights-of-way to extend five local roads:

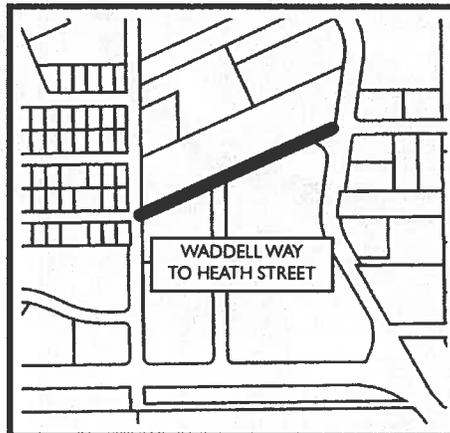
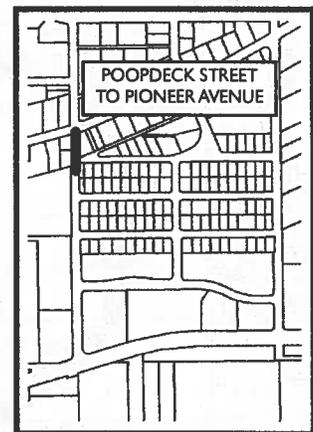
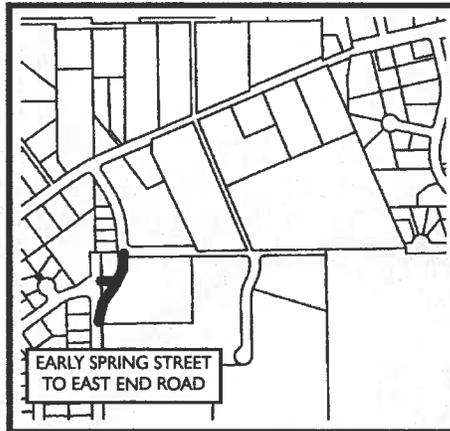
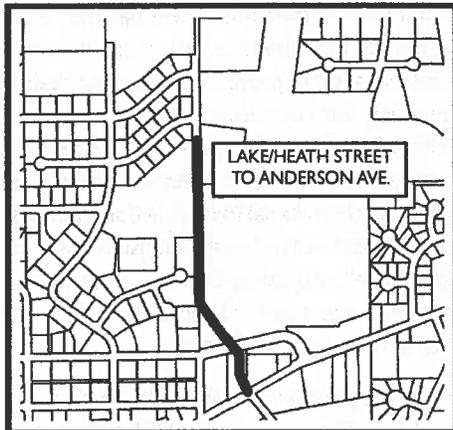
Lake/Heath Street to Anderson Avenue

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

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

Cost: \$500,000

Schedule: 2011-13 Priority Level 2



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Town Center Infrastructure

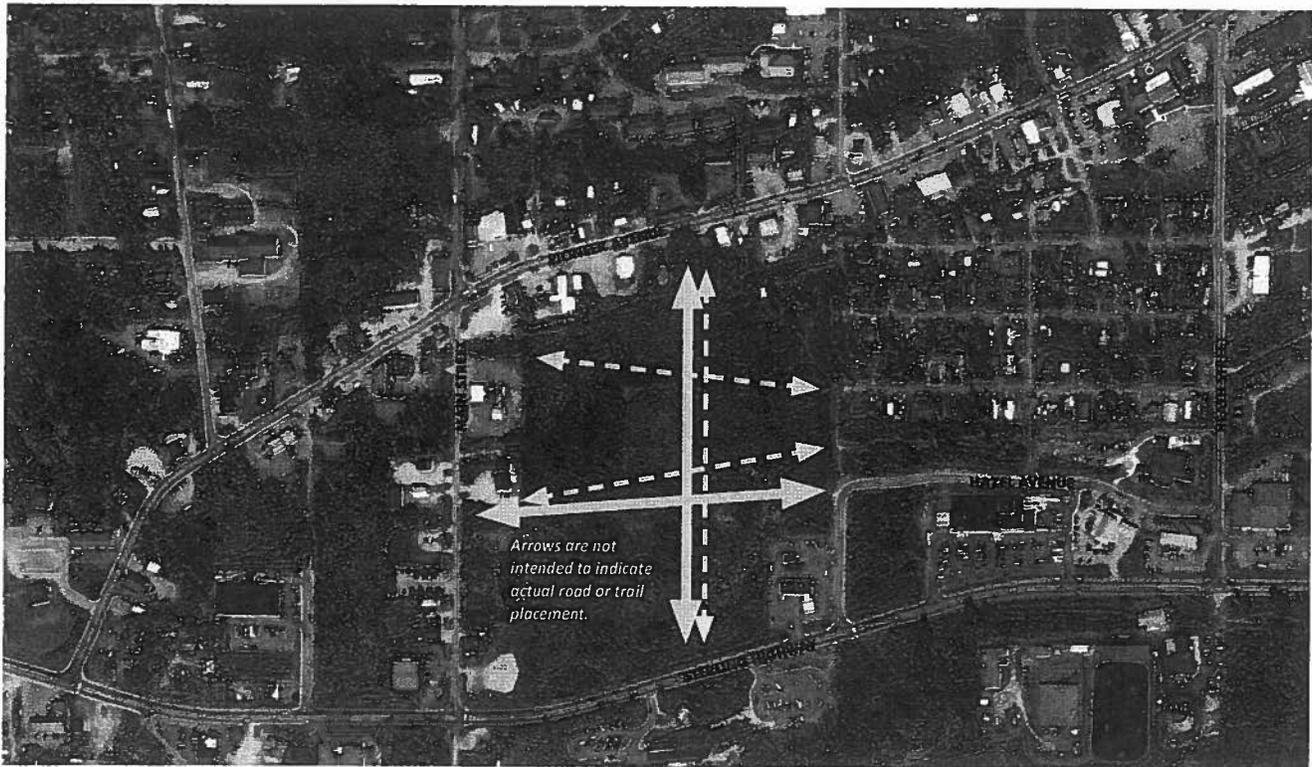
PROJECT DESCRIPTION & BENEFIT: In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. Specifically, it will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property owners; and develop the first trails through Town Center along with primary roadways with sidewalks, crosswalks, and utilities.

PLANS & PROGRESS: The Homer Town Center Project began in 1998 (as the Town Square Project) with a goal "to envision and create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life."

In April 2006, the Homer Town Center Development Plan was adopted by the City Council as a component of the Comprehensive Plan.

Schedule and Cost: 2012-2013 (design)—\$250,000 2013-2014 (construction)—\$1.75 M Priority Level 1



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



Financial Information

Financial information is provided in the following tables.

The following table shows the financial results for the year ended 31/12/95. The figures are in thousands of dollars.

The following table shows the financial results for the year ended 31/12/96. The figures are in thousands of dollars.

The following table shows the financial results for the year ended 31/12/97. The figures are in thousands of dollars.

The following table shows the financial results for the year ended 31/12/98. The figures are in thousands of dollars.

Structures

Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Ben Walters Park Improvements		200,000					200,000
Deep Water Dock Expansion	1,200,000	1,750,000	26,000,000				28,950,000
Deep Water Dock Upland Improvements		800,000					800,000
Downtown Restroom #1			400,000				400,000
East Boat Harbor	1,520,000		78,500,000	20,600,000			100,620,000
End of the Road Park, Phase 1			1,075,000				1,075,000
Fish Dock Restroom		400,000					400,000
Fishing Lagoon Improvements	255,000						255,000
Harbor Entrance Erosion Control			600,000				600,000
Harbor Float Replacement/Ramp 3 Gangway and Approach	5,200,000						5,200,000
Homer Spit Dredged Material Beneficial Use Project	10,000	970,000					980,000
Jack Gist Park Improvements, Phase 1			100,000				100,000
Karen Homaday Park Improvements, Phase 1	700,000						700,000
Mariner Park Improvements, Phase 1		475,000		325,000		175,000	975,000
Port and Harbor Building	375,000	2,500,000					2,875,000
Public Restroom - Fish Dock		400,000					400,000
Skyline Fire Station	150,000	1,200,000					1,350,000
Upgrade System 5 Vessel Shore Power and Water		530,000					530,000
TOTAL \$	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000

Tables will be updated at the end of the CIP development process



Ben Walters Park Improvements, Phase 1

PROJECT DESCRIPTION & BENEFIT: Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer's most frequently visited parks.

Phase 1 of the park improvement project, to replace the dock, was completed in 2009.

Phase 2 will enlarge the parking area and renovate the picnic shelter.

Cost: \$200,000

Schedule: 2012

Priority Level 2



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

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Deep Water/Cruise Ship Dock: Docking and Upland Passenger Facility Improvements

PROJECT DESCRIPTION & BENEFIT: Classified as an Emerging Port for cruise-ship based tourism, the Port of Homer has seen a dramatic increase in cruise ship bookings in the last three years, from two ships in 2009 to nine in 2010 to fifteen scheduled for 2011. With the goal of encouraging this trend, the City of Homer has developed an Integrated Cruise Ship Enhancement Strategy aimed at utilizing state cruise ship head tax monies to maximize benefits of cruise ship tourism for both passengers and the Homer community. This project will implement key features of that strategy:

- Add docking fender, camel upgrade, and bollard upgrades to the Deep Water Dock (also known as the Cruise Ship Dock) (\$2.15 million). These upgrades will greatly facilitate docking maneuvers and help prevent damage to cruise ships.
- Modify the dock to eliminate bird nesting (\$600,000). The existing open I-beam construction of the Cruise Ship Dock creates ideal nesting sites for hundreds of seagulls, which in turn creates a huge problem with bird excrement and offensive odors. This problem will be largely eliminated by welding steel plates over the open I-beams, removing old fender brackets, and installing bird-deterrent spikes on dock support systems.
- Purchase a broom attachment for the Port forklift, to be used for cleaning the dock prior to cruise ship arrivals (\$10,000).
- Install a steel transition plate to bridge the gap between the dock and the dock trestle, for the full width of the trestle (\$20,000). Currently this gap creates a trip hazard for foot traffic, a particular problem for less agile passengers.
- Construct a guard house for security personnel that includes a public restroom (\$500,000).
- Construct a covered area for passengers waiting for ground transportation (\$50,000).
- Create a level, paved, and fenced staging area specifically for cruise ship passengers (separated from marine industrial uses) (\$100,000). The paved and marked surface will eliminate problems with dust and uneven/hazardous terrain that plague the area now and make it easier to direct passenger and vehicle/bus traffic. Signage will also help eliminate confusion in the staging area.
- Construct a paved ADA-compliant trail along the east side of the existing harbor and Outer Dock Road (4,000 feet). Include three pullout/view areas with benches and signage (\$425,000).
- Construct a paved parking area and covered shelter in the main commercial/retail area of the harbor for passengers embarking/diseMBarking from buses (\$100,000).
- Construct a paved trail from where the new Spit Trail ends (at End of the Road Park) to Coal Point, to include benches and signage at Coal Point and a restroom at End of the Road Park (\$950,000). The new trail will be utilized by passengers who disembark at either the Cruise Ship Dock or the Pioneer Dock (back-up cruise ship dock). Coal Point provides an outstanding overlook area for observing all the activities of the harbor, including those at the Fish Dock.
- Construct public restrooms with covered bus stops at two downtown locations (\$1 million).
- Include public art and landscaping features with some of the above projects to enhance the visitor experience (\$50,000).



A stinky dock, rough unmarked parking lot, lack of weather protection, and general disheveled appearance at the Cruise Ship Dock uplands do not provide the best first impression of Homer.

Total project cost: \$5,955,000

Schedule: 2011-2013

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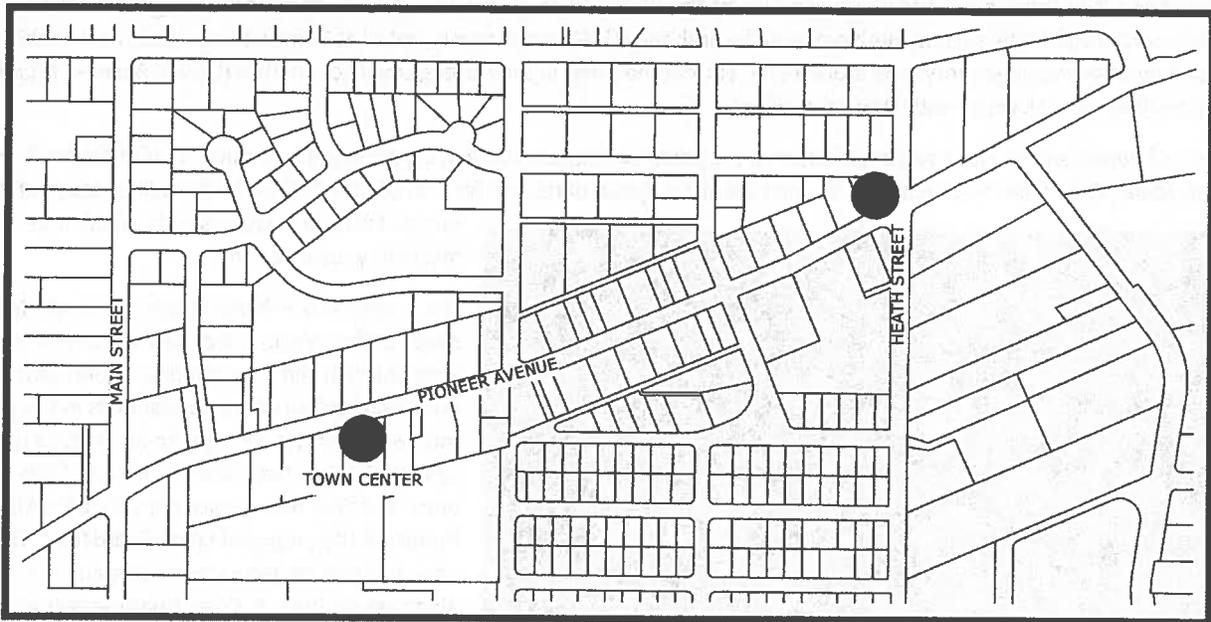
Downtown Restroom

PROJECT DESCRIPTION & BENEFIT: This project will provide the first of two public restrooms in downtown Homer, for the benefit of residents and visitors. Currently, the only public restroom facilities on Pioneer Avenue are in City Hall. With proposed Town Center development, the need for restroom facilities will increase as more people frequent the downtown area. Specific locations proposed for the new restrooms are at the pedestrian trail entrance to Town Center and at WKFL Park, as shown below.

Cost: \$400,000

Schedule: 2013

Priority Level 2



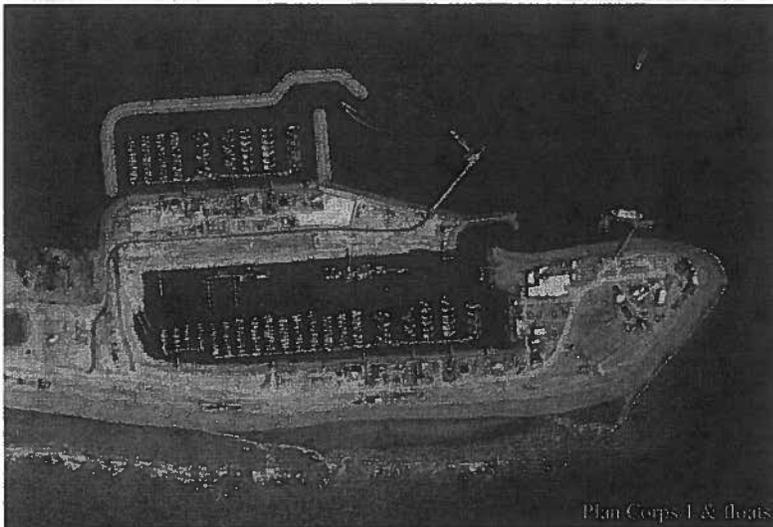


East Boat Harbor

PROJECT DESCRIPTION & BENEFIT: This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

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

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



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

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

PLANS & PROGRESS: The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the

cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Schedule and Cost: 2011-12 (design and permitting)—\$1.52 million
2013 (breakwater construction and dredging)—\$78.5 million
2014-2015 (inner harbor improvements)—\$20.6 million

Priority Level 2

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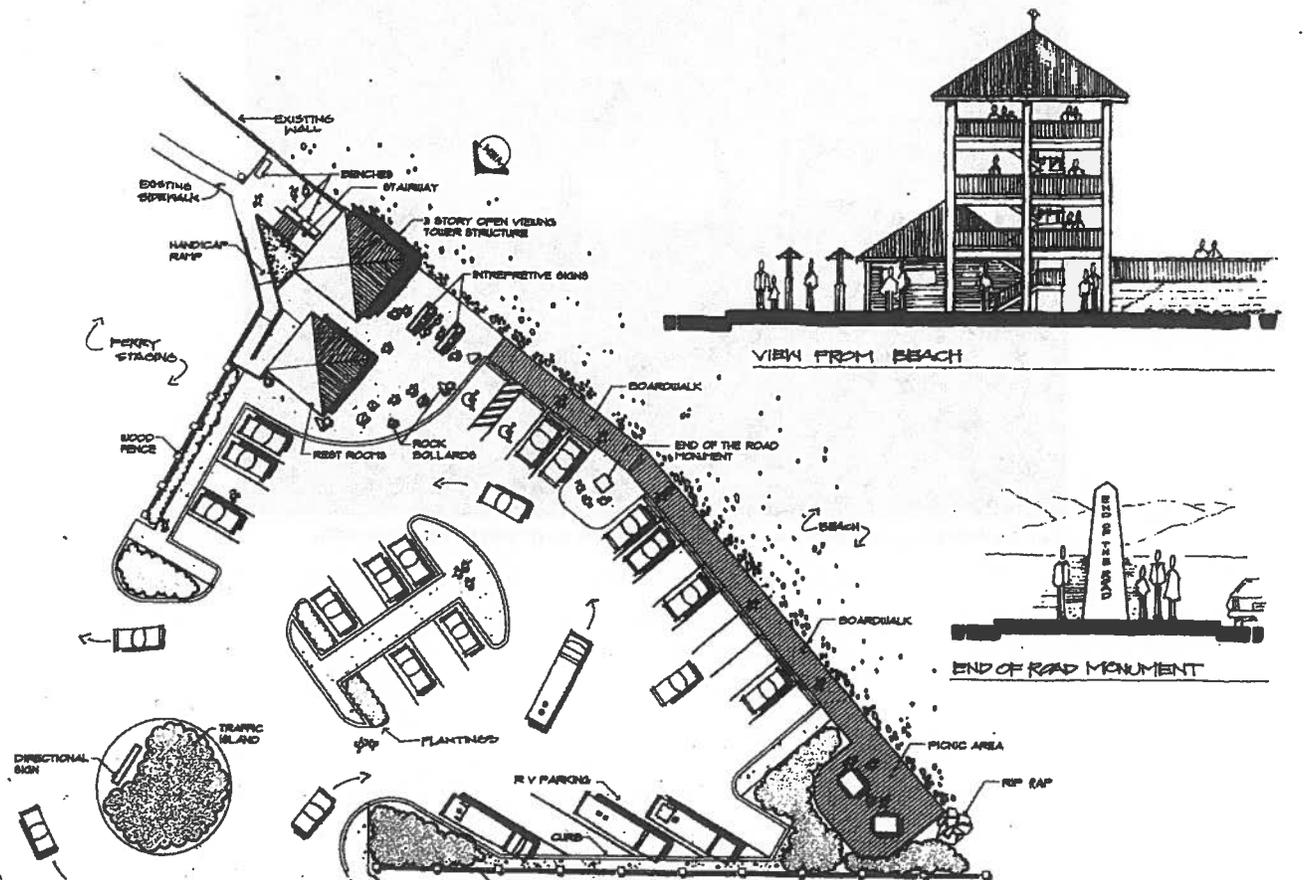
End of the Road Wayside, Phase 1

PROJECT DESCRIPTION & BENEFIT: An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction with a marine highway ticket office. But in 1995, the two projects were separated and the park was never built. Since that time, activity on the Homer Spit has increased dramatically, especially in the summer. It is time to replace the existing dusty parking lot with an attractive multi-purpose park that will include landscaping, provide comfortable seating, make the most of the view, and include pavement markings to facilitate traffic movement (e.g., turnarounds). Phase 2 of this project will construct a restroom facility.

PLANS & PROGRESS: The Alaska Departments of Transportation and Natural Resources have provided planning and design assistance in the past for this project, which was expected to serve as the terminus for the Homer Spit Trail. The City of Homer received FY 2010 funding to complete the Spit Trail from the fishing lagoon to the ferry terminal. It is possible that some of that funding can be used for improvements at End of the Road Wayside.

Total cost: \$1,075,000

Schedule: 2013 Priority Level 2



This design for End of the Road Park prepared by ADOT in 1994 features a boardwalk, landscaping, picnic area, restrooms, interpretive signs, and viewing tower along with paved parking.



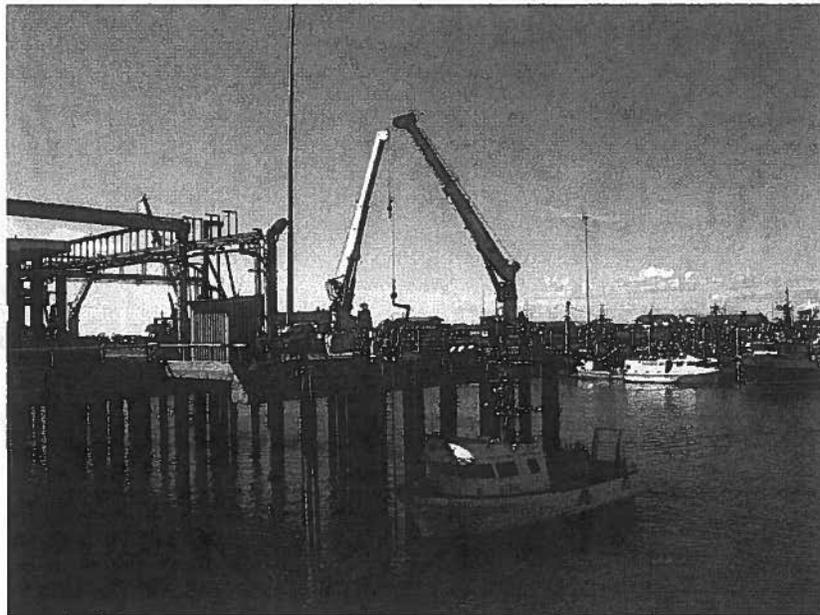
Fish Dock Restroom

PROJECT DESCRIPTION & BENEFIT: With increased activity on the Homer Spit the need for restroom facilities has also increased. The most urgently needed restrooms are in the vicinity of the Fish Dock and at Mariner Park. (The Mariner Park restroom is addressed in this plan under "Mariner Park Improvements.")

A new restroom in the vicinity of the Fish Dock will provide a public facility for commercial fishermen, cash buyers, dock workers, truck drivers, and others who catch, unload, process, and transport millions of pounds of seafood across the dock annually.

PLANS & PROGRESS: \$120,000 has been set aside to help pay for the restroom at the Fish Dock. Funding secured for completion of the Homer Spit Trail (FY 2010 state appropriation) is another possible source of funding for the restroom.

Cost: \$400,000 Schedule: 2012 Priority Level 2



The Homer Fish Dock is one of the busiest places in the Homer harbor, but currently has no restroom facility.



Fishing Lagoon Improvements

PROJECT DESCRIPTION & BENEFIT: The Nick Dudiak Fishing Lagoon (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters work to ensure robust salmon runs in the lagoon.

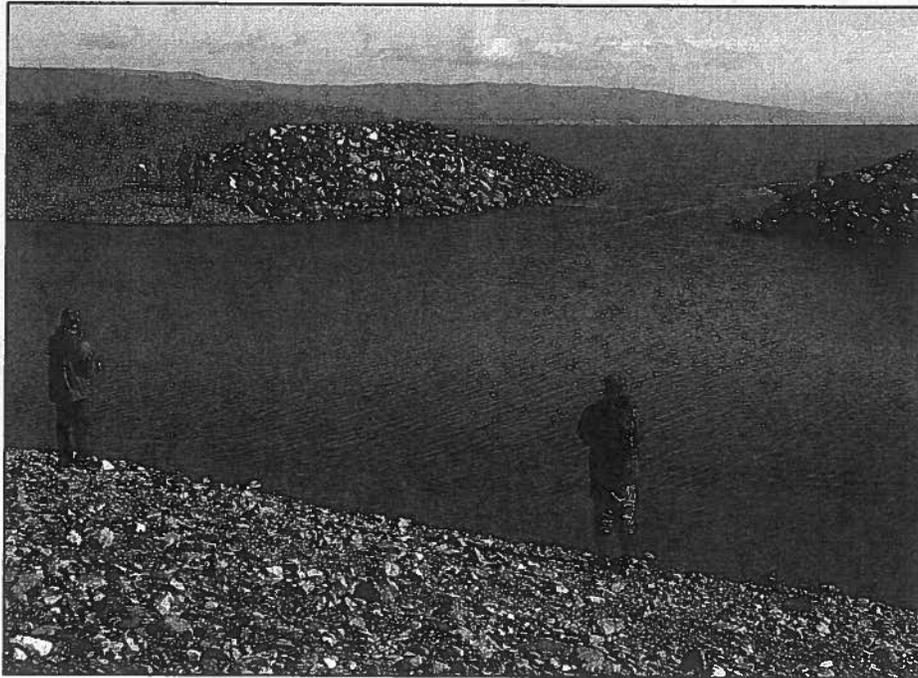
Buying salmon smolt is only one of the challenges faced by Fishing Lagoon supporters. The lagoon embayment itself is in need of maintenance work. While significant work was accomplished in 2010, the following improvements are still needed:

- Dredge the lagoon approximately 3 feet to remove deposits from tidal action, from settling of the inside banks, and from dead organic matter. Estimated cost: \$250,000.
- Plant wild rye grass sprigs to stabilize the inner basin slope. Estimated cost: \$5,000.

Total cost: \$255,000

Schedule: 2011

Priority Level 1



Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.



Harbor Entrance Erosion Control

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

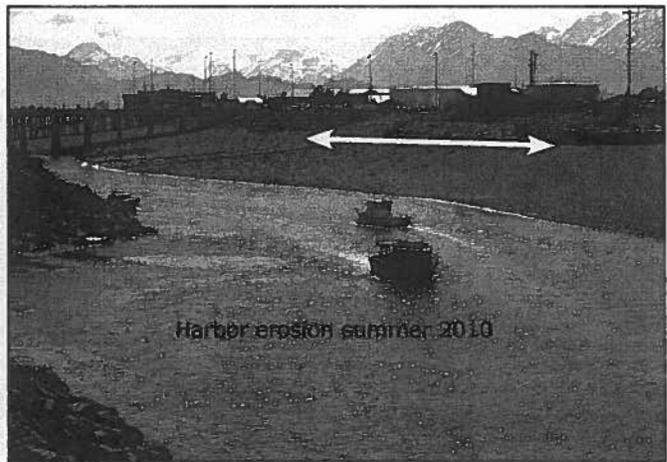
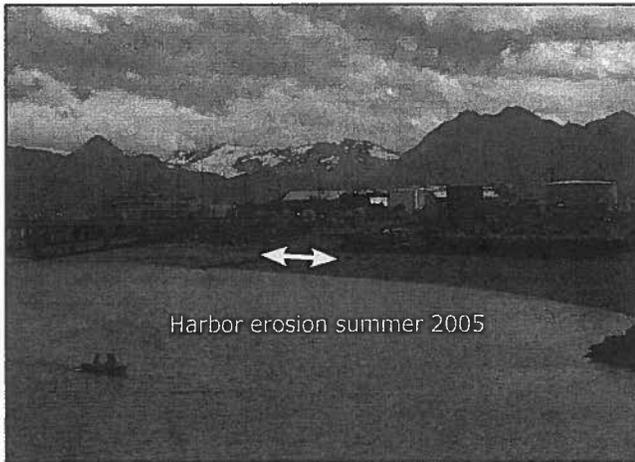
Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense. A rip-rap revetment is being proposed that will extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal. (Note: This project could be completed in conjunction with the proposed East Boat Harbor or Harbor Pathways construction.)

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

Cost: \$600,000

Schedule: 2013

Priority Level 2



A large section of the temporary wooden cribbing built to protect the shore from erosion has been destroyed by wave action. Each year the extent of damage increases.



Harbor Float Replacement/ Ramp 3 Gangway and Approach

PROJECT DESCRIPTION & BENEFIT: This project will replace the most badly damaged floats in the Homer Harbor along with Ramp 3 and the Ramp 3 approach.

The floats to be replaced were originally installed in the 1970s. Age and heavy use have led to areas of marginal freeboard, worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. While on-going maintenance and emergency repairs have kept the floats in service, their condition is such that replacement is the only reasonable long-term solution. The following floats will be replaced as Phase 1 of the project: A Float, connecting E-J; J Float, R Float, and S Float. A combined total of 1,706 linear feet are involved.

Ramp 3 is the last remaining original ramp in the Homer Harbor, dating back to the mid-1960s. It is the steepest ramp and is the most difficult to use during low tides. Ramp 3 is also the most centrally located ramp in the harbor with access to the widest range of stall size classes. This makes Ramp 3 the best candidate for any ADA improvements that would make it easier for individuals with disabilities to access the harbor basin. A new aluminum ramp that is covered would help in keeping the ramp snow and ice-free for year-round access. (Many other harbors in Alaska now include covered ramps.) A 100-foot long ramp would reduce the angle at low tide and ensure that the ramp is adequate to meet future needs. ADA regulations require that ramp gangways be a minimum of 80 feet long.

The Ramp 3 approach, a long narrow wooden structure, is the oldest approach in the harbor and is in the poorest condition. The proposed Spit Trail completion/Harbor Pathways project would tie in perfectly with a newly upgraded Ramp 3 approach.

PLANS & PROGRESS: The project has been discussed with Alaska DOT harbor division engineers to identify areas of greatest need, develop scope of work, and arrive at a preliminary cost estimate.

Cost: \$5.2 million (\$3.5 million for float replacement; \$1.7 million for Ramp 3 gangway and approach)

Schedule: 2011-2012 Priority Level 1



Ramp 3 is the most centrally located ramp in the Homer Harbor, but it is also the oldest and the most challenging to use at low tide. The old wooden approach to the ramp is also in need of replacement.



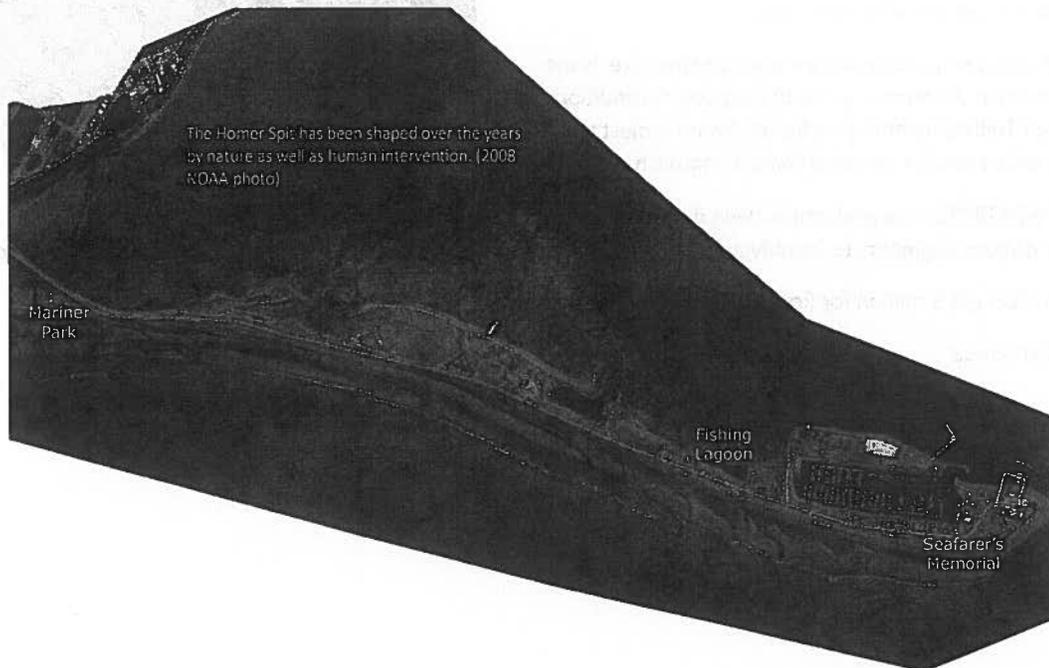
Homer Spit Dredged Material Beneficial Use Project

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

Schedule: The beach replenishment work would be completed over a ten year period; the parking pads would be constructed over a three year period. Beneficial use of dredged material would begin in 2011 and be completed by 2020.

Cost:	2011	\$ 10,000 – Spread available material in upland parking pad areas
	2012-13	\$ 20,000 – Place and compact all needed material to create parking pads
		\$675,000 – Install 3000 CY of riprap on slopes
		<u>\$ 95,000</u> – Install gravel cap on parking pad area
Total Construction =		\$800,000
Design/Inspection =		\$ 90,000
Contingency =		<u>\$ 90,000</u>
Total Project Cost =		\$980,000

Priority Level: 2



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Jack Gist Park Improvements, Phase 1

PROJECT DESCRIPTION & BENEFIT: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park.

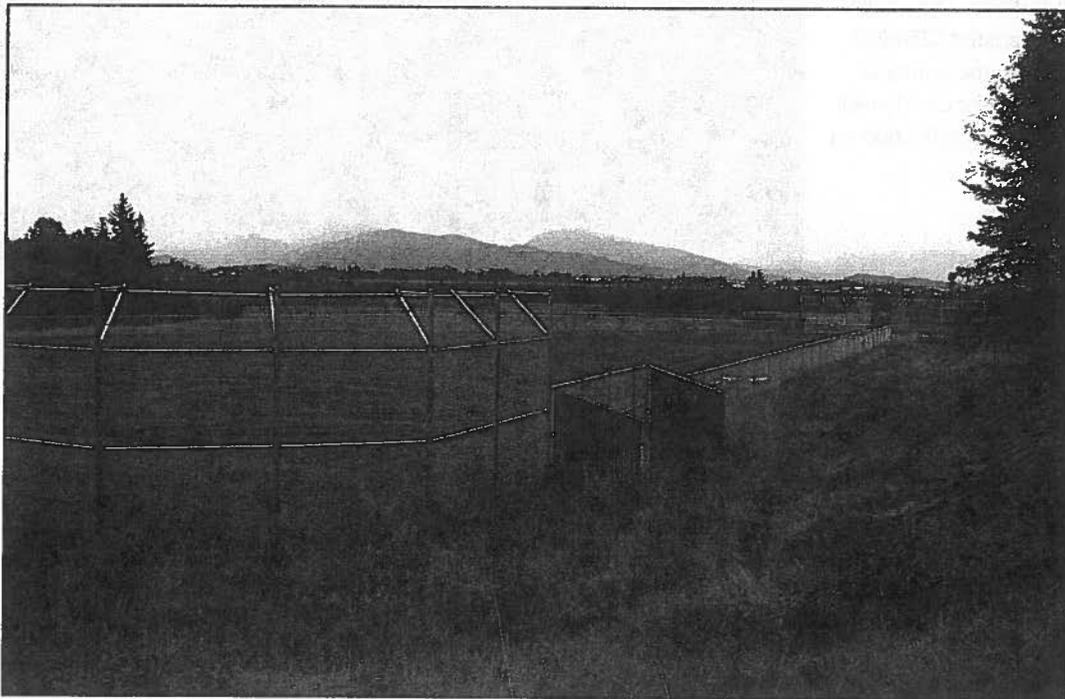
The proposed project will complete Phase 1 of Jack Gist Park by constructing a concession stand and maintenance equipment storage building adjacent to the softball fields. Phase 2 of the project will provide a plumbed restroom facility.

PLANS & PROGRESS: In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, two out of three infields were resurfaced. In 2010, the City Council allocated almost \$52,000 in federal "stimulus" funds for park improvements. With volunteer help, topsoil was spread and seeded on two fields and the parking area was improved and expanded.

Cost: \$100,000

Schedule: 2012

Priority Level 2



One of the new softball fields at Jack Gist Park



Karen Hornaday Park Improvements, Phase I

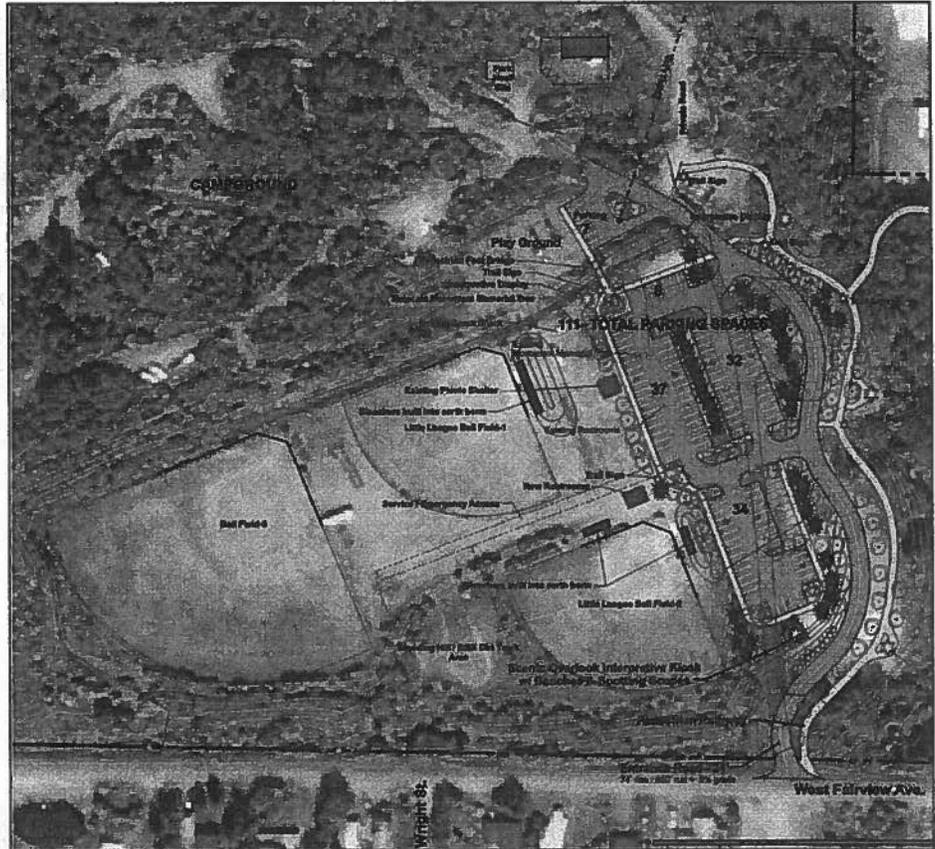
PROJECT DESCRIPTION & BENEFIT:

Homer’s popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. Phase 1 projects include parking and drainage improvements, upgrades to the playground, expansion and upgrade of the day use area, improvements to the ballfields, and initial work on the proposed Woodard Creek Trail.

PLANS & PROGRESS: The Alaska Legislature appropriated \$250,000 for the park improvement project for FY 2011. The Homer City Council committed an additional \$55,000 via Ordinance 10-23(A).

Total Cost: \$700,000
 Schedule: 2011 - 2013

Priority Level 1



The Karen A. Hornaday Hillside Park Master Plan, approved by the City Council in 2009, includes this concept design.

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Mariner Park Improvements, Phase 1

PROJECT DESCRIPTION & BENEFIT: This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities.

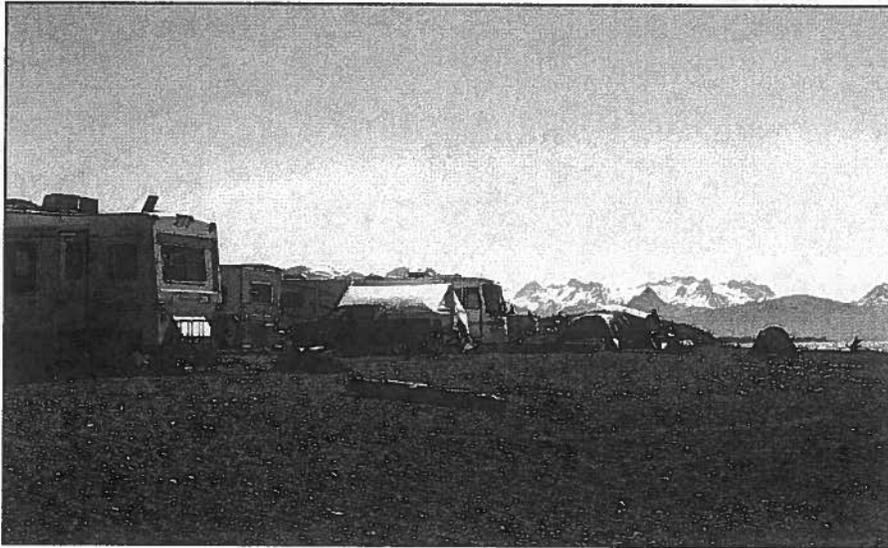
Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The following have been identified as specific areas for improvement in the next six years:

- Construct a plumbed restroom facility (\$475,000)
- Develop a bike trail from "Lighthouse Village" to Mariner Park (\$325,000)
- Expand the park and move the vehicle entrance to the north, away from the curve in the Spit Road where the existing entrance is (\$175,000)

Phase 2 improvements, to be undertaken in later years, will include fee camping sites and a picnic/barbeque area.

Schedule and Cost: 2011-2015—\$975,000

Priority Level 1



At the base of the Homer Spit, Mariner Park provides access to the beach, to the Homer Spit Trail, and to spectacular views.



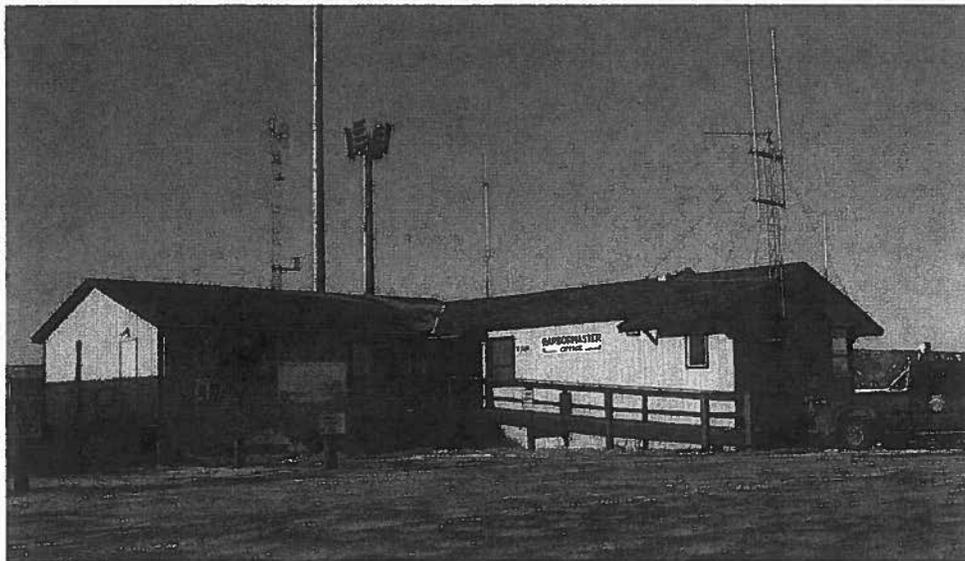
Port and Harbor Building

PROJECT DESCRIPTION & BENEFIT: The Port and Harbor Office was constructed in 1983 by relocating two old buildings and adding another section. The present building is substandard with electrical, lighting, and heating deficiencies, and does not meet current codes and standards for occupancy as an office building. The building had a new roof installed in 2004 to extend its life a few more years; however, the need for a new building remains critical.

Construction of a new port and harbor office will eliminate the safety concerns of the existing building and will also allow better observation of the entire harbor. If constructed as overslope development, a new Port and Harbor building will set the standard for such development, encouraging future construction to the benefit of the harbor area and the Homer economy, addressing the need for additional space for commerce and parking on the Homer Spit.

Schedule and Cost: 2011 (design)—\$375,000 2012-2013 (construction)—\$2,500,000

Priority Level 1



The current Port & Harbor building has never met codes for occupancy as an office building.

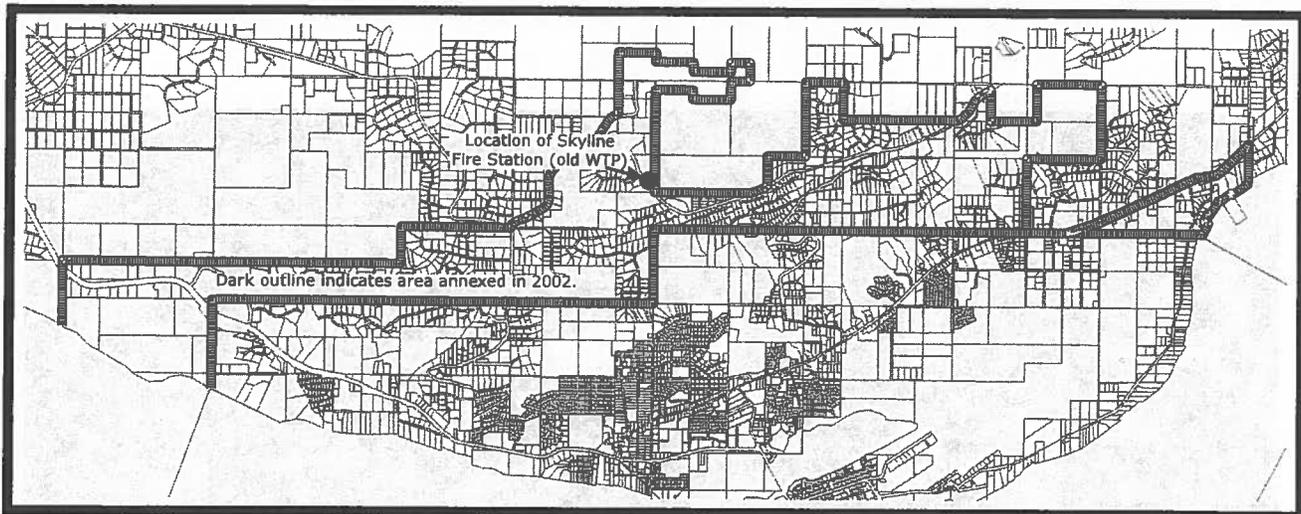
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Skyline Fire Station

PROJECT DESCRIPTION & BENEFIT: This project, which is included in the Transition Plan for annexation, will provide a new substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. It will house an engine/tanker, ambulance, and brush truck and provide for more efficient response to fires on Skyline Drive, Diamond Ridge, and other areas accessible from those roads. An additional benefit of the station will be to assist the Kachemak Emergency Service Area in responding to emergencies.

Schedule and Cost: 2011 (engineering and design)—\$150,000 2012 (construction)—\$1.2 million Priority Level 1





Upgrade System 5: Vessel Shore Power and Water

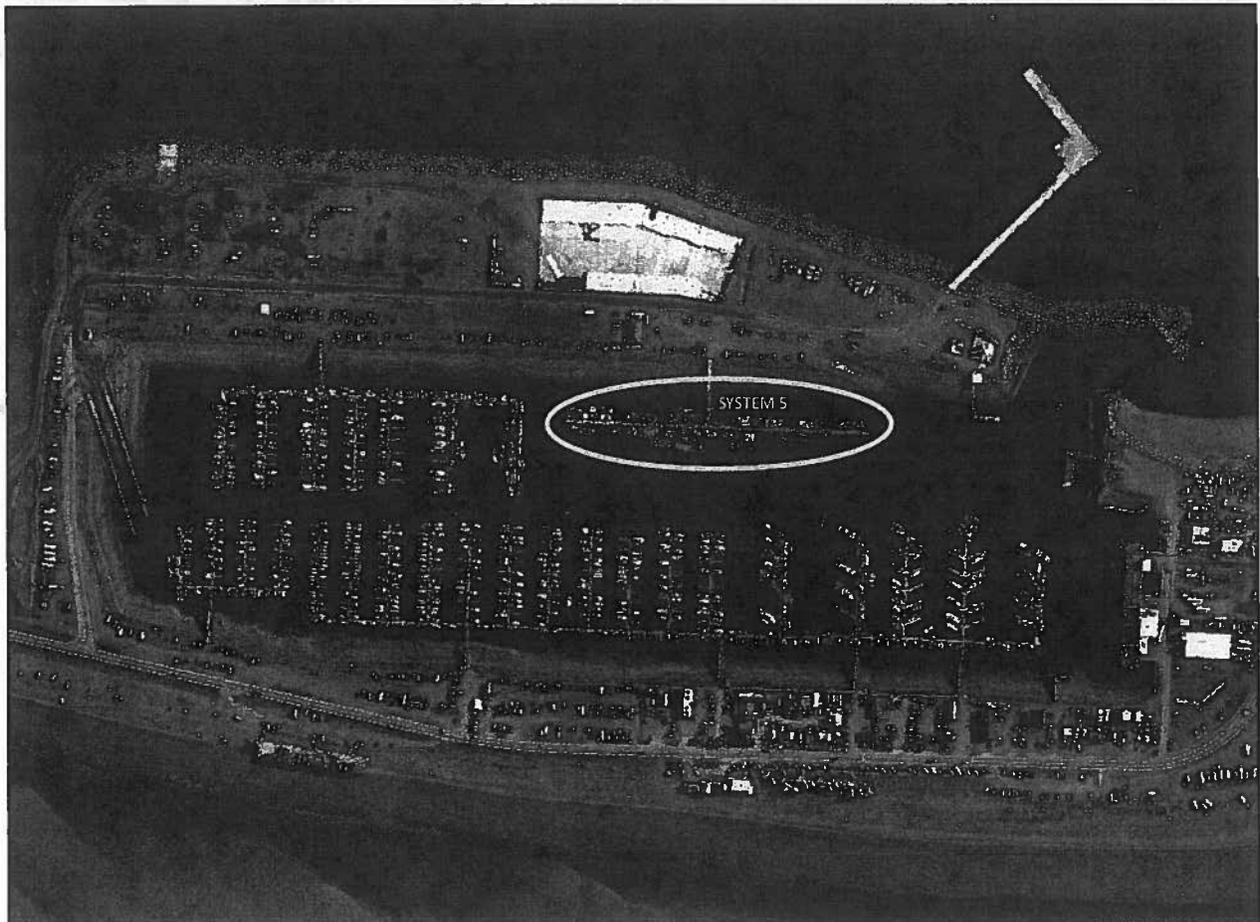
PROJECT DESCRIPTION & BENEFIT: System 5 is the large vessel float system in the Homer harbor. The Port and Harbor Commission has recognized the need to improve and add additional power pedestals to the system to provide adequate power for our large vessel fleet. In addition, this project will install a year-round fresh water supply to the system in the form of a single standpipe on the main float close to the ramp. Upgrading the shore power system and providing year-round water will increase the number of vessels home-ported in Homer and thus enhance commerce in the community by way of jobs and services.

PLANS & PROGRESS: The Port and Harbor Director has met with a local contractor to discuss the project and get a preliminary cost estimate.

Cost: \$530,000

Schedule: 2012

Priority Level: 1



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Utilities

Summary of Projects by Year and Cost

CATEGORY/PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,000,000				16,750,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Kachemak Bay Tidal Power Feasibility/Conceptual Design	1,280,000						1,280,000
Natural Gas Pipeline - Anchor Point to Homer	8,525,000						8,525,000
Sewer Treatment Plant Bio-solids Treatment Improvements	525,000	4,720,000					5,245,000
Water Storage/Distribution Improvements		390,000	3,510,000				3,900,000
TOTAL \$	11,280,000	6,310,000	18,710,000	200,000	200,000		36,700,000

Tables will be updated at the end of the CIP development process



Alternative Water Source

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



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

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

Schedule and Cost: 2011 (feasibility study)—\$750,000

2012 (design and permitting)—\$1,000,000

2014 (construction)—\$15 million

Priority Level 1



Bridge Creek Watershed Land Acquisition

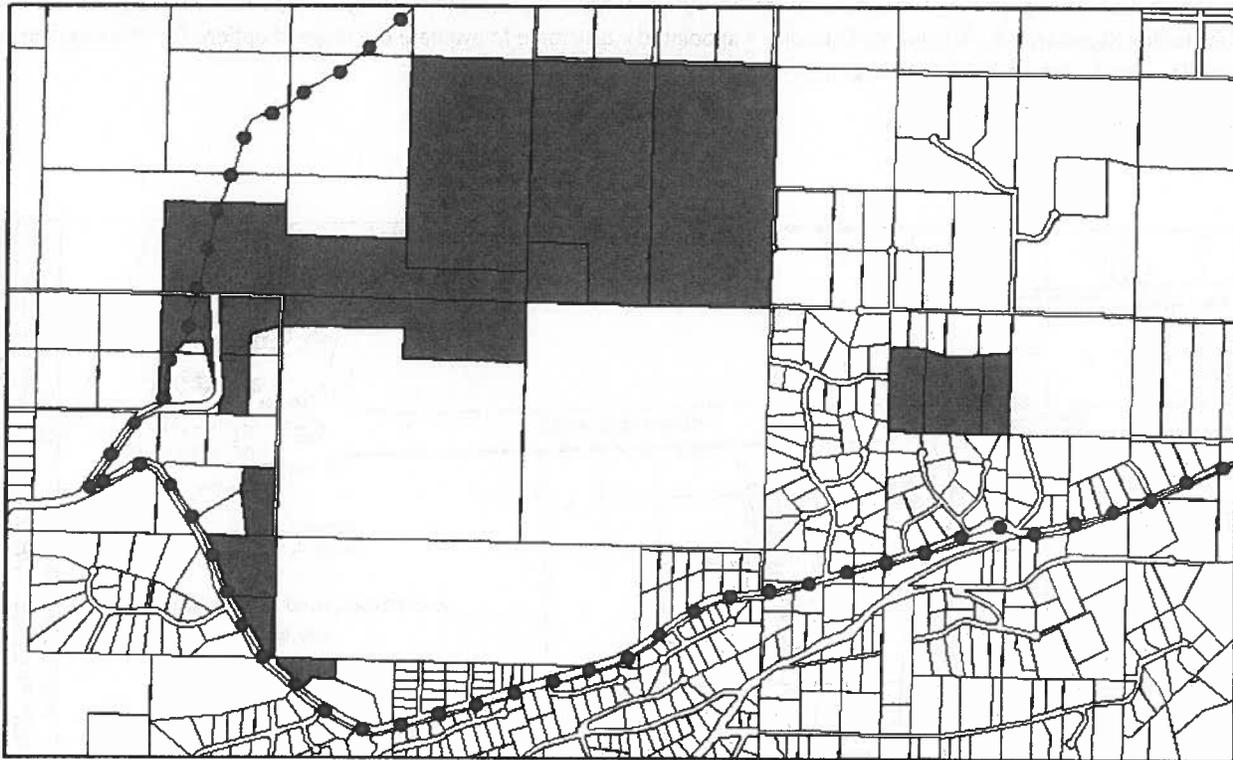
PROJECT DESCRIPTION & BENEFIT: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the Bridge Creek watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within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

PLANS & PROGRESS: Since 2003, the City of Homer has acquired approximately 270 acres in the Bridge Creek watershed, including approximately 9 acres in 2010.

Cost: \$1 million

Schedule: 2011 - 2015

Priority Level 1



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed, as of August 2009.



City of Homer Capital Improvement Plan • 2012 - 2017

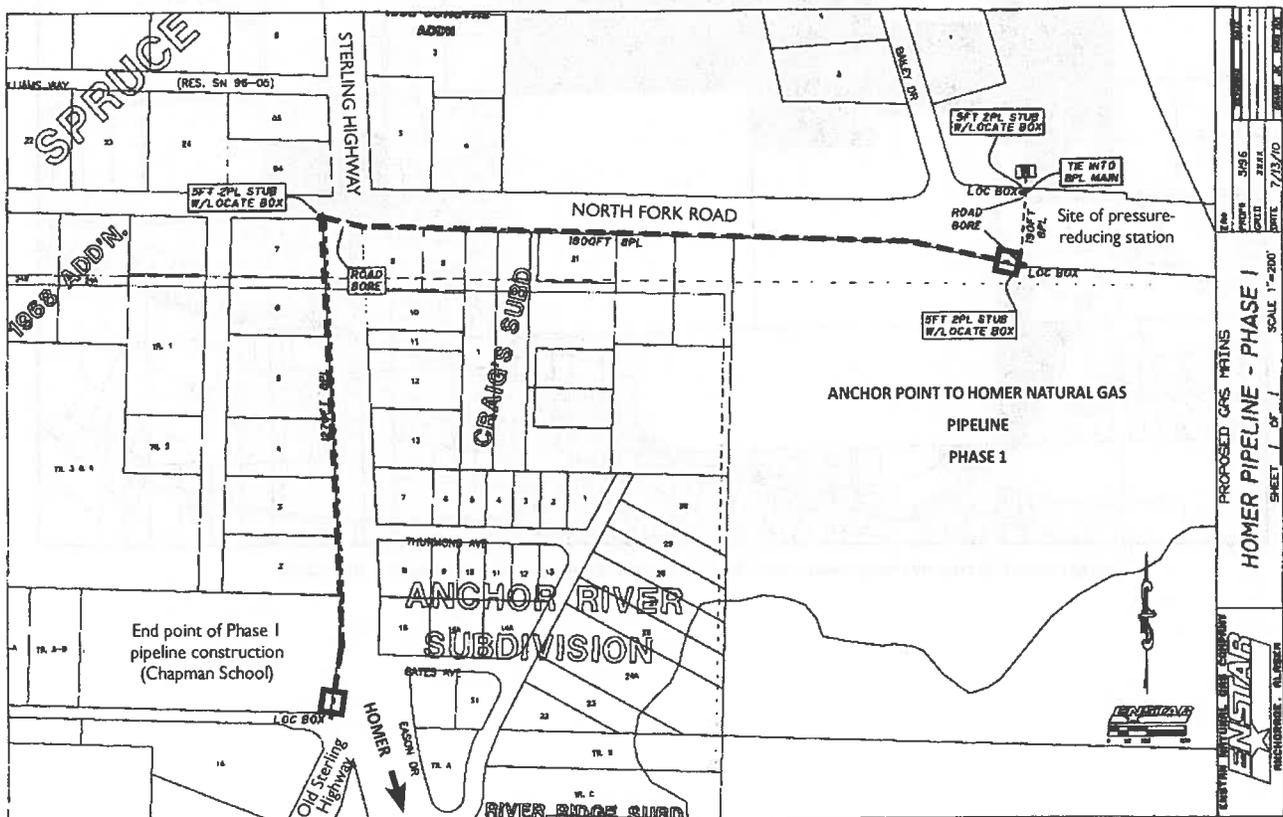
Natural Gas Pipeline Anchor Point to Homer - Phase 2

PROJECT DESCRIPTION & BENEFIT: This project will provide natural gas to Homer from the North Fork field east of Anchor Point. The project will include a pressure reducing station to feed both Anchor Point and Homer and approximately 14 miles of 8-inch plastic pipe. The distribution-rated line would serve home and business needs enroute and be able to supply 5 million cubic feet per day to Homer, which is adequate for a 30-year customer base buildout. Natural gas is expected to provide significant cost savings to homeowners and businesses as compared to fuel oil, electricity, or propane. Natural gas has the added benefit of having a relatively low carbon footprint as compared to fuel oil.

PLANS AND PROGRESS: The Alaska Legislature approved \$4.8 million for this project in April 2010; however, Governor Parnell reduced the amount to \$525,000 before signing the FY 2011 capital budget into law. The initial funding will enable completion of the pressure reducing station and 3200 feet of pipe heading south toward Homer (terminating at Chapman Elementary School).

Enstar Natural Gas Co. is preparing cost estimates for the next phase of the project (extending the pipe to Homer High School via the Old Sterling Highway). The Homer City Council has appointed a task force to evaluate the range of options for financing the cost of extending service lines to public buildings and neighborhoods within Homer city limits.

Schedule and Cost: 2011—\$8.53 million Priority Level 1



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Water Storage/Distribution Improvements

PROJECT DESCRIPTION & BENEFIT: This project will design improvements that will increase water storage; improve water system distribution, improve drinking water quality/public health, and improve treatment plant and water transmission effectiveness.

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

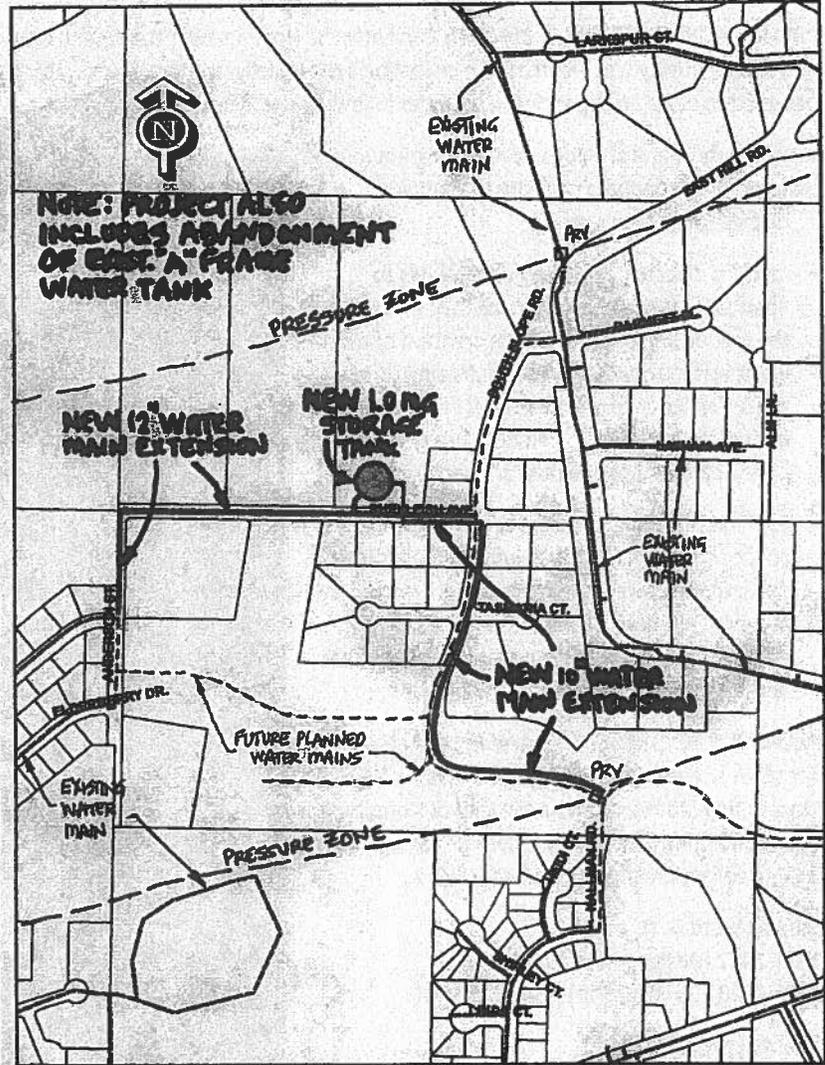
PLANS & PROGRESS: The need for this project has been documented in the Homer Water & Sewer Master Plan (2006).

Schedule and Cost:

2012 (Design)—\$390,000

2013-2014 (Construction)—\$3.51 million

Priority Level 2



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Equipment Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 Refurbishment	150,000						150,000
Firefighting Enhancement/ Aerial Truck	800,000						800,000
Fire Pump Testing Trailer		70,000					70,000
Outside Dock Fenders		80,000					80,000
Tide Gauge/Meteorological Station			210,000				210,000
TOTAL \$	950,000	270,000	210,000				1,430,000

*Tables will be updated at the end
of the CIP development process*



Brush/Wildland Firefighting Truck

PROJECT DESCRIPTION & BENEFIT: The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in a variety of fire situations.

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

The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. This truck is wearing out due to the weight of all the equipment and the age of the vehicle.

Cost: \$120,000

Schedule: 2012

Priority Level 2





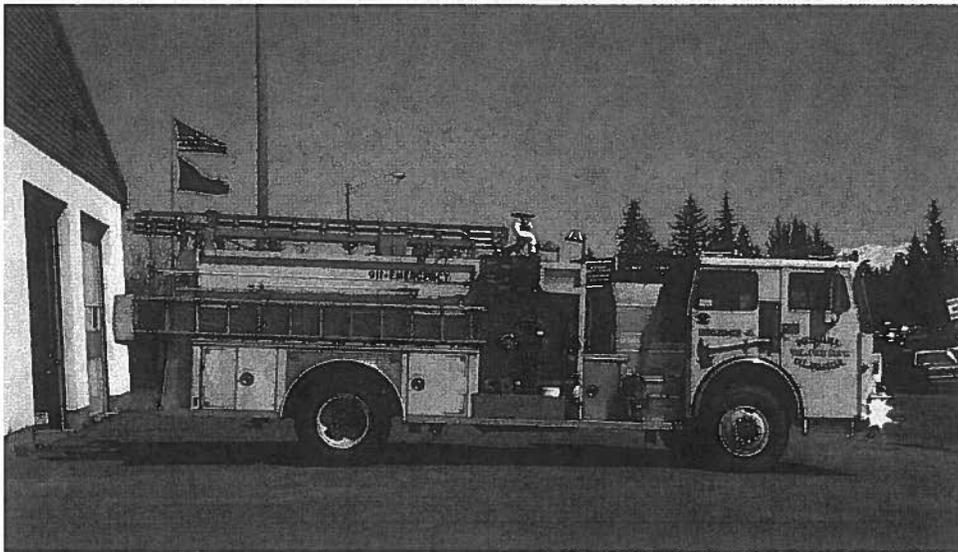
Fire Engine 4 Refurbishment

PROJECT DESCRIPTION & BENEFIT: With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station or the old (refurbished) water treatment plant. A reserve fire engine would help Homer qualify for an improved ISO rating, benefiting all households through reduced homeowner insurance costs.

Cost: \$150,000

Schedule: 2011

Priority Level 1



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Firefighting Enhancement - Aerial Truck

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

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

Cost: \$800,000

Schedule: 2012

Priority Level 1





Fire Pump Testing Trailer

PROJECT DESCRIPTION & BENEFIT: This project will provide the Homer Volunteer Fire Department with a mobile fire pump testing trailer to meet National Fire Protection Association requirements for annual pump testing and ensure that firefighting water pumps used throughout the southern Kenai Peninsula are in good working order when they are needed.

Acquisition of a pump testing trailer, manufactured and sold under the name Draft Commander, would eliminate problems associated with other testing methods. For example, using the City's hydrant system for testing can damage the system or cause erosion at the site. Using surface water from Beluga Lake necessitates getting the heavy fire apparatus close enough to reach the water. In some cases personnel must gain permission to use private land, which may require constructing improvements. There is also the risk of drafting contaminants into the pump, causing damage to the pump and/or engine.

The Draft Commander is a completely self-contained system that can be taken "on the road" to where the apparatus are, such as to the McNeil Fire Station, Anchor Point, or even Ninilchik or Seldovia. This is truly a multi-jurisdictional project with the potential to assist several area fire agencies with mandated testing that they are either not currently doing or have difficulty performing.

Cost: \$70,000

Schedule: 2012

Priority Level 2



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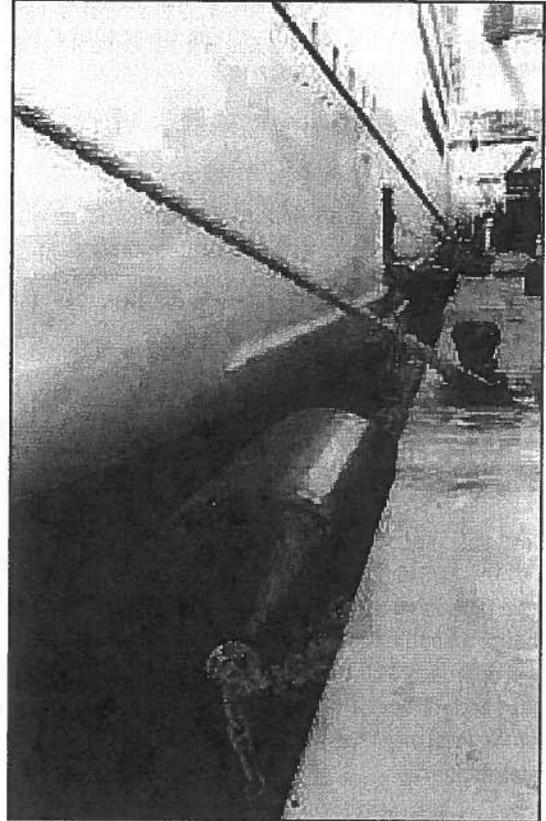
Outside Dock Fenders

PROJECT DESCRIPTION & BENEFIT: This project will provide the Port of Homer with three new non-streak vinyl fenders ("Yokohama" type) that could be placed as needed on existing fenders to provide sufficient "set off" for large flare-sided cruise ships docking at the Pioneer Dock or Deep Water Dock. The new fenders will protect the dock and encourage cruise ships to visit Homer.

Cost: \$80,000

Schedule: 2012

Priority Level 2





Tide Gauge/Meteorological Station

PROJECT DESCRIPTION & BENEFIT: This project will install a Water Level Station (tide gauge) with meteorological sensing equipment at Pioneer Dock and current sensing equipment at the Deepwater Dock. The project will provide important benefits to the Port of Homer, including:

- Enabling the Port of Homer to better fulfill its role as a contingency “back-up” port for handling Port of Anchorage cargo in case of a catastrophic event;
- Enabling deep-draft ships to dock at Homer docks or anchor in the inner bay (the only “place of refuge” anchorage for Cook Inlet and Kennedy Entrance traffic) with more assurance of the actual water depth during minus tides;
- Enhancing navigational safety in the vicinity of the Homer docks and harbor;
- Providing a toll-free phone number plus Internet access for up-to-date tide, wind, atmospheric pressure, and temperature information;
- Providing a display box with electronic/digital readout visible to vessels passing Pioneer Dock;
- Assisting pilots in docking vessels at Homer docks, thus minimizing the damage potential of “hard landings.”

Installation of this equipment will result in the Port of Homer being listed along with the Port of Anchorage as participating in NOAA’s PORTS (Physical Oceanographic Real-Time System) program. Homer can then be listed as a reference station in published tide tables and tide books. With these improvements, Homer will be positioned for further growth as an operational port and better able to fulfill roles as a contingency port and a “place of refuge” for vessels needing assistance with safe navigation during the approach. This project has high potential for federal funding and has the support of the Southwest Pilots Association, Homer Port and Harbor Commission, many representatives of the local maritime community, and other regional stakeholders.

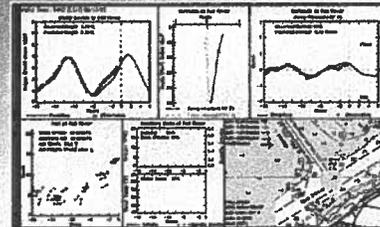
PLANS & PROGRESS: The National Oceanic and Atmospheric Administration’s National Ocean Service PORTS team visited Homer in June 2003 to develop cost estimates and study locations for optimal installation. Funding is now being sought to complete the project.

Cost: \$210,000

Schedule: 2013

Priority Level 3

TYPICAL PORTS SITE PROVIDES:



- ♦ Predicted and observed water levels
- ♦ Meteorological information including wind speed and direction, barometric pressure, air temperature
- ♦ Currents
- ♦ Access to the data in graphic and text format via internet, and voice
- ♦ All data updated at 6-minute intervals

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State Projects

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

Transportation projects within city limits:

Homer Intersection Improvements
Kachemak Drive Rehabilitation/Pathway
Main Street Reconstruction/Intersection
Pioneer Avenue Upgrade

Transportation projects outside city limits:

East End Road Rehabilitation, Kachemak Drive to Waterman Road
Sterling Highway Reconstruction, Anchor Point to Baycrest Hill
Sterling Highway Realignment, MP 150-157

Non-transportation projects:

Alaska Maritime Academy
Kachemak Bay Tidal Power

See following pages for project descriptions.



Homer Intersection Improvements

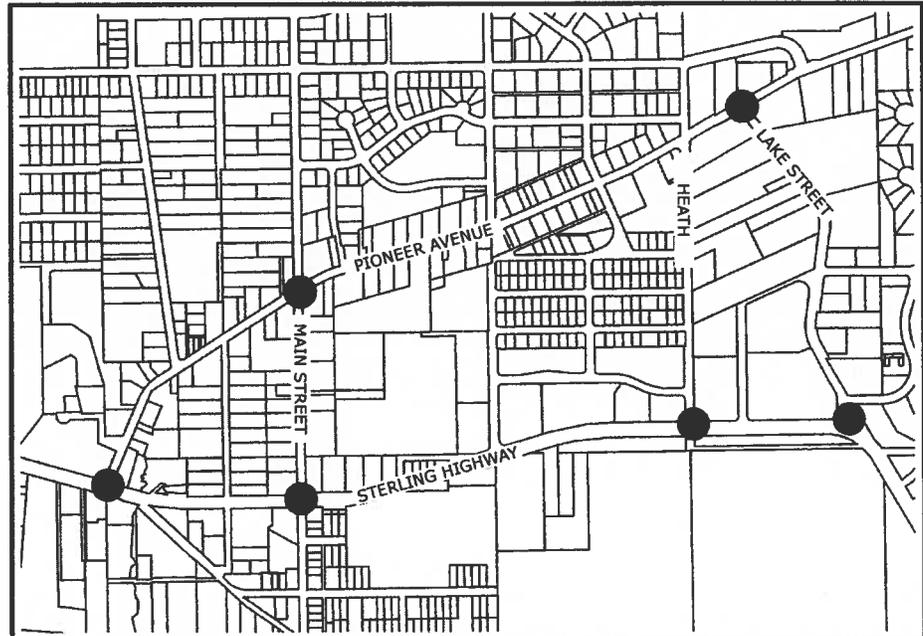
PROJECT DESCRIPTION & BENEFIT: This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection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

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

Problem intersections and recommended improvements noted in the study are as follows:

Sterling Highway and Lake Street	Roundabout or traffic signal now (Traffic signal was installed Dec. 2005)
Sterling Highway and Main Street	Roundabout or traffic signal now (Funding secured for traffic signal)
Sterling Highway and West Hill Road	Add left turn lanes now
Sterling Highway and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Lake Street/East End Road	Roundabout or traffic signal now
Sterling Highway and Pioneer Ave.	Roundabout or traffic signal now
Sterling Highway and Kachemak Drive	Reevaluate in 2010 for roundabout or traffic signal
Pioneer Avenue and Main Street	All way stop before 2011; roundabout or traffic signal in 2011
East End Road and Fairview Avenue	Turn lane improvements in 2011
East End Road and East Hill Road	Reevaluate in 2010 for roundabout or traffic signal

PLANS & PROGRESS: The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection.



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

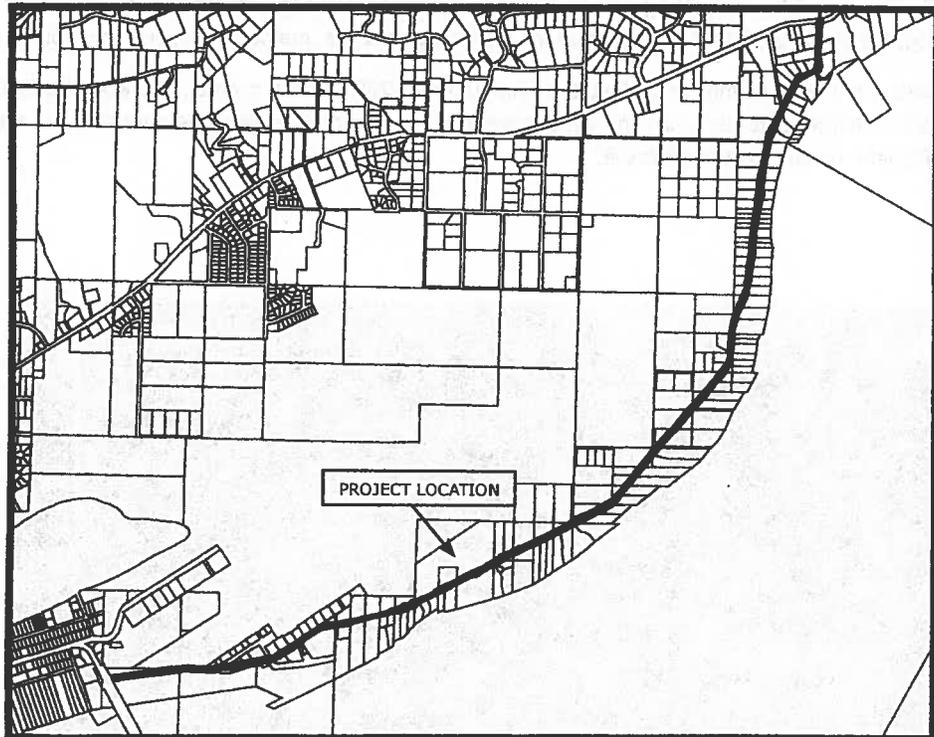
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Kachemak Drive Rehabilitation/Pathway

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.

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.





City of Homer Capital Improvement Plan • 2011 - 2016

Main Street Reconstruction/ Intersection

PROJECT DESCRIPTION & BENEFIT: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

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

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

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

The Alaska Legislature appropriated \$2 million to the City of Homer for FY 2009 for this project. However, Alaska Dept. of Transportation estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section from Pioneer Avenue to Bunnell Street.



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

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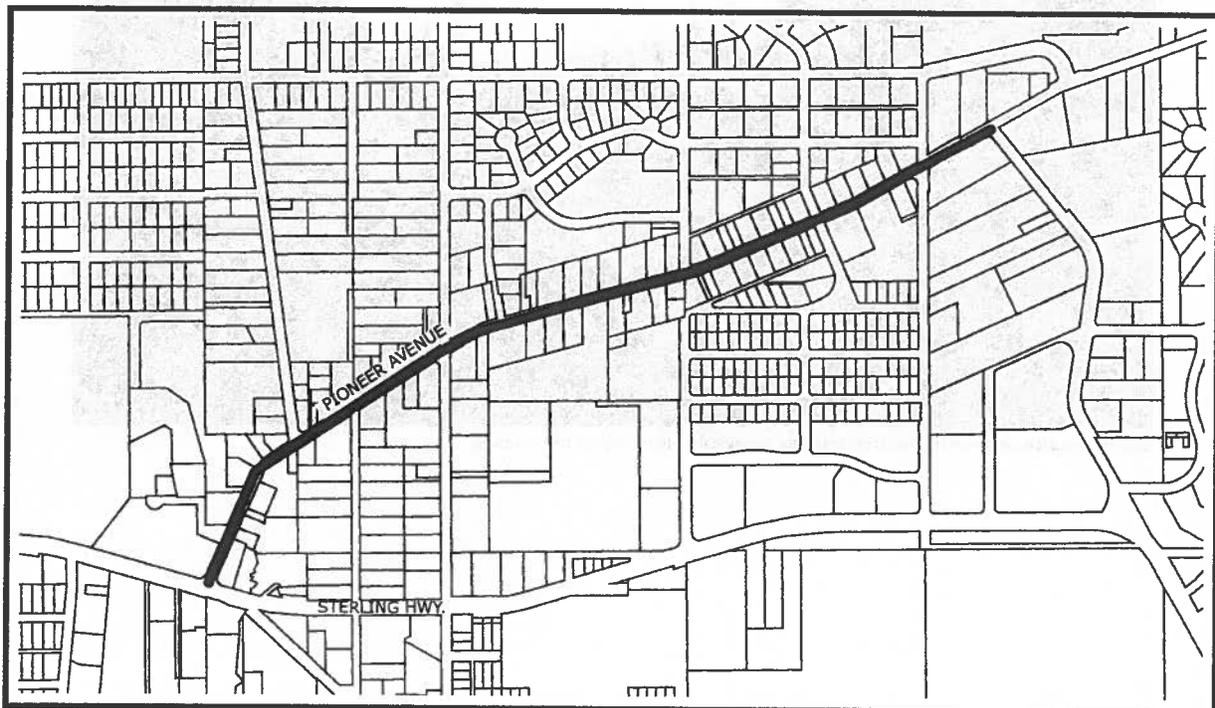


Pioneer Avenue Upgrade

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

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

PLANS & PROGRESS: The project Pioneer Avenue Rehabilitation is included in the 2010-2013 Alaska Statewide Transportation Improvement Program.





City of Homer Capital Improvement Plan • 2011 - 2016

East End Road Rehabilitation - Kachemak Drive to Waterman Road

PROJECT DESCRIPTION & BENEFIT: This project will rehabilitate East End Road from Kachemak Drive to just past Waterman Road. The project will include widening the road to 32 feet, including 4-foot wide shoulders, and constructing a separated shared-use pathway, along with drainage improvements.

Completion of this project will improve the road surface and help protect the road against erosion. It will also provide opportunities for walking and biking for recreation and as an alternative to driving.

PLANS & PROGRESS: The project as originally described in the 2006-2009 State Transportation Improvement Plan was to rehabilitate East End Road all the way out to McNeil Canyon School. Due to cost increases, reduced federal funding, and opposition from some Fritz Creek residents, the plans were scaled back.

Right-of-way acquisition began in late 2009. Construction is anticipated to begin in 2011.



East End Road is an important transportation corridor for several thousand Homer area residents.

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City of Homer Capital Improvement Plan • 2011 - 2016

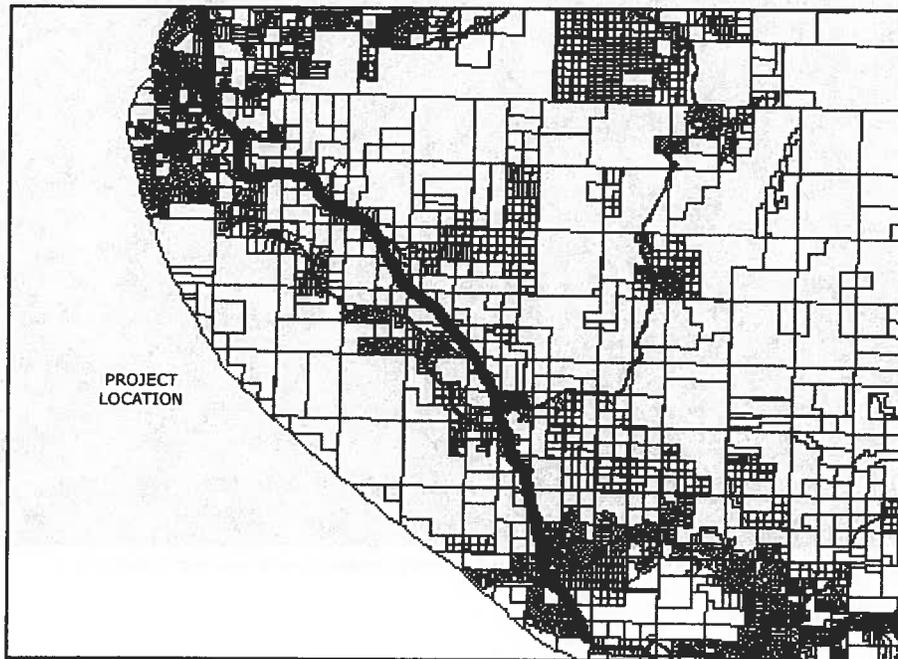
Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

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

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

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

PLANS & PROGRESS: This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") is included in the Draft 2010-2013 Alaska Statewide Transportation Improvement Program (STIP). In September 2009, the Kenai Peninsula Borough reported sufficient funding has been identified for preliminary design and environmental documents, but additional funding will be necessary to proceed. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.





Sterling Highway Realignment, MP 150-157

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

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

PLANS & PROGRESS: The project "Sterling Highway Erosion Response MP 150-157" is included in the 2010-2013 Statewide Transportation Improvement Program (STIP).



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

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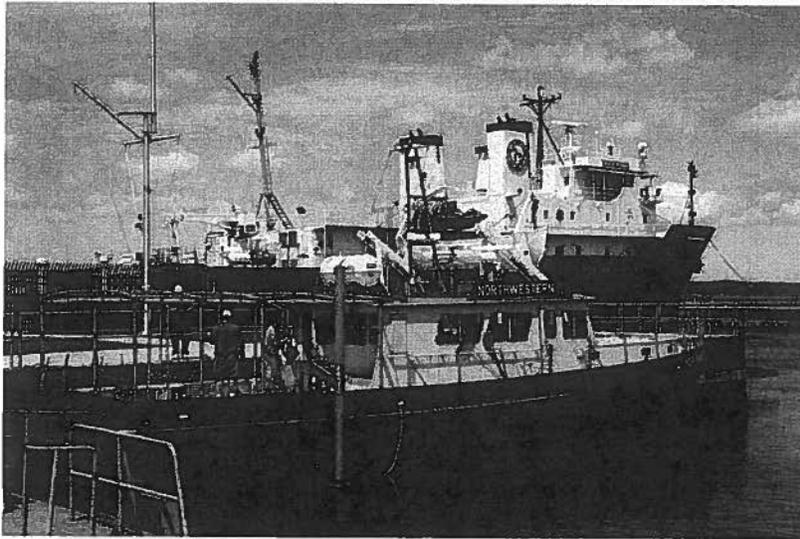


Alaska Maritime Academy

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

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

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



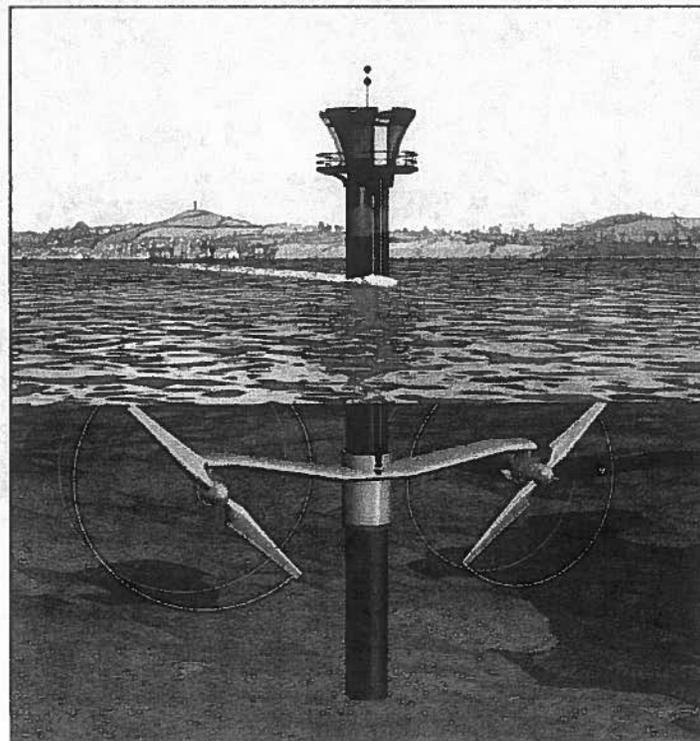
Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.



Kachemak Bay/Cook Inlet Tidal Power

PROJECT DESCRIPTION & BENEFIT: It is widely recognized that Alaska has some of the best potential in the world for generating tidal energy, a far more constant and predictable source of energy than either wind or solar. The proposed project will tap the hydrokinetic energy resources of Kachemak Bay/Cook Inlet to establish Alaska as a leader in tidal energy while reducing dependence on fossil fuels for those on the Railbelt grid.

PLANS & PROGRESS: In 2008 the City of Homer submitted an application to the Alaska Energy Authority for funding to be appropriated by the Alaska Legislature for FY 2010. The application documented a cost share of more than 50%, mostly in research assistance from NOAA. The project was slated to be funded before the budget for renewable energy projects was reduced by half from the amount originally proposed. The City updated and resubmitted the application in November 2009. The project was approved for funding by AEA and the Legislature appropriated sufficient funds; however, the governor reduced funding by half, which did not leave enough for the Kachemak Bay project. A new application was submitted to AEA in September 2010. The outcome of this proposal was that AEA decided to fund NOAA directly, from a separate funding source, to study tidal power potential in Kachemak Bay and Cook Inlet. The total approved was approximately \$300,000. The City of Homer supports the partnership between AEA and NOAA and urges the State of Alaska to provide funding for engineering and design of a tidal power project once feasibility is established.



This illustration depicts a typical horizontal axis turbine, similar to conventional two-blade wind turbines. Though this is an artist's rendering, an actual 1.2 MW turbine of this type (SeaGen) was installed in 2008 in Ireland.

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Projects Submitted by Other Organizations

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

**Cottonwood Horse Park
Haven House Sustainability/Energy Efficiency Projects
Kevin Bell Arena Floor Upgrade
Pratt Museum Renovation
Roger's Loop Trailhead Land Acquisition
South Peninsula Hospital: Bariatric Equipment
South Peninsula Hospital: Enhanced Communication System
South Peninsula Hospital: Fire Suppression System Booster Pump
South Peninsula Hospital: New Surgery Doors
South Peninsula Hospital: RFID Asset Tracking and Security
Visitor Information Center Parking Lot**

See following pages for project descriptions.



Cottonwood Horse Park

PROJECT DESCRIPTION AND BENEFIT: Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

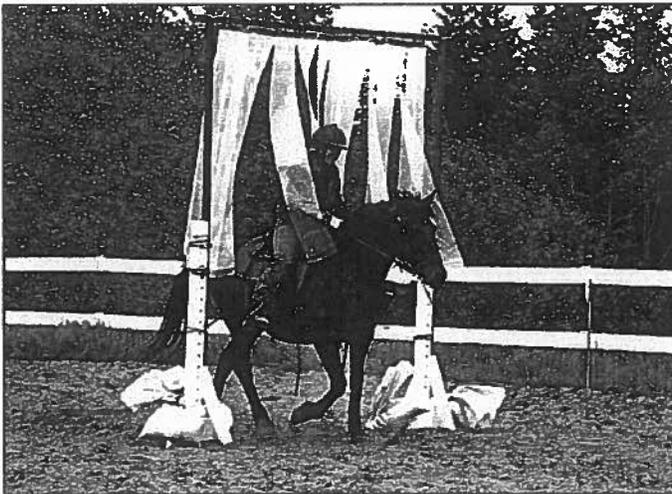
Development of Cottonwood Horse Park began in 2007, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first three summer seasons events at the horse park drew more than 1,065 participants and 1,535 spectators.

The Horse Park fulfills a goal identified in past Homer recreation plans. During the 2010 season use of the park expanded from horse shows, clinics, and riding lessons to a place for picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop a mud wallow. Also, the community celebrated Estuary Day with a BioBlitz on the property to identify all the organisms in the local park environment.

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

PLANS AND PROGRESS: As of September 2010, KBEA has raised \$120,000 towards land purchase and approximately \$74,457 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, and a natural playground. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, and Homer Foundation that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

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



A rider negotiates an obstacle in the Cowboy Race 2010.

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000

Amount needed to complete land purchase: \$99,720



Haven House Sustainability/ Energy Efficiency Projects

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

The proposed project seeks to enhance sustainability and reduce costs at Haven House by 1) establishing a greenhouse to produce fresh vegetables (and provide a soothing, nurturing activity for shelter residents); 2) replacing 27 drafty windows with more secure, insulated windows; and 3) modifying the current entry way and replacing entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures, and education about recycling, composting, and basic gardening.

Cost: \$5,000 for greenhouse kit, \$8,000 for entry way modifications, \$20,000 for 27 replacement windows, and \$3,000 for ten window quilts. Total: \$36,000.





Kevin Bell Arena Floor Upgrade

PROJECT DESCRIPTION & BENEFIT: The Homer Hockey Association, Inc. (HHA), as owners of an ice rink facility known as the Kevin Bell Arena, is requesting capital improvement funds for the purpose of converting the rink area floor from sand to concrete, thus allowing multiple uses in a year-round facility.

The Kevin Bell Arena was built in 2005 by Homer Spit Properties, LLC (HSP) and leased to HHA under a long-term lease agreement. HHA has recently purchased the facility from HSP through an owner-finance transaction based on a 30-year note. During the design and construction phase, HHA secured grant funds to purchase and install all of the mechanical components of the refrigeration system, boards, glass, and all of the finish work on the interior of the building at a cost of \$1.2 million. In order to stay within budget, the decision was made at the time to install a less expensive sand based floor for the ice area rather than concrete.

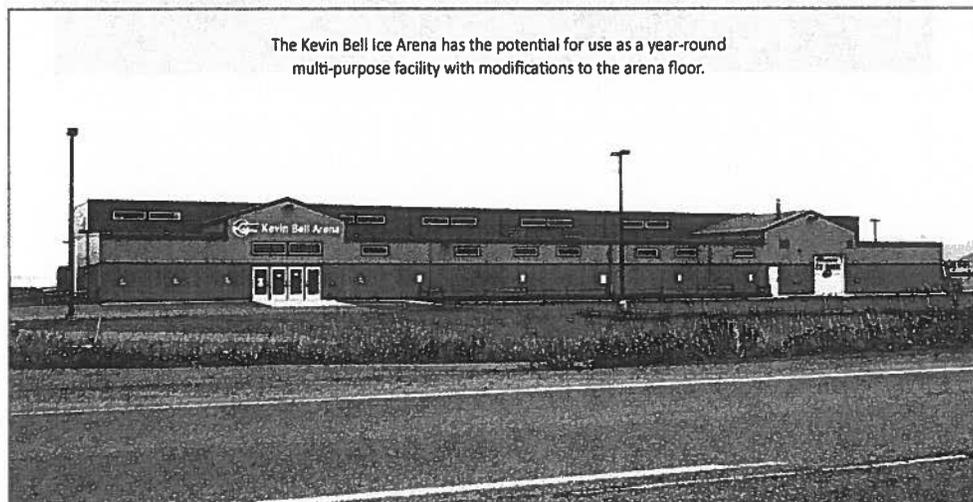
The conversion process from sand to concrete requires a demolition phase to remove the existing rink tubing, sand and insulation as well as the excavation of an additional 3.5 inches of sand. The installation phase includes compacting the sand under the rink floor, re-installing the insulation and vapor barrier, installation of reinforcing steel bars, mesh and expansion joint around the rink, re-installation of distribution manifolds across the rink center, and installation of new rink tubing and concrete pour. Once the concrete is cured, reinstallation of the boards, glass and ice can commence.

The Kevin Bell Arena provides residents of the southern Kenai Peninsula with an indoor ice facility as well as programs and activities including Learn to Skate through Hockey, youth and adult hockey programs, as well as figure skating, broomball, public skating, teen skating events and much more. The arena currently allows Homer to host hockey games, tournaments, and other events, providing an economic boost to the community.

The installation of a concrete floor will provide opportunities for year-round use for a variety of groups and events, especially during the off-season, April through August. Possibilities include home, car, and boat shows; concerts, and conventions. The space would attract statewide interest in Homer as a viable venue for such events and enhance Homer's attraction as a destination for tourism and commerce. In addition, it would provide HHA with summer revenue estimated at \$30,000 over a 4-month period.

PLANS & PROGRESS: Detailed discussions with an experienced private contractor have provided a clear understanding of the scope of work and costs involved. While the bulk of the demolition can be accomplished with volunteer labor, the installation of the concrete would be done by a contractor.

Cost: \$350,000



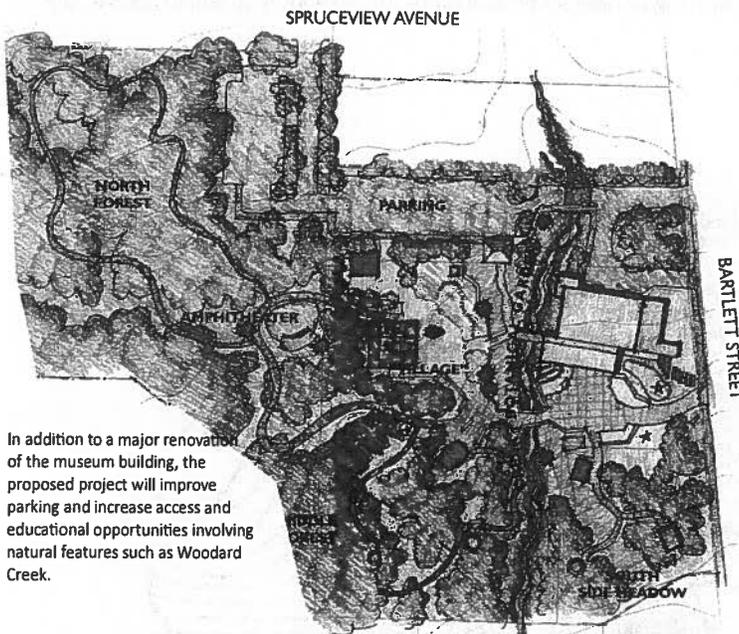
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Pratt Museum New Facility and Site Redesign

PROJECT DESCRIPTION & BENEFIT: The national award-winning Pratt Museum is dedicated to helping people explore the Kachemak Bay region through the sciences, arts, and humanities. The Pratt’s exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum’s community and visitors. Each year, the Pratt serves more than 35,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only five accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska’s most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum finds itself in a structure that doesn’t meet the Museum and community’s needs. The existing 10,500 square foot building is more than 42 years old. The building’s galleries, collections storage, public meeting, and education spaces do not support the Pratt’s goals or embrace current opportunities. The Pratt is now working with its community on a project to enable the Pratt to better serve the community and visitors long into the future through the construction of a new facility and redesign of the Pratt’s 9.3 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system, outdoor exhibits, and stewardship of Woodard Creek; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region’s diverse cultural groups; 6) the ability to care for growing collections including community archives and stories; and 7) full disability accessibility.



In addition to a major renovation of the museum building, the proposed project will improve parking and increase access and educational opportunities involving natural features such as Woodard Creek.

PLANS & PROGRESS: Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Pratt Museum Board of Directors and staff to the decision to embark on this ambitious capital project. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt’s operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. In the Planning Phase, the Pratt has secured cash and pledges that represent 20% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

- 1) The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input through the Design

Phase. 2) With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free. 3) The Museum has secured \$1.7 million (20% of project total) in cash and pledges including a prestigious \$750,000 National Endowment of the Humanities Challenge Grant, \$100,000 for planning support from the Alaska State capital budget, and a leadership gift from an individual donor of \$105,000. 3) The Pratt is participating in the Rasmuson Foundation’s prestigious “Pre-Development Program,” which has provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings. 4) The Museum has recruited community leaders for the capital campaign who represent the Pratt’s multiple disciplines in the arts, sciences, and humanities. 5) The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building.

Cost: Preconstruction—\$1 million Construction—\$7.5 million



Rogers Loop Trailhead Land Acquisition

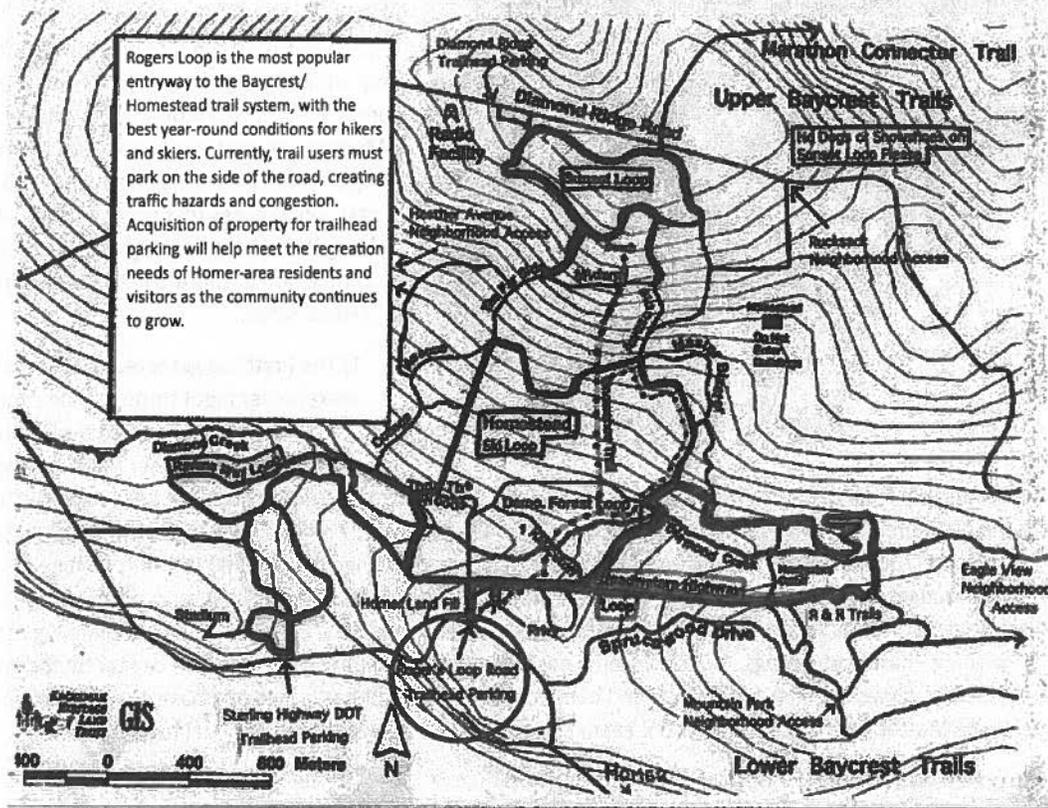
PROJECT DESCRIPTION AND BENEFIT: This project will provide a parking/staging area at the Rogers Loop trailhead, greatly improving access to the skiing and hiking trails maintained by the Kachemak Nordic Ski Club (KNSC), the Homer Soil and Water Conservation District, and Kachemak Heritage Land Trust.

Currently the only parking at the popular Rogers Loop trailhead is on the shoulder of Rogers Loop Road, creating problems even for typical everyday use by skiers and hikers. The proposed parking area is critical to the continued use of the lower Baycrest Ski Trails, the Homestead Hiking Trail, and the Demonstration Forest. Parking at the Rogers Loop trailhead will provide the best and (during the summer season) only access to the City of Homer's Diamond Creek Park, adjacent to the existing trail system. There is potential to develop new year-round trails on the City property; however, parking will be needed for this to become a reality. It is the KNSC's intent to transfer ownership of the Rogers Loop property to the City of Homer once it is acquired.

Current access to the existing trail system via the Sterling Highway (near the landfill) is dependent on the Borough renewing its Memorandum of Agreement with the KNSC. Access from Rogers Loop is all the more critical given the tenuous nature of the Borough commitment and other problems with the Sterling Highway access, including frequent marginal/icy snow conditions in the winter and no access to hiking in the summer. Currently 635 acres of public recreation land has inadequate parking for summer use (275 acres owned by the City of Homer and 360 that comprise the Demonstration Forest).

PLANS AND PROGRESS: The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop, has designated \$1,500 for the project, and is actively working to raise additional funds. Discussions with landowners at the trailhead site are in progress.

Cost: \$50,000



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South Peninsula Hospital Bariatric Equipment

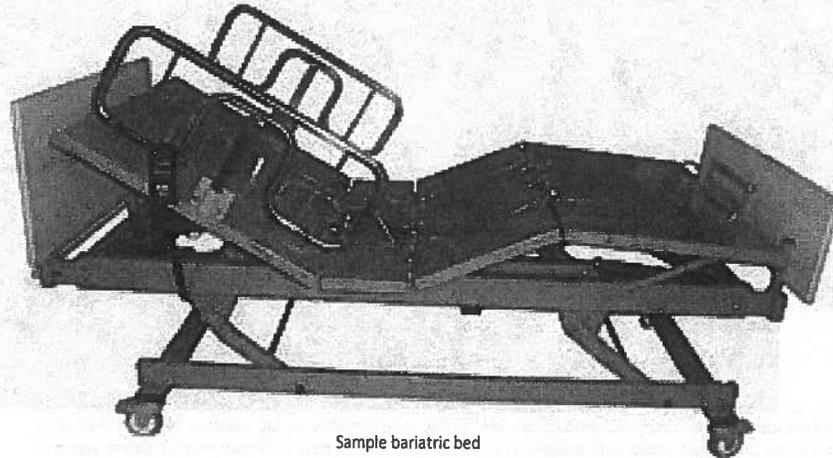
PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital (SPH) is in need of appropriate equipment to better serve the growing population of obese patients in the SPH service area. Specifically needed are a ceiling lift, bed, and commode to best accommodate these patients.

The hospital has seen a marked increase in the number of obese patients served over the last two years, and the expectations are that this number will continue to grow as the population served ages. Recent projections show an 80% growth in the senior population over the next ten years, and a growing incident of chronic illness, often which leads to frequent hospitalizations. South Peninsula Hospital is the only hospital in a 75 mile radius and wants to meet the needs of the residents in the service area.

Management of an obese patient without the proper equipment involves significant challenges and risks to both the patient and staff. A bariatric patient's visit to the hospital without appropriate equipment creates the need for four additional staff on duty during the entire patient's stay. Staff risk injury when moving and comforting the patient and the patient risks injury by using equipment that isn't appropriate for his/her size. The hospital currently rents such equipment when accommodating patients over 600 pounds, but this unfortunately takes time to put into place (and there is rarely advance notice) and generates additional charges for the patient.

PLANS & PROGRESS: New patient rooms in the recently constructed patient wing have been designed to accommodate bariatric equipment. Equipment to accommodate heavier patients not greater than 600 pounds has been purchased and installed. Price quotes have been received for the equipment yet to be purchased.

Cost: \$55,000 (includes one bed, one commode, and ceiling lift)



Sample bariatric bed



South Peninsula Hospital Enhanced Communication System

PROJECT DESCRIPTION & BENEFIT: An Enhanced Hospital Communication System is needed to provide immediate and continuous communication for clinical healthcare workers at South Peninsula Hospital. The hospital encourages physicians and nursing staff to be at patient bedside; however, that time is limited due to the need for staff to confer with each other and document the needs of the patient. A new system will allow physicians and staff to talk with each other without being in the same room; hence, more time can be spent with patients.

An Enhanced Hospital Communication System will allow clinical staff to better respond to the needs of patients and fellow staff. It is facilitated by a small device which can be clipped to a uniform or identification badge. It enables instant 2-way voice communication, the transmission of data, the ability to send alerts or text messages, and the ability to make phone calls. On command, the information is integrated directly into the patient's electronic health record, resulting in fewer errors and better quality of care.

Such a system increases efficiency since work can be performed from all locations in the hospital without waiting to get to a designated work station. Not only is this system critical for the quality of patient care, improved customer service, and improved staff efficiencies on a daily basis, it will be invaluable as an emergency response communication system.

PLANS & PROGRESS: Systems have been researched and price quotes obtained. Pricing here is based on the Vocera brand. The existing hospital information system is being altered to integrate with this system.

Cost: \$31,000 (includes system software and hardware purchase and installation)



An Enhanced Hospital Communication System allows staff to communicate with each other at the touch of a button on a device clipped to a pocket or ID badge or worn on a lanyard around the neck. Shown here are staff at Memorial Healthcare in Owosso, Michigan, which touts its use of Vocera devices.



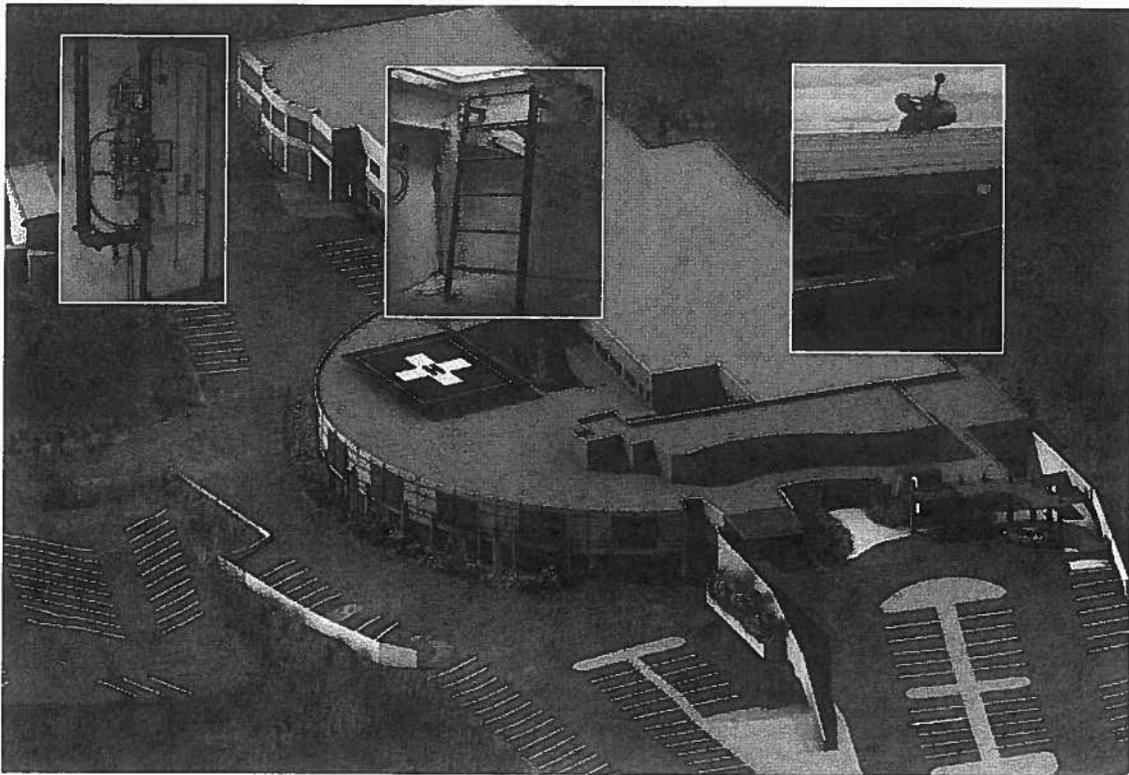
South Peninsula Hospital Fire Suppression System Booster Pump

PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital is completing the second phase of construction of a new patient wing which includes a rooftop helipad for medical emergency transport. Although the type of craft landing there is permitted to use a cart-mounted fire suppression system, all entities involved agree an automated AFFF Foam Fire Suppression System is the preferred system for safety to hospital personnel, patients, and local firefighters. City water pressure at this location is insufficient to run this type of system. Therefore, a booster pump is needed to generate the level of pressure required.

Without this system in place the hospital must utilize hand-carts (mobile suppressant units) which are difficult and expensive to acquire and do not meet the preferred level of response.

PLANS & PROGRESS: The helipad opened for use in November 2009. The AFFF system has been designed and all components have been pre-built and/or installed, with the exception of the booster pump and valve work. No remodel work will be required to accommodate this. Space for the pump is reserved.

Cost: \$96,000 (includes valving, cost of pump, and installation)



Architectural drawing of completed project with insets of work completed to date to accommodate the AFFF Foam Suppression System.



South Peninsula Hospital New Surgery Doors

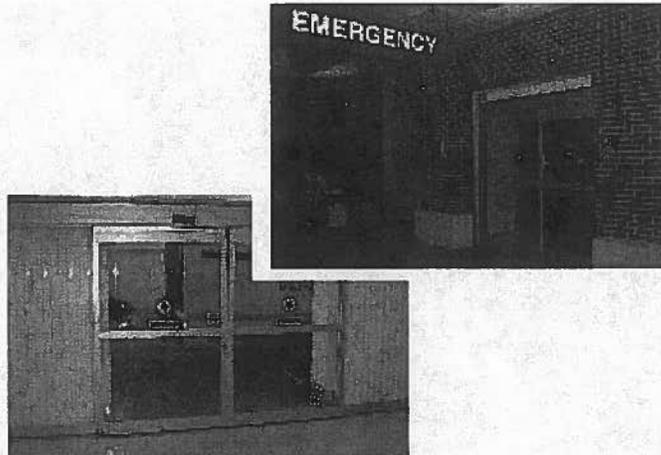
PROJECT DESCRIPTION & BENEFIT: South Peninsula Hospital's Surgery Department has a need for ergonomic, hospital-grade automatic operating room doors for to reduce the risk of injury to patients, staff, and surgeons and to comply with fire safety codes. The project consists of replacing the door in each of two operating rooms at the hospital with automatic doors constructed of metal and glass that meet new safety standards.

The existing doors are of a swinging style which creates a risk for staff due to the way they are opened. Staff routinely open the doors with a foot or arm in the interest of maintaining a sterile environment. However, this awkward maneuver puts staff at risk of injury.

Automatic doors will also help prevent the staff injuries incurred while moving patient stretchers in and out of the room through the manually operated doors currently in place. New, automatically opening doors will provide a significant improvement for a vital 30-year old section of the hospital to comply with current industry standards.

PLANS & PROGRESS: Door types have been researched and a preferred model has been selected.

Cost: \$32,000 for two doors, including installation. South Peninsula Hospital staff will provide site prep to make the project construction-ready.



Proposed automatic opening surgery doors at South Peninsula Hospital would be similar to the models shown here.



South Peninsula Hospital RFID Asset Tracking and Security

PROJECT DESCRIPTION & BENEFIT: This project will improve efficiency, save money, and help ensure the best possible patient outcomes by employing radio frequency identification (RFID) to track the location of hospital equipment and devices.

RFID is a technology that involves electromagnetic "tags" that emit radio signals which are picked up, read, and stored in a database. Active RFID can significantly decrease waste and reduce costs by providing an ongoing, accurate inventory. With room-level asset tracking capability, life-saving equipment can be found quickly. High cost equipment and mission-critical devices can be more effectively shared. Frequently-used gear including gurneys, wheelchairs, infusion pumps, and cardiac monitors can be located promptly.

Implementation of a real-time asset location solution will enable South Peninsula Hospital to significantly improve staff efficiency and reduce over-provisioning by providing real time, accurate inventory and immediate location of expensive equipment. Loss of high dollar items will be significantly reduced by alarm capabilities inherent in RFID tracking systems. Personnel and asset locations and interactions can also be monitored.

Cost: \$200,000 including installation



A modern hospital contains hundreds of pieces of equipment that can be efficiently tracked and located using RFID technology.



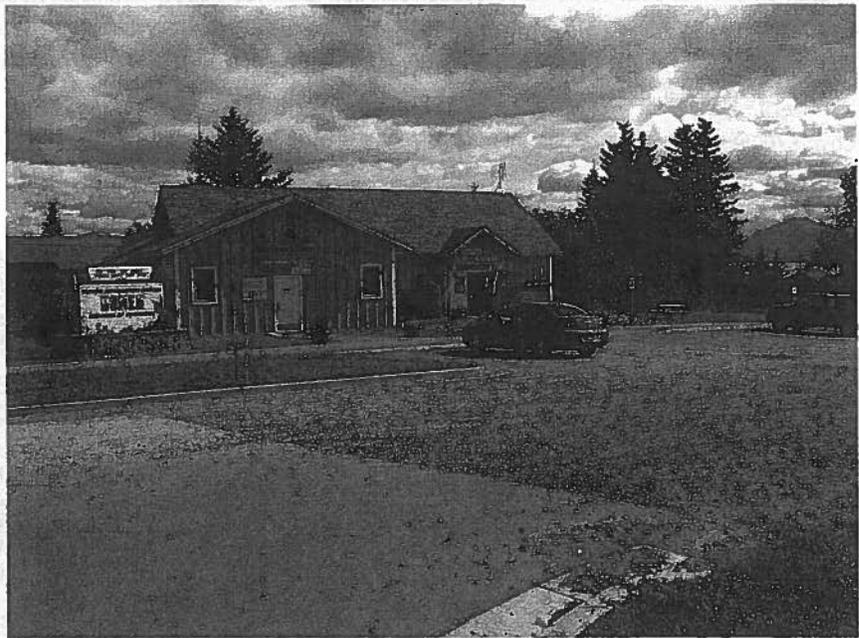
City of Homer Capital Improvement Plan • 2012 - 2017

Visitor Information Center Beautification Phase 1: Parking Lot

PROJECT DESCRIPTION & BENEFIT: The Homer Chamber of Commerce (HCOC) is seeking funds to pave the HCOC Visitor Information Center parking lot as part of a phased Beautification Project. This project will enhance development of the City's new Scenic Gateway Overlay District and has further potential to tie in with proposed Town Center development. The funds requested will be used to pave the parking lot, add ditches and culverts for drainage, stripe the lot for parking spaces, and add signage to deter pass-through traffic from the Sterling Highway to Bunnell Street.

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

First impressions are what visitors to a community use to judge that area. One of the first places visitors come to when they drive into Homer is the Homer Chamber of Commerce Visitor Information Center. Approximately 150,000 people visit Homer every year. Attracting new businesses and families to our community—while also maintaining community pride for existing residents—is one of the key missions of the Homer Chamber of Commerce. An attractive Visitor Information Center, parking area, and surrounding grounds should be regarded as an important asset benefiting the entire community.



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

PLANS & PROGRESS: The HCOC has completed excavation, grading, and backfill at a cost of \$40,000 raised specifically for this project.

Cost: \$200,000

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Appendices

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

CIP Development Schedule

Public Hearing Notice

Appendix A

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PROJECT TABLE – EXPLANATION

NOTE:	Project table contains City of Homer projects only.
Category:	Type of project: Road/Trail, Structure, Utility, Equipment
Project:	Title of project
Cost:	Total project cost
Priority Level:	<p>The numbers in this column refer to Priority Level 1 (highest), Priority Level 2, or Priority Level 3. In setting a priority level, the Homer City Council considers such questions as:</p> <ul style="list-style-type: none">• Will the project correct a problem that poses a clear danger to human health and safety?• Will the project significantly enhance City revenues or prevent significant financial loss?• Is the project widely supported within the community?• Has the project already been partially funded?• Is it likely that the project will be funded only if it is identified as being of highest priority?• Has the project been in the CIP for a long time?• Is the project specifically recommended in other City of Homer long-range plans?• Will the project provide significant economic benefits to the community?• Is the project strongly supported by one or more City advisory bodies? <p>These factors are weighed in combination to arrive at a priority determination.</p>
Year:	An X in one or more years indicates when the project is scheduled for implementation.
Year to CIP:	Year when project was first included in the City of Homer Capital Improvement Plan

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CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		\$ Cost	Priority Level	YEAR							Year To CIP
				2011	2012	2013	2014	2015	2016		
LOCAL ROADS and TRAILS											
Heath Street, Pioneer to Anderson		4 M	1		X	X	X				2001
Horizon Loop Trail, Feasibility & Conceptual Design		staff time	2	X							2010
Land Acquisition for New Roads		500,000	2	X	X	X					2007
Town Center Infrastructure		2 M	1		X	X	X				2005
STRUCTURES											
Ben Walters Park Improvements, Phase 2		200,000	2		X						2006
Deep Water Dock Expansion		29 M	1	X	X	X	X				1989
Deep Water Dock Upland Improvements		800,000	1		X						2010
Downtown Restroom		400,000	2			X					1996
East Boat Harbor		100.6 M	2	X	X	X	X	X			2004
End of the Road Wayside, Phase 1		1 M	3				X				2008
Fish Dock Restroom		400,000	2		X						2001
Fishing Lagoon Improvements		255,000	2	X							2009
Harbor Entrance Erosion Control		600,000	2			X					1998
Harbor Float Replacement/Ramp 3 Gangway & Approach		5.2 M	1	X	X						2003
Homer Spit Dredged Material Beneficial Use Project		980,000	2	X	X	X					2010
Jack Gist Park Improvements, Phase 1		100,000	2		X						2006
Karen Hornaday Park Improvements, Phase 1		700,000	1	X	X	X					1984
Mariner Park Improvements, Phase 1		975,000	1	X	X	X	X	X			2004
Port & Harbor Building		2.875 M	1	X	X	X					1985
Skyline Fire Station		1.35 M	1	X	X						2003
Upgrade System 5: Vessel Shore Power and Water		530,000	1		X					X	2010

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.

UTILITIES										
Alternative Water Source	16.75 M	1	X	X	X	X	X	X	X	2005
Bridge Creek Watershed Land Acquisition	1 M	1	X	X	X	X	X	X	X	1992
Kachemak Bay Tidal Power – Feasibility and Conceptual Design	1.28 M	1	X	X	X	X	X	X	X	2009
Natural Gas Pipeline – Anchor Point to Homer	8.53 M	1	X	X	X	X	X	X	X	2010
Sewer Treatment Plan Bio-solids Treatment Improvements	5.245 M	1	X	X	X	X	X	X	X	2009
Water Storage/Distribution Improvements	3.9 M	2	X	X	X	X	X	X	X	2009
EQUIPMENT										
Brush/Wildland Firefighting Truck	120,000	2	X	X	X	X	X	X	X	2009
Fire Engine 4 Refurbishment	150,000	1	X	X	X	X	X	X	X	2009
Firefighting Enhancement /Aerial Truck	800,000	1	X	X	X	X	X	X	X	1992
Fire Pump Testing Trailer	70,000	2	X	X	X	X	X	X	X	2009
Outside Dock Fenders	80,000	2	X	X	X	X	X	X	X	2003
Tide Gauge/Meteorological Station	210,000	3	X	X	X	X	X	X	X	2004

CITY OF HOMER LONG-RANGE CAPITAL PROJECTS

The following projects have been identified as long-range capital needs but have not been included in the 2011-2016 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the 6-year CIP.

Within each category below (Roads and Trails, Structures, Utilities), projects are listed in alphabetical order.

ROADS AND TRAILS

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

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

Cost: \$1.75 million Priority Level 3

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

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

Cost: \$3 million Priority Level 3

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

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

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

Cost: \$250,000 Priority Level 3

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

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

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

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

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

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

The 1.3 mile Homer Coastal Trail would be completed in three phases. Phase 1 will be to install rip-rap revetment and construct a paved asphalt pedestrian trail along the top of the new Ocean Bluff seawall, providing a route along this previously difficult-to-access section of the coast. Phase 2 will involve construction of a bridge over Beluga Slough and a boardwalk trail through the intertidal zone west to Bishop's Beach. Phase 3 will provide a boardwalk trail from the seawall to Mariner Park. The new trail will connect with the existing Beluga Slough trail and Homer Spit Trail. It will be enjoyed by hundreds of visitors and residents each year, contributing to quality of life and economic development.

Cost: Phase 1—\$2.5 million Phase 2—\$1.2 million Phase 3—\$1.5 million Priority Level 3

STRUCTURES

Downtown Restroom. It is expected that one public restroom facility will be built in a downtown location before 2014. This project will provide an additional downtown restroom for the benefit of residents and visitors. Currently, the only public restroom facilities along Pioneer Avenue are in City Hall. With proposed "Town Center" development, the need for restroom facilities will increase as more people frequent the downtown area. The specific location will depend on Town Center development and on where the first downtown restroom is located.

Cost: \$400,000 Priority Level 3

End of the Road Wayside, Phase 2. Phase 2 of this project will construct a plumbed bathroom.

Cost: \$400,000 Priority Level 3

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

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

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

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer's Town Center. In August 2005, the Homer City Council passed Resolution 05-

86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

Cost: \$5 million Priority Level 3

Homer Fire Station. The Homer Fire Station is now more than 28 years old and badly in need of replacement. Fire Department staff and volunteers are completely out of space. However, it has become clear that expanding the current facility is neither desirable or practical.

Examples of deficiencies in the current facility include:

- Emergency vehicles are parked outside, resulting in response delays in winter, accelerated deterioration, and security issues.
- Inadequate training space resulting in conflicts, cancellations, and delays.
- Acute shortage of storage space.
- Current facility does not meet fire station design criteria with separated biohazard decontamination/cleaning areas or separated storage areas for clean medical supplies.
- Current facility does not provide adequate protection from diesel exhaust emissions.
- Current facility lacks space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.
- The building lacks room for health and fitness equipment.
- Current space is often inadequate for conferences and meetings.

A new fire station in Homer will provide area-wide public safety benefit. Agencies such as the Police, Coast Guard, and State Parks personnel use the Homer Fire Station training room for classes and would benefit from a new, larger facility.

Cost: Site acquisition/concept design—\$800,000 Final design/site prep—\$800,000
Construction—\$5.5 M Priority Level 2

Note: A new fire station and fire training facility could be built in conjunction with a new police station and firearms training facility. A combined public safety facility, where certain areas are shared between the Police and Fire departments, would be less expensive to build and operate than if each facility is constructed separately. Some preliminary planning for such a facility has already been completed, through a space needs study conducted in 2006.

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

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

Cost: \$400,000 Priority Level 3

Homer Police Station. The Homer Police Station was built in stages from 1975 to 1983. The building is aging and it is time to plan for its replacement. The lot that the police station is on is not large enough to allow for continued expansion.

The existing facility is inadequate in space and design to meet the Police Department's current and future needs in several capacities. Particularly serious problems exist in the current jail spaces. Examples of problems throughout the facility include:

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- Inadequate training and exercise spaces
- Shortage of storage space
- Health and safety deficiencies primarily involving an inadequate ventilation system
- No area for evidence processing of large items
- No crisis cell for special needs prisoners
- Poorly designed jail entry area, booking room, and jail office spaces
- Inadequate space for communications equipment required for dispatch operations
- Existing dispatch spaces are too small for current and projected operational needs
- Unsafe and improper juvenile holding area
- Lack of adequate outside parking, both open and garaged

A new police station in Homer will benefit public safety area-wide. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide radio dispatching and support services to a host of agencies. The new facility will incorporate safety enhancements for all police personnel, reducing potential liability to the City.

Cost: Site acquisition/conceptual design—\$550,000 Design/site preparation—\$550,000

Construction—\$4.5 million Priority Level 2

Note: A new Police Station could be built in conjunction with a new fire station. A combined facility would be less expensive to build and operate than if each facility is constructed separately. Certain areas could be shared between the two departments. A space needs study conducted in 2006 determined that a combined facility which includes indoor shooting lanes would require approximately 38,650 square feet.

Jack Gist Park Restroom. Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park. The proposed project will construct a restroom facility at Jack Gist Park, completing Phase 1 development. (Other aspects of Phase 1 are to be completed before 2014.)

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 2. Phase 2 park improvements will include Woodard Creek restoration, park entrance road realignment, west side parking, east side parking, Woodard Creek Trail construction (including a bridge to South Peninsula Hospital), and further landscaping improvements.

Cost: \$570,000 Priority Level 2

Mariner Park Improvements, Phase 2. This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements.

Phase 1 improvements are scheduled for completion in 2010-2014. Phase 2 improvements will construct a tunnel under the Spit Road to provide safe pedestrian access to the Homer Spit Trail, develop a central pavilion to serve as a picnic/barbecue area, on the inside of the storm berm, develop fee camping sites on the side of the park closest to the road, with day-use parking on the ocean side, construct a kiosk with information about the Mariner Park area, and improve the appearance of Mariner Park through landscape architecture consistent with the natural environment.

Cost: \$450,000 for tunnel; \$150,000 for pavilion, camp sites, and kiosk; \$75,000 for landscaping.

Total: \$675,000 Priority Level 3

Public Restrooms – Homer Spit. With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2010. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- The restroom at Ramp 5 is in poor condition and needs to be replaced. It is used by campers as well as by harbor users.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

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

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

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

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

Cost: Design—\$500,000

Construction—\$4.5 M

Priority Level 2

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

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

Cost: \$1,000,000

Priority Level 3

UTILITIES

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

Cost: \$400,000

Priority Level 3

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

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

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

**CITY OF HOMER FINANCING ASSUMPTIONS
CAPITAL IMPROVEMENT PROGRAM**

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

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

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

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

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CITY OF HOMER
2011-2016 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2012 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIMEFRAME
City Council approval of schedule	May 24, 2010
Solicit new/revised project information from City departments, local agencies and non-profits	May 25
Input for new draft requested by	June 18
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission July 7, July 21, August 1, August 18 Parks and Recreation Commission July 15 or August 19 Port and Harbor Commission July 28 or August 25 Library Advisory Board July 6 or August 3 Economic Development Commission July 13 or August 10 Transportation Advisory Committee August 17
Administrative review and compilation	August 26-31
City Council worksession to review proposed projects	September 13
Public Hearing on CIP/Legislative request	September 27
Local Election	October 5 (First regular meeting for new Council members: 10/25)
Adoption of resolutions by City Council	October 11
Administration forwards requests for Governor's Budget	by end of October
Administrative compilation of CIP	through end of October
Distribution of CIP and State Legislative Request	beginning November 2010
Compilation/distribution of Federal Request	February 2011

**CITY OF HOMER
PUBLIC HEARING NOTICE
CITY COUNCIL MEETING**

**2011-2016 Capital Improvement Plan & FY 2012 Legislative Request
Ordinances 10-44, 10-45, 10-46, 10-47, 10-48(S), and 10-49(S)**

A public hearing is scheduled for Monday, September 27, 2010 during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

2011-2016 Capital Improvement Plan & FY 2012 Legislative Request

Ordinance 10-44 Internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1044.htm>

Ordinance 10-44, An Ordinance of the City Council of Homer, Alaska, Accepting a 2010 Interoperable Emergency Communications Grant to the City of Homer Port and Harbor from the Alaska Division of Homeland Security and Emergency Management (DHS&EM) in the Amount of \$17,400 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port and Harbor Director.

Ordinance 10-45 Internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1045.htm>

Ordinance 10-45, An Ordinance of the City Council of Homer, Alaska, Amending HCC 1.24.040, By-Laws for Council Procedure, to Incorporate Subsequent Amendments to the Council Agenda Format. Hogan.

Ordinance 10-46 Internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1046.htm>

Ordinance 10-46, An Ordinance Reinstating on a Year-Round-Basis the City of Homer Sales Tax Imposed on Sales of Nonprepared Foods. Lewis.

Ordinance 10-47 Internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1047.htm>

Ordinance 10-47, An Ordinance Amending Homer City Code 8.12.110 "Definitions" to Subject Public Transportation Vehicles Offering Free Transportation Services in Support of an Operator's Primary Business to the Licensing and Permitting Requirements in the Homer City Code. Lewis.

Ordinance 10-48(S) Internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1048.htm>

Ordinance 10-48(S), An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a State of Alaska Legislative Grant for Use Towards Construction of Phase I of the Anchor Point to Homer Natural Gas Pipeline in the Amount of \$525,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Ordinance 10-49(S) Internet address:

<http://clerk.ci.homer.ak.us/ordinance/ord1049.htm>

Ordinance 10-49(S), An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a U.S. Fish and Wildlife Service Grant for the Beluga Slough Trail Replacement Project in the Amount of \$25,000 with a Local Match of \$30,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Public Works Director.

All interested persons are welcomed to attend and give testimony. Written testimony received by the Clerk's Office prior to the meeting will be provided to Council.

** Copies of proposed Ordinances, in entirety, are available for review at Homer City Clerk's Office. Copies of the proposed Ordinances are available for review at City Hall, the Homer Public Library, the City of Homer Kiosks at City Clerk's Office, Captain's Coffee, Harbormaster's Office, and Redden Marine Supply of Homer and the City's homepage - <http://clerk.ci.homer.ak.us>. Contact the Clerk's Office at City Hall if you have any questions. 235-3130, Email: clerk@ci.homer.ak.us or fax 235-3143.

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A-14

Date From	Date To	Crane Hours (Weekly)	Crane YTD	Tons of Ice (Weekly)	YTD Ice
1/3/2011	1/9/2011	6.7	6.7	0 shut down for maintenance	
1/10/2011	1/16/2011	23.5	30.2	0 shut down for maintenance	
1/17/2011	1/23/2011	18.3	48.5	0 shut down for maintenance	
1/24/2011	1/30/2011	18	66.5	0 shut down for maintenance	
1/31/2011	2/6/2011	10.7	77.2	0 shut down for maintenance	
2/7/2011	2/13/2011	19.1	96.3	0 shut down for maintenance	
2/14/2011	2/20/2011	26.8	123.1	0 shut down for maintenance	
2/21/2011	2/27/2011	30.1	153.2	0 shut down for maintenance	
2/28/2011	3/6/2011	58.3	211.5	0 shut down for maintenance	
3/7/2011	3/13/2011	76.3	287.8	57	57
3/14/2011	3/20/2011	79.1	366.9	46	103
3/21/2011	3/27/2011	38	404.9	44	147
3/28/2011	4/3/2011	39.2	444.1	31	178
4/4/2011	4/10/2011	27.1	471.2	21	199
4/11/2011	4/17/2011	56.1	527.3	83	282
4/18/2011	4/24/2011	43.1	570.4	33	315
4/25/2011	5/1/2011	79.7	650.1	81	396
5/2/2011	5/8/2011	62.6	712.7	96	492
5/9/2011	5/15/2011	60.6	773.3	79	571
5/16/2011	5/22/2011	49.7	823	70	641
5/23/2011	5/29/2011	51.9	874.9	97	738
5/30/2011	6/5/2011	73.7	948.6	82	820
6/6/2011	6/12/2011	83	1031.6	77	897
6/13/2011	6/19/2011	91	1122.6	82	979
6/20/2011	6/26/2011	78.1	1200.7	101	1080
6/27/2011	7/3/2011	92.1	1292.8	119	1199
7/4/2011	7/10/2011	75.3	1368.1	133	1332
7/11/2011	7/17/2011	148.5	1516.6	240	1572
7/18/2011	7/24/2011				
7/25/2011	7/31/2011				
8/1/2011	8/7/2011				
8/8/2011	8/14/2011				
8/15/2011	8/21/2011				
8/22/2011	8/28/2011				
8/29/2011	9/4/2011				
9/5/2011	9/11/2011				
9/12/2011	9/18/2011				
9/19/2011	9/25/2011				
9/26/2011	10/2/2011				
10/3/2011	10/9/2011				
10/10/2011	10/16/2011				
10/17/2011	10/23/2011				
10/24/2011	10/30/2011				
10/31/2011	11/6/2011				
11/7/2011	11/13/2011				
11/14/2011	11/20/2011				
11/21/2011	11/27/2011				
11/28/2011	12/4/2011			shut down for maintenance	
12/5/2011	12/11/2011			shut down for maintenance	
12/12/2011	12/18/2011			shut down for maintenance	
12/19/2011	12/25/2011			shut down for maintenance	
12/26/2011	1/1/2012			shut down for maintenance	

Deep Water Dock 2011

DATE	VESSEL	LOA	TIMES	BILLED	#Dock	\$ Dock	Serv Chg
1/9/11	Pacific Wolf & DBL54	395	1800	K-Sea Transp	1	\$ 896.65	\$ 52.00
1/10/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/10/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/11/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/11/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/12/11	Pacific Wolf INSIDE	121		K-Sea Transp	2	\$ 274.67	
1/12/11	DBL 54	300		K-Sea Transp	1	\$ 681.00	
1/13/11	Pacific Wolf INSIDE	121	/0600	K-Sea Transp	2	\$ 274.67	
1/13/11	Pacific Wolf & DBL54	395	0630/	K-Sea Transp	1	\$ 896.65	
1/14/11	Pacific Wolf & DBL54	395		K-Sea Transp	1	\$ 896.65	
1/15/11	Pacific Wolf & DBL54	395		K-Sea Transp	1	\$ 896.65	
1/16/11	Pacific Wolf & DBL54	395	/0945	K-Sea Transp	1	\$ 896.65	
1/17/11	Perseverance	189	0705 /	Cispri	1	\$ 429.03	
1/18/11	Perseverance	189	/1115	Cispri	1	\$ 429.03	
1/19/11	Perseverance	189	1630/	Cispri	1	\$ 429.03	
1/20/11	Perseverance	189	/1430	Cispri	1	\$ 429.03	
2/4/11	Pacific Wolf & DBL54	395	0900/1115	K-Sea Transp	1	\$ 896.65	\$ 52.00
2/19/11	Sea Prince & Barge 360	360	0920 /	Crowley	1	\$ 817.20	\$ 52.00
2/20/11	Sea Prince & Barge 360	360		Crowley	1	\$ 817.20	
2/21/11	Sea Prince & Barge 360	360		Crowley	1	\$ 817.20	
2/22/11	Sea Prince & Barge 360	360	/1700	Crowley	1	\$ 817.20	
3/7/11	Peregrine	85	1300/1400	Peregrine Falcon Inc	1	\$ 192.95	\$ 52.00
3/7/11	Katrina Em	101	1500/1600	Alaskan Access Fis	1	\$ 229.27	\$ 52.00
3/15/11	Perseverance	189	1800/	Cispri	1	\$ 429.03	\$ 52.00
3/16/11	Perseverance	189	1500 /	Cispri	1	\$ 429.03	\$ 52.00
3/17/11	Perseverance	189	1615 /	Cispri	1	\$ 429.03	\$ 52.00
3/18/11	Perseverance	189	0800 /	Cispri	1	\$ 429.03	\$ 52.00
3/22/11	Pacific Wolf	121	1200/1300	K-Sea Transp	2	\$ 42.71	\$ 52.00
3/25/11	Sinuk tug	82	0830/1030	Crowley	1	\$ 186.14	\$ 52.00
3/28/11	Pacific Wolf & DBL54	395	1615/	K-Sea Transp	1	\$ 896.65	\$ 52.00
3/29/11	Pacific Wolf & DBL54	395	2000/	K-Sea Transp	1	\$ 896.65	\$ 52.00
3/30/11	Perseverance	189	1900/	Cispri	1	\$ 429.03	\$ 52.00
3/30/11	Responder barge	168	1900/	Cispri	1	\$ 381.36	
4/1/11	Perseverance	189	/0830	Cispri	1	\$ 429.03	
4/1/11	Responder barge	168	/0830	Cispri	1	\$ 381.36	
4/6/11	Endurance	207	1000/	Alyeska Pipeline	1	\$ 469.89	\$ 52.00
4/7/11	Endurance	207	all day	Alyeska Pipeline	1	\$ 469.89	
4/8/11	Endurance	207	all day	Alyeska Pipeline	1	\$ 469.89	
4/9/11	Endurance	207	/0705 1630/	Alyeska Pipeline	1	\$ 469.89	
4/10/11	Endurance	207	/1945	Alyeska Pipeline	1	\$ 469.89	
4/25/11	Perseverance	189	2230/	Cispri	1	\$ 429.03	\$ 52.00
4/25/11	Responder barge	168	2230/	Cispri	1	\$ 381.36	
4/26/11	Perseverance	189	/0800	Cispri	1	\$ 429.03	
4/26/11	Responder barge	168	/0800	Cispri	1	\$ 381.36	
4/27/11	Perseverance	189	all day	Cispri	1	\$ 429.03	
4/27/11	Responder barge	168	all day	Cispri	1	\$ 381.36	
4/28/11	Perseverance	189	/0945 1800/	Cispri	1	\$ 429.03	
4/28/11	Responder barge	168	/0945 1800/	Cispri	1	\$ 381.36	
5/3/11	Helena B	177	1230/1900	Bruce Flannigan	1	\$ 401.79	\$ 52.00
5/6/11	Sea Prince	119	1400/	Crowley	2	\$ 135.06	\$ 52.00

Gal.	\$	194.05	minimum charge
	\$102.00	CONX	
	Charged	Conx Fee	
13720	\$	532.47	\$ 102.00
3000	\$	194.05	\$ 102.00
2950	\$	194.05	\$ 102.00
2000	\$	194.05	\$ 102.00
1370	\$	194.05	\$ 102.00
6000	\$	232.86	\$ 102.00
3900	\$	194.05	\$ 102.00
2270	\$	194.05	\$ 102.00
3000	\$	194.05	\$ 102.00
2000	\$	194.05	\$ 102.00
5000	\$	194.05	\$ 102.00
41540	\$	1,612.17	\$ 102.00
3000	nc		
11000	\$	426.91	\$ 102.00
2000	NC		
4000	NC		
58300	\$	2,262.62	\$ 102.00
44000	\$	1,707.64	\$ 102.00
2000	nc		
2000	nc		
4000	nc	194.05	\$ 102.00
300	nc		
3000	NC		
3000	nc		
3000	nc		
223350	\$	8,715.17	\$ 1,632.00

0
0
0

Case No.	Date	Time	Location	Remarks
1001	10/10/19	10:00	1001	...
1002	10/10/19	10:05	1002	...
1003	10/10/19	10:10	1003	...
1004	10/10/19	10:15	1004	...
1005	10/10/19	10:20	1005	...
1006	10/10/19	10:25	1006	...
1007	10/10/19	10:30	1007	...
1008	10/10/19	10:35	1008	...
1009	10/10/19	10:40	1009	...
1010	10/10/19	10:45	1010	...
1011	10/10/19	10:50	1011	...
1012	10/10/19	10:55	1012	...
1013	10/10/19	11:00	1013	...
1014	10/10/19	11:05	1014	...
1015	10/10/19	11:10	1015	...
1016	10/10/19	11:15	1016	...
1017	10/10/19	11:20	1017	...
1018	10/10/19	11:25	1018	...
1019	10/10/19	11:30	1019	...
1020	10/10/19	11:35	1020	...
1021	10/10/19	11:40	1021	...
1022	10/10/19	11:45	1022	...
1023	10/10/19	11:50	1023	...
1024	10/10/19	11:55	1024	...
1025	10/10/19	12:00	1025	...
1026	10/10/19	12:05	1026	...
1027	10/10/19	12:10	1027	...
1028	10/10/19	12:15	1028	...
1029	10/10/19	12:20	1029	...
1030	10/10/19	12:25	1030	...
1031	10/10/19	12:30	1031	...
1032	10/10/19	12:35	1032	...
1033	10/10/19	12:40	1033	...
1034	10/10/19	12:45	1034	...
1035	10/10/19	12:50	1035	...
1036	10/10/19	12:55	1036	...
1037	10/10/19	13:00	1037	...
1038	10/10/19	13:05	1038	...
1039	10/10/19	13:10	1039	...
1040	10/10/19	13:15	1040	...
1041	10/10/19	13:20	1041	...
1042	10/10/19	13:25	1042	...
1043	10/10/19	13:30	1043	...
1044	10/10/19	13:35	1044	...
1045	10/10/19	13:40	1045	...
1046	10/10/19	13:45	1046	...
1047	10/10/19	13:50	1047	...
1048	10/10/19	13:55	1048	...
1049	10/10/19	14:00	1049	...
1050	10/10/19	14:05	1050	...
1051	10/10/19	14:10	1051	...
1052	10/10/19	14:15	1052	...
1053	10/10/19	14:20	1053	...
1054	10/10/19	14:25	1054	...
1055	10/10/19	14:30	1055	...
1056	10/10/19	14:35	1056	...
1057	10/10/19	14:40	1057	...
1058	10/10/19	14:45	1058	...
1059	10/10/19	14:50	1059	...
1060	10/10/19	14:55	1060	...
1061	10/10/19	15:00	1061	...
1062	10/10/19	15:05	1062	...
1063	10/10/19	15:10	1063	...
1064	10/10/19	15:15	1064	...
1065	10/10/19	15:20	1065	...
1066	10/10/19	15:25	1066	...
1067	10/10/19	15:30	1067	...
1068	10/10/19	15:35	1068	...
1069	10/10/19	15:40	1069	...
1070	10/10/19	15:45	1070	...
1071	10/10/19	15:50	1071	...
1072	10/10/19	15:55	1072	...
1073	10/10/19	16:00	1073	...
1074	10/10/19	16:05	1074	...
1075	10/10/19	16:10	1075	...
1076	10/10/19	16:15	1076	...
1077	10/10/19	16:20	1077	...
1078	10/10/19	16:25	1078	...
1079	10/10/19	16:30	1079	...
1080	10/10/19	16:35	1080	...
1081	10/10/19	16:40	1081	...
1082	10/10/19	16:45	1082	...
1083	10/10/19	16:50	1083	...
1084	10/10/19	16:55	1084	...
1085	10/10/19	17:00	1085	...
1086	10/10/19	17:05	1086	...
1087	10/10/19	17:10	1087	...
1088	10/10/19	17:15	1088	...
1089	10/10/19	17:20	1089	...
1090	10/10/19	17:25	1090	...
1091	10/10/19	17:30	1091	...
1092	10/10/19	17:35	1092	...
1093	10/10/19	17:40	1093	...
1094	10/10/19	17:45	1094	...
1095	10/10/19	17:50	1095	...
1096	10/10/19	17:55	1096	...
1097	10/10/19	18:00	1097	...
1098	10/10/19	18:05	1098	...
1099	10/10/19	18:10	1099	...
1100	10/10/19	18:15	1100	...

LAWRENCE, DORIS

Table 1. Summary of the 1997-1998 Survey
Number of respondents by age group and gender

Age Group	Gender	Number of respondents		Total	Percentage of total
		Male	Female		
18-24	Male	10	15	25	12.5%
	Female	15	20	35	17.5%
25-34	Male	20	30	50	25%
	Female	30	40	70	35%
35-44	Male	30	40	70	35%
	Female	40	50	90	45%
45-54	Male	40	50	90	45%
	Female	50	60	110	55%
55-64	Male	50	60	110	55%
	Female	60	70	130	65%
65-74	Male	60	70	130	65%
	Female	70	80	150	75%
75-84	Male	70	80	150	75%
	Female	80	90	170	85%
85+	Male	80	90	170	85%
	Female	90	100	190	95%
Total		1000	1000	2000	100%



City of Homer

Port / Harbor

4350 Homer Spit Road
Homer, Alaska 99603-8005

Telephone (907) 235-3160
Fax (907) 235-3152
E-mail port@ci.homer.ak.us
Web Site <http://port.ci.homer.ak.us>

MEMORANDUM

TO: HOMER CITY COUNCIL & WALT WREDE, CITY MANAGER
FROM: BRYAN HAWKINS, PORT DIRECTOR/HARBORMASTER
SUBJECT: LONG TERM PARKING FINES ON THE HOMER SPIT
DATE: JULY 19, 2011

Background

During the Port and Harbor Advisory Commission's last meeting, the commission recognized that a vehicle owner could amass a large fine while away fishing if they either failed to recognize the new parking regulations or were unable to purchase a seasonal pass for whatever reason. The Port Commission therefore recommends to City Council to put a \$250.00 limit on the long term parking fine on the spit with \$200.00 going toward the long term permit.

Recommendation

Adopt Resolution 11-074 to reflect this recommendation. Maximum fine for vehicles parked in excess of the 7 day rule will be \$250.00, of which \$200.00 will be used to purchase an annual long term parking pass.

Attachments: Resolution 11-034
Ordinance 11-15
Port & Harbor Commission Meeting Minutes June 22, 2011

**CITY OF HOMER
HOMER, ALASKA**

**City Manager/Port and
Harbor Advisory Commission/
Port and Harbor Director**

RESOLUTION 11-034(S)

**A RESOLUTION OF THE CITY COUNCIL OF HOMER,
ALASKA, APPROVING A LONG TERM PARKING PLAN
FOR THE PORT AND HARBOR AREA ON THE HOMER
SPIT.**

WHEREAS, Long term parking in the port and harbor area has been an issue of concern for many years and has generated a great deal of discussion; and

WHEREAS, The Draft Homer Spit Comprehensive Plan recommends that a permitting system be established to provide for long term parking there; and

WHEREAS, A long term parking plan and permitting system would better meet the needs of port and harbor customers and user groups, provide for a more orderly and efficient use of space, and generate revenues for future parking improvements; and

WHEREAS, The Port and Harbor Advisory Commission has approved a long term parking plan and has submitted a set of recommendations to the Council for consideration.

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby approves the long term parking plan for the port and harbor area as submitted by the Port and Harbor Advisory Commission, described in Memorandum 11-046 dated February 15, 2011 to the Commission and Memorandum 11-047 dated March 16, 2011 to the Council, both of which are attached and incorporated herein.

BE IT FURTHER RESOLVED that the Council specifically approves the following key components of the "Plan"

- Long term parking annual permit fee: \$200.00
- Long Term Parking annual permit fee for vessel owners paying annual moorage: \$100.00
- Long term parking enforcement year around
- Annual permits for day use parking (Ramps 1-4) available for legal vehicles 20' or less still subject to 7 day rule: \$250.00
- Parking lot restrictions for long term parking, May 1 through October 1, as depicted on attached map

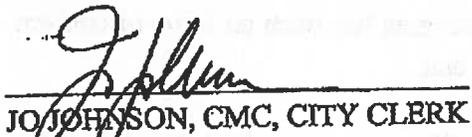
- Existing code definitions for vehicles, junk vehicles, and fines for violations apply
- Fines, \$25.00 per day

PASSED AND ADOPTED by the Homer City Council this 29th day of March, 2011.



CITY OF HOMER


JAMES C. HORNADAY, MAYOR


JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Signage, supplies, estimated cost less than \$5,000.

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**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Port and Harbor Director

ORDINANCE 11-15

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE 10.04.100, VEHICLES AND OTHER WHEELED CONVEYANCES; AND HOMER CITY CODE 10.04.110, VIOLATION--PENALTY; REGARDING THE REGULATION OF PARKING IN THE HARBOR AREA.

THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code 10.04.100, Vehicles and other wheeled conveyances, is amended to read as follows:

10.04.100 Vehicles and other wheeled conveyances. a. The harbormaster may designate restricted parking areas in the harbor area. In a restricted parking area, the harbormaster may:

- (1) Establish time limits for parking;
- (2) Designate areas for paid parking, and establish fees for paid parking there; and
- (3) Designate areas for permit parking, and establish the fees and qualifications for obtaining a permit.

"Restricted parking" areas pertain to the parking of any vehicle or trailer, private or commercial.

b. The harbormaster shall notify the public of time limits in restricted parking areas, fees required to park in restricted parking areas, and permit requirements for parking in restricted parking areas by the placement of official traffic control devices. No person may stop, stand or park a vehicle in violation of such an official traffic control device. Every day in which such a violation continues shall constitute a separate offense.

c. No person other than an employee of the City or other person acting on City business shall drive a vehicle upon the inside gravel slope of the Small Boat Harbor except in case of emergency. Parking or leaving boats, trailers and/or other vehicles and equipment related thereto by the public shall be limited to specific areas designated for such use.

d. Hauling out boats on skids is prohibited unless approved in advance by the harbormaster.

Section 2. Homer City Code 10.04.110, Violation--Penalty, is amended to read as follows:

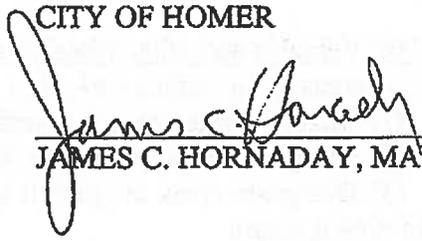
10.04.110 Violation--Penalty. a. Except as provided in (b) of this section, any violation of the provisions contained in this title or regulations adopted pursuant to this title shall be unlawful and punishable as provided in Section 1.16.010 of this Code.

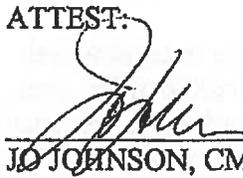
b. A violation of HCC 10.04.100(b) is amenable to disposition without court appearance upon payment of a fine in the amount of \$25.00. The person cited for the violation may mail or personally deliver to the clerk of court the amount of the fine plus any surcharge required to be imposed by AS 29.25.074, together with a copy of the citation signed by the person indicating

47 the person's waiver of court appearance, entry of plea of no contest, and forfeiture of the fine.
48 The payment of a fine under this subsection shall be treated as a judgment of conviction. The
49 fine paid is complete satisfaction for the offense. If a person cited for a violation of HCC
50 10.04.100(b) appears in court to contest the citation and is found guilty, the maximum sentence
51 which may be imposed is the scheduled fine amount plus any surcharge required to be imposed
52 by AS 29.25.074.

53
54 Section 3. This Ordinance is of a permanent and general character and shall be included
55 in the City Code.

56
57 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 9th day of May,
58 2011.

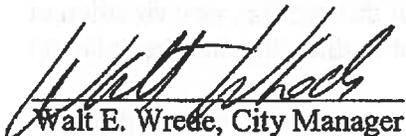
60 CITY OF HOMER
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64 JAMES C. HORNADAY, MAYOR
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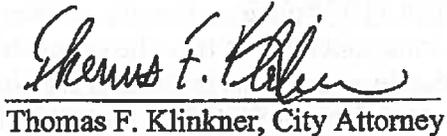
66 ATTEST:
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70 JO JOHNSON, CMC, CITY CLERK
71

72 YES: 5
73 NO: 0
74 ABSTAIN: 0
75 ABSENT: 1
76

77 First Reading: 4/25/11
78 Public Hearing: 5/09/11
79 Second Reading: 5/10/11
80 Effective Date: 5/10/11
81

82 Reviewed and approved as to form:

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86 Walt E. Wreche, City Manager
87

83
84 
85
86 Thomas F. Klinkner, City Attorney
87

88 Date: 5/13/11

Date: 5-17-11

PORT AND HARBOR ADVISORY COMMISSION
REGULAR MEETING
JUNE 22, 2011

A. Discussion of Capping Long Term Parking Fines at \$250

Harbormaster Hawkins commented that quite a few citations have been given out for people parked over seven days, including citations for boat trailers. His goal is to make every effort to contact owners and have them remove their vehicle or trailer from the spit. They have been writing a citation and then attempting to contact. They are trying to avoid owning or impounding anyone's vehicles. He has been advising people that there aren't going to be changes made mid season and recommend they write letters to the Port and Harbor Commission and we will review the results in the fall.

Commissioner Zimmerman commented that the ordinance doesn't affect seasonal parking; it deals with year round parking. He recognized the time it takes to get through the City Council's schedule but doesn't see a reason to put it off. He proposes a \$250 ceiling on long term parking fines, with \$200 paying for the annual parking pass. If someone goes out fishing they come back and have a long term parking pass and a \$50 fine. He said he thought this is something the Commission passed on to Council.

ZIMMERMAN/HOWARD MOVED THAT THE PORT AND HARBOR COMMISSION RECOMMEND TO COUNCIL TO PUT A \$250 LIMIT ON THE LONG TERM PARKING FINE ON THE SPIT WITH \$200 GOING TOWARD THE LONG TERM PERMIT.

There was discussion supporting the motion. While the Commission agrees that normally it would be best to go to the council with a packet of information to consider at one time, the potential issues that could come from dealing with this administratively for a time would make it appropriate to bring it forward for Council approval. There was further discussion to clarify that this will require an ordinance to amend what was recently adopted in Code.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

NEW BUSINESS

No new business items scheduled.

INFORMATIONAL ITEMS

- A. Harbormaster's Monthly Statistical Report for May 2011
- B. Weekly Crane and Ice Report
- C. Deep Water Dock Report
- D. Pioneer Dock Report
- E. Pioneer Dock Ferry Landings Report
- F. Resolution 11-053 Re: Water Infrastructure Set Aside Funding Program
- G. Resolution 11-058 Re: Dredge Spoils Contracts
- H. Resolution 11-060 Re: Establishing a Port & Harbor Improvement Revenue Bonding Plan
- I. Strategic Plan
- J. Lease Expirations as of 2/17/11
- K. Commissioner Attendance Schedule for City Council Meetings

1 CITY OF HOMER
2 HOMER, ALASKA

3 City Clerk/
4 Port and Harbor Advisory Commission

5 RESOLUTION 11-074
6

7 A RESOLUTION OF THE CITY COUNCIL OF HOMER,
8 ALASKA, AMENDING THE FEE SCHEDULE FOR PORT
9 AND HARBOR LONG TERM PARKING FINES.
10

11 WHEREAS, The Port and Harbor Advisory Commission approved a Long Term Parking
12 Plan; and
13

14 WHEREAS, City Council approved the Long Term Parking Plan via Resolution 11-
15 034(S) and adopted Resolution 11-036(A)(S) to amend the Fee Schedule to reflect the long term
16 parking fees; and
17

18 WHEREAS, The Port and Harbor Advisory Commission subsequently recommended a
19 \$250.00 limit per calendar year be placed on the fines associated with long term parking
20 violations, with \$200.00 of the fine credited towards the long term parking annual permit.
21

22 NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the City
23 of Homer Fee Schedule as follows:
24

25 PARKING FEES

26 Parking fees to be collected at Ramp 1, Ramp 2, Ramp 3 and Ramp 4 seasonally (Memorial Day
27 through Labor Day). Parking fee is \$5 per calendar day. Posted parking time limits will be
28 established and enforced as per Homer city code 10.04.100.

29 Seasonal permits for day use parking (Ramps 1-4): \$250.00.

30 Long Term parking permits required for Vehicles 20' or less parked in excess of seven (7)
31 Consecutive 24-hour days.

32 Long Term parking annual permit (January 1st through December 31st): fee \$200.00.

33 Long Term Parking annual permit fee for vessel owners paying annual moorage in the Homer
34 Harbor: fee \$100.00.

35 Vehicles over 20' and trailers are not
36 eligible for long term parking permits.

37 Long term parking will be enforced year around.

38 Parking lot restrictions for long term parking, May 1 through October 1, as depicted on attached
39 map (Attachment A).

40 Existing code definitions for Restricted parking, vehicles, junk vehicles, and fines for violations
41 apply.

42 Fines, \$25.00 per calendar day-, **limited to \$250.00 fine per calendar year, with \$200.00 of the**
43 **fine credited towards the long term parking annual permit.**
44

45 PASSED AND ADOPTED by the City Council of Homer, Alaska, this 25th day of July,
46 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Revenue amounts not defined in CY2011 budget.

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**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Port and Harbor Director

RESOLUTION 11-075

A RESOLUTION OF THE CITY COUNCIL OF HOMER,
ALASKA, AMENDING THE PORT OF HOMER TERMINAL
TARIFF NO. 600 TO PROVIDE FOR LONG TERM PARKING
VIOLATION FINES.

WHEREAS, A Long Term Parking Plan was adopted via Resolution 11-034(S), with parking fees included in the Port of Homer Terminal Tariff No. 600 via Resolution 11-040(A); and

WHEREAS, The Port and Harbor Advisory Commission subsequently recommended a limit on the amount of long term parking violation fines per calendar year, with monies of the fine credited towards the long term parking annual permit.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby amends the Port of Homer Terminal Tariff No. 600 as follows:

RULE: 34.31 – PARKING FEES

Parking fees to be collected at Ramp 1, Ramp 2, Ramp 3 and Ramp 4 seasonally (Memorial Day through Labor Day). Parking fee is \$5 per calendar day. Posted parking time limits will be established and enforced as per Homer City Code 10.04.100.

(a) LONG TERM PARKING PERMITS

Vehicles over 20' and trailers are not eligible for long term parking permits.

- (1) Seasonal permits for day use parking (Ramps 1-4): \$250.00.
- (2) Long Term parking permits required for vehicles 20' or less parked in excess of seven (7) consecutive 24-hour days.
- (3) Long Term Parking annual permit fee for vessel owners paying annual moorage in the Homer Harbor: fee \$100.00.
- (4) Long Term parking annual permit (January 1st through December 31st): fee \$200.00.
- (5) Long term parking will be enforced year around.
- (6) Parking lot restrictions for long term parking, May 1 through October 1, as depicted on harbor map (Resolution 11-036(A)).

50 (7) Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for
51 violations apply. Fines, \$25.00 per calendar day-, **limited to \$250.00 fine per calendar year,**
52 **with \$200.00 of the fine credited towards the long term parking annual permit.**

53
54 PASSED AND ADOPTED by the City Council of Homer, Alaska, this 25th day of July,
55 2011.

56
57 CITY OF HOMER

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61 JAMES C. HORNADAY, MAYOR

62 ATTEST:

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64
65 JO JOHNSON, CMC, CITY CLERK

66
67 Fiscal Note: Revenue amounts not defined in CY2011 budget.

Port and Harbor Advisory Commission Strategic Plan - 2011

Mission statement:

Act in an advisory capacity to the City Manager and the City Council on the problems and development of the City Port and Harbor facilities. Consideration may include the physical facilities, possible future development and recommendations on land use within the Port and Harbor areas.

Overall Goals:

1. Conduct faster, more productive meetings
2. Become a more effective Commission - provide timely, relevant comment to the City Council on Port and Harbor issues
3. Have a better understanding of the budget process
4. Establish committees when needed to work on specific tasks

Short Term Goals - less than 6 months or by the end of 2011 (not prioritized)

1. Conduct more efficient meetings
2. Improve Harbor Recycling Efforts
3. Parking- Encourage administration/Council to gain greater control
4. Gain a better understanding of the budget process, and provide comments to the Administration (Harbormaster, City Manager) in a timely manner for possible inclusion in the 2012 budget.
5. Develop a strategy to work with the City Council
6. Improvements to Barge Ramp - facilities need to be repaired and replaced due to increased usage.

Midterm Goals 1-3 years (2012-2014)

1. Continue to refine City Leasing Policies
2. Continue to understand the budget, include setting fees, and dedication of sales tax
3. Lobby for restroom access on Fish Dock Road
4. Lobby Council for funds to create a port marketing plan
5. Improvements to Barge Terminal Facility
6. Container Freight System - Support Staff in research and market analysis regarding interest, cost effectiveness and benefits to the Kenai Peninsula

Long Term 5 or more years (2016-??)

1. Build a new harbormaster office
2. Encourage the City to lobby ACOE and the state to address erosion control on the Spit, both on the west side and the harbor side
3. Long range harbor planning, east harbor expansion

Action Plan - Who does what, and when?

Staff

- Provide yearly information about the budget
- Inform the Commission of City Council actions and discussion of Harbor issues

Commission

- Attend City Council meetings as assigned
- Attend work sessions and training opportunities
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information
- Request a City Council member attend Port and Harbor meetings
- Ask questions about the budget process. Request information from the Harbormaster.

Clerks

- Help the Commission learn to be more efficient and effective
- Help the Commission learn to better communicate with the City Council (Memorandums vs Resolutions and Ordinances)

Homer Spit Lease Expiration Calendar

updated 1/6/11 rev. 2/17/11

Lease Expires	Leaseholder	Details	Action
7/31/2010	Fish Factory	6 mos. Lease Expires	Paying month-to-month til completion of construction brings Lot 12A up to code for lease amendment to include 12B strip
8/14/2010	Alaska Custom Seafoods	lease expires; no options remain	Lease negotiations currently in progress with Alaska Custom Seafoods
9/23/2010	Peninsula Scrap	9 mo. lease expires	scrap meter stored on chip pad
9/30/2010	Snug Harbor	lease expires	Lease negotiations currently in progress with Snug Harbor Seafoods
5/18/2011	Bruin Bay, LLC	lease expires	
9/10/2011	Homer Spit Campground	Approved by Council for New Lease 2/15/11	New Lease 10 yr w/2 five yr options
12/9/2011	Pier One	lease expires	term-5 years; \$1/yr
4/15/2012	Dockside Two	lease expires; no options remain	
3/31/2013	Sportsman Supply	lease expires; one 5 yr option	
3/31/2013	AK High Hopes-Bob's Trophy Charters	lease expires; one 5 yr option	
11/1/2013	Southcentral Radar	lease expires; two 5 yr options	
11/30/2013	Harbor Ent. Coal Pt.	lease expires; one 5 yr option	
3/3/2014	ACS MACTel cellular	lease expires; no options remain	\$12/yr
7/31/2014	Kachemak Port Services	lease expires; two 1 yr options	
12/31/2014	Happy Face Restaurant	lease expires; no options remain	
11/30/2015	Mike Yourkowski	lease expires; one 10 yr option	
2/1/2016	El Pescador	lease expires; no options remain	
9/30/2016	USCG-Pioneer Dock	lease expires; no options remain	
9/30/2016	USCG-Roanoke Is.	lease expires? Not in file	
12/1/2018	Harbor Ent. 30 acres	lease expires; no options remain	
3/31/2020	Fish Factory	lease expires; two 10 yr options	
9/30/2023	USCG-Lot #20 by PD	lease expires; no options remain	
1/31/2026	Salty Dawg	lease expires; no options remain	
3/31/2028	Harbor Leasing LLC	lease expires; two 5 yr options	
1/13/2029	AK Marine Highway	Land Use Permit-NO LONGER IN AFFECT	Superseded by 2010 Lease Agreement
9/14/2029	Icicle Seafoods	lease expires; no options remain	
11/1/2029	Homer Ent. Sport Shed	lease expires; two 5 year options remain	
5/31/2030	Seldovia Village Tribe	Lease Expires; two 5 year options	
4/30/2060	AK Marine Highway	lease expires	

2011 Homer City Council Meetings
Port & Harbor Advisory Commission Attendance

It is a 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 the Council approves the consent agenda, there is a spot for visitors, and then agenda item number seven, announcements, reports from Commissions, the Borough, etc. That is when you would jump up and speak. If the mayor moves on to public hearings, you have waited too long! Typically if there is no visitor or special presentation, you would be talking within the first half hour (or less) of the Council meeting. The Regular meeting start time is 6:00 p.m.

Each commissioner is assigned a month and is responsible for attending one of the two council meetings, ***OR finding another commissioner to do it in their place*** if they will not be attending the meeting.

<u>Meeting Date</u>	<u>Commissioner</u>
January 10, 24	<u>ZIMMERMAN</u>
February 15, 28	<u>CARROLL</u>
March 14, 29(Tuesday)	<u>WEDIN</u>
April 11, 25	<u>HARTLEY</u>
May 9, 23	<u>ULMER</u>
June 13, 27	<u>HOWARD</u>
July 25	<u>ZIMMERMAN</u>
August 8, 22	<u>ULMER</u>
September 12, 26	<u>SEPTEMBER</u>
October 10, 24	<u>WEDIN</u>
November 28	<u>HOTTMANN</u>
December 12	<u>HOTTMANN</u>

Budget is given to department heads in July, August to return to city manager for first presentation to council on September.

Budget related council meetings, check schedule at that time: October, November, December

The regular December meeting is when the Budget is finally approved by City Council.

Any Special Meetings are usually schedule the first Monday of the month.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY

The following table shows the results of the analysis of the sample. The values are given in percent of the total weight of the sample.

The sample was found to contain the following elements:

Element	Percentage
Carbon	65.2
Hydrogen	10.5
Nitrogen	12.8
Oxygen	11.5

The molecular weight of the compound is estimated to be approximately 150.

The compound is soluble in water and alcohol. It is stable in air and does not decompose at room temperature.