



Homer City Hall
491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

City of Homer Agenda

City Council Special Meeting

Monday, August 29, 2022 at 5:00 PM

In Person at City Hall Cowles Council Chambers and Zoom Webinar

<https://cityofhomer.zoom.us/j/92222013235?pwd=ZS9ybzMvWXd2WXNna3ozYmF5cXRmdz09>

Or Dial: +1 669 900 6833 or +1 253 215 8782 or Toll Free 877 853 5247 or 888 788 0099

Webinar ID: 922 2201 3235 Passcode: 411958

CALL TO ORDER, 5:00 P.M.

Council Member Davis requests excusal.

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 6)

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

PENDING BUSINESS

NEW BUSINESS

- a.** Ordinance 22-52, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Appropriating \$275,000 from the General Fund Fund Balance as a Contribution to Settlement of a Disputed Claim in Superior Court Case Number 3HO-20-00251CI and Authorizing the City Manager to Negotiate and Execute a Full, Complete and Total Settlement Agreement in Compromise of a Disputed Claim. City Manager/Finance Director. Introduction August 29, 2022, Public Hearing and Second Reading September 12, 2022.
- b.** Memorandum 22-145 from City Clerk Re: Ordinance 22-25 Establishing a Non-Motorized Transportation Opportunity Fund.

COMMENTS OF THE AUDIENCE

ADJOURNMENT

Next Regular Meeting is Monday, September 12, 2022 at 6:00 p.m., Committee of the Whole at 5:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

ORDINANCE REFERENCE SHEET
2022 ORDINANCE
ORDINANCE 22-52

An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget by Appropriating \$275,000 from the General Fund Fund Balance as a Contribution to Settlement of a Disputed Claim in Superior Court Case Number 3HO-20-00251CI and Authorizing the City Manager to Negotiate and Execute a Full, Complete and Total Settlement Agreement in Compromise of a Disputed Claim.

Sponsor: City Manager/Finance Director

1. City Council Special Meeting August 29, 2022 Introduction

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Finance Director

ORDINANCE 22-52

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING THE FY 23 CAPITAL BUDGET BY APPROPRIATING \$275,000 FROM THE GENERAL FUND FUND BALANCE AS A CONTRIBUTION TO SETTLEMENT OF A DISPUTED CLAIM IN SUPERIOR COURT CASE NUMBER 3HO-20-00251 CI AND AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE A FULL, COMPLETE AND TOTAL SETTLEMENT AGREEMENT IN COMPROMISE OF A DISPUTED CLAIM.

WHEREAS, The City of Homer (City) was served with a superior court complaint in in the above referenced case which alleged damages to property; and

WHEREAS, The City answered the complaint denying the allegations and asserting numerous defenses; and

WHEREAS, The parties agreed to amicably settle the case without any admission of liability to be memorialized in a release and settlement agreement which will be executed by all the parties to the case; and

WHEREAS, The Alaska Municipal League Joint Insurance Association and the City will each contribute \$275,000 towards settlement of the above referenced case for a full, complete and total settlement of \$550,000 to be paid to the plaintiffs upon execution of a release and settlement agreement in the above referenced case.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The City Council of Homer hereby amends the FY23 Capital Budget to appropriate \$275,000 as a contribution to the settlement of the disputed claim in the above referenced case conditioned upon the execution of a Release and Settlement Agreement signed by all the parties as follows:

<u>Fund</u>	<u>Description</u>	<u>Amount</u>
100	General Fund Fund Balance	\$275,000

Section 2. The City Manager is authorized to negotiate and execute the Release and Settlement Agreement described herein.



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum 22-143

TO: MAYOR CASTNER AND HOMER CITY COUNCIL
FROM: MELISSA JACOBSEN, MMC, CITY CLERK
DATE: AUGUST 25, 2022
SUBJECT: AMEND SOMETHING PREVIOUSLY ADOPTED RE: ORDINANCE 22-25

At the May 23, 2022 City Council meeting Council adopted Ordinance 22-25 appropriating monies to establish a Non-Motorized Transportation Opportunity Fund.

After the ordinance was adopted the Finance Department realized that the wording of the ordinance suggest that it's creating a new fund within the City budget.

In discussion with administration and the Public Works Director it was confirmed that the intent was not to create a new fund within the budget, but to create a program, similar to the Small Works Programs Public Works is using to address various road and trail maintenance projects, without having to come to Council to fund each project individually.

Amending the ordinance to change it from fund to program will allow Finance to create an account number for the Non-Motorized Transportation Opportunity Program and Public Works can code work done within that bucket of money to the assigned account.

Recommendation: Per the current edition of Robert's Rules of Order, move to amend something previously adopted and amend Ordinance 22-25 so that all references to the Non-Motorized Transportation Opportunity Fund to read Non-Motorized Transportation Opportunity Program.

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

3 City Manager/
4 Public Works Director

5 **ORDINANCE 22-25**

6
7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
8 AMENDING THE FY22 CAPITAL BUDGET BY APPROPRIATING
9 \$750,000 FROM THE HOMER ACCELERATED ROADS AND TRAILS
10 (HART) ROAD FUND AND \$100,000 FROM THE HART TRAILS FUND
11 TO ESTABLISH A NON-MOTORIZED TRANSPORTATION
12 OPPORTUNITY FUND.

13
14 WHEREAS, A City Council priority from the 2022 Visioning Session is increasing
15 opportunities for non-motorized transportation; and

16
17 WHEREAS, The City has numerous opportunities and needs for improving existing
18 routes and building new routes to improve connectivity, walkability and accessibility around
19 the City's urban and rural neighborhoods; and

20
21 WHEREAS, The City has been told by the AK DOT that increased funding will be available
22 for non-motorized transportation in the coming years and further, private developers are
23 planning new subdivisions every year, which typically do not include provisions for non-
24 motorized routes; and

25
26 WHEREAS, The City would be in a stronger position to secure grant funding and
27 negotiate with private developers if we knew where we wanted non-motorized routes to go
28 and where the terrain and other constraints allowed them to go; and

29
30 WHEREAS, We would be in a stronger position to fund projects if we had a better
31 understanding of costs; and

32
33 WHEREAS, Opportunities may unexpectedly arise to build out or improve a non-
34 motorized route, as we continue to build partnerships with local stakeholders and resource
35 providers; and

36
37 WHEREAS, The way to achieve all these goals is to establish a Non-Motorized
38 Transportation Opportunity Fund, financed by the HART Road Fund and the HART Trails Fund
39 that can be used to plan, survey, design and construct *ad hoc* non-motorized transportation
40 routes on an opportunistic basis; and

43 WHEREAS, The Opportunity Fund would be separate from the project-specific non-
44 motorized routes such as the Main Street Sidewalk and the Ben Walters Way Sidewalk, which
45 are already programmed in the Public Works' Road Financial Plan and budgeted in the FY 22
46 Capital Budget; and

47
48 WHEREAS, Contracts for specific projects would still be subject to City Council
49 authorization.

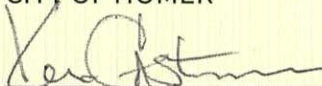
50
51 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
52

53 Section 1. The FY 22 Capital Budget is hereby amended by appropriating \$750,000 from
54 the HART Road fund and \$100,000 from the HART Trails fund to create the Non-Motorized
55 Transportation Opportunity Fund to pay for support the planning, design, survey, and
56 construction of non-motorized routes in the City of Homer, on an opportunistic basis, funded
57 as follows:

<u>Fund</u>	<u>Description</u>	<u>Amount</u>
160	HART Road Fund	\$750,000
165	HART Trails Fund	\$100,000

58
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61
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63 Section 2. This is a budget amendment ordinance only, is not permanent in nature, and
64 shall not be codified.

65
66 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 24th day of May, 2022.
67

68 CITY OF HOMER
69 
70 _____
71 KEN CASTNER, MAYOR
72

73 ATTEST:

74 
75 _____
76 RENEE KRAUSE, MMC, ACTING CITY CLERK
77

78 YES: 6
79 NO: 0
80 ABSTAIN: 0
81 ABSENT: 0
82
83
84



- 85 First Reading: 5/9/22
- 86 Public Reading: 5/23/22
- 87 Second Reading: 5/23/22
- 88 Effective Date: 5/24/22

ORDINANCE REFERENCE SHEET
2022 ORDINANCE
ORDINANCE 22-25

An Ordinance of the City Council of Homer, Alaska Amending the FY22 Capital Budget by Appropriating \$750,000 from the Homer Accelerated Roads and Trails (HART) Road Fund and \$100,000 from the HART Trails Fund to Establish a Non-Motorized Transportation Opportunity Fund.

Sponsor: City Manager/Public Works Director

1. City Council Regular Meeting May 9, 2022 Introduction
Memorandum 22-073 from Public Works Director as backup.
2. City Council Regular Meeting May 23, 2022 Public Hearing and Second Reading
Memorandum 22-073 from Public Works Director as backup.



Memorandum 22-073

TO: City Council

THROUGH: Rob Dumouchel, City Manager

FROM: Janette Keiser, PE, Director of Public Works

DATE: April 13, 2022

SUBJECT: Strategies for deploying HART Road/Trails Funds to accelerate non-motorized transportation and road repair

I. Issue: The purpose of this Memorandum is to propose a strategy for using HART Funds to accelerate the development of non-motorized transportation routes and road repairs.

II. Background & Summary of Request:

We have an opportunity to accelerate fulfillment of two important goals. First, one of the City Council’s priorities from the 2022 Visioning Session, is increasing opportunities for non-motorized transportation. Second, one of the City’s obligations is to make sure City roads are properly maintained. The City Council has developed multiple tools to help achieve these goals:

<u>Tool & Enabling Legislation</u>	<u>Original Appropriation</u>
• Small Works Road Repair Program (Ord. 20-33)	\$175,000
• Small Works Drainage Program (Ord. 20-34)	\$110,000
• IDIQ Contract to East Road Services (Reso. 21-051)	\$125,000
• Small Works Trails Maintenance Program (Ord. 20-36(S))	\$ 36,000

These programs allowed us to achieve results that went above and beyond typical maintenance work. (A brief history of each program is described in following pages.)

There is still a lot of unmet need, which is outlined in the City’s Road Financial Plan, the model for which was adopted by City Council, Resolution 21-028, as a means to guide the development of transportation/drainage capital improvement and major maintenance projects. The Road Financial Plan programs the expenditure of HART Road funds with the goal of “fixing the worst first”.

There are projected to be substantial increases in sales taxes in FY 22-23. Since the HART Fund is built from sales taxes, this will mean substantial increases to the HART Road and Trails Funds. We propose to invest these funds to (1) continue making progress on repairing the worst of our roads and (2) accelerating development of sidewalks and trails, by enhancing existing tools and creating a new one:

• Create new Non-Motorized Transportation Opportunity Program	\$ 850,000
• Create new Pavement Restoration Program	\$ 500,000
• Enhance existing Small Works Drainage Repair Program	\$ 50,000
• Enhance existing Small Works Road Repair Program	\$ 230,614
• Enhance existing IDIQ Contract for road repair work with East Road Services	\$ 230,614
• Enhance existing Small Works Trail Maintenance Program	<u>\$ 56,803</u>
Total Investment in transportation	\$1,918,031

I have input these programs into the Road Financial Plan to analyze the short and long term impact on the overall health of the HART Fund. The HART Fund is sufficiently robust to support these investments, even if all the forecast sales tax increases do not materialize. An updated Road Financial Plan is attached.

I. Create new Non-Motorized Transportation Opportunity Program

Proposed Investment

Sidewalks - \$750,000

Trails - \$100,000

The City would be in a stronger position to secure grant funding and negotiate with private developers to create non-motorized routes if we (a) knew how much they would likely cost and (b) were able to contribute to costs. The way to achieve these goals is to establish a fund that can be used to plan, survey, design, and construct non-motorized transportation routes on an opportunistic basis. For example, property owners/developers would be more willing to collaborate on non-motorized routes, if the City could pay incremental costs. Also, AK DOT would be more willing to collaborate on securing grant funds for non-motorized projects on state roads if the City invested in survey, conceptual design and cost estimating to demonstrate what is feasible and what the likely costs would be. From what we've seen of recent Notices of Funding Opportunity ("NOFO") issued for Infrastructure Grants, such collaborations would better position us in the highly competitive grant market.

I propose the City Council create a Non-Motorized Transportation Opportunity Program, financed by the HART Road Fund and the HART Trails Fund. (The Opportunity Program would be separate from funds used for the Main Street Sidewalk and the Ben Walters Sidewalk, which are already identified in the Public Works' Road Financial Plan and budgeted in the FY 22 Capital Budget.)

Contracts for specific projects would be subject to City Council authorization per the City's Procurement Manual. The benefit of the Opportunity Program is that it would give us a head start in taking advantage of windows of opportunity that may open and close quickly.

I propose that \$1,500,000 be made available for this Program for sidewalks and \$100,000 be made available for trails. Examples where the Opportunity Program would be used include:

- Collaborating with the developers to
 - a. Design/construct a path on Fairview Avenue adjacent to the Terra Bella Subdivision, which is currently in the process of being platted. An easement has been created for that purpose but the developer is not responsible for building the path. (See Attachment 1.)
 - b. Design/construct a sidewalk between the end of Eric Lane and the west end of Fairview Avenue, through the Foothills Subdivision. Construction could be this summer. (See Attachment 1.)
 - c. Design/construct a path between a new residential development adjacent to Jack Gist Park, to the park, using an easement created for this purpose. Construction could be this summer. (See Attachment 2.)
 - d. Design/construct a path from East End Road to Jack Gist Park in an easement, which is being created for this purpose in a new residential development. Construction could be this summer. (See Attachments 3 and 4.)
- Develop conceptual design and cost estimates for:
 - a. A non-motorized route running parallel to Kachemak Drive, possibly dove-tailing with the Kachemak Sponge Green Infrastructure Storm Water Management Project and in collaboration as well as grant sponsorship with the AK DOT.
 - b. A non-motorized route on the lower portion of West Hill Road, possibly in collaboration as well as grant sponsorship with the AK DOT. (See Attachment 1.)

II. Create Pavement Restoration Program

Proposed Investment - \$500,000

We had \$177,895 budgeted in the FY 22/23 Capital Budget for grinding and paving East Bayview Ave, which had been assessed, using the PACER condition evaluation methodology we introduced in 2020, as being in dire need of pavement restoration. The Road Financial Plan calls for the investment of two – \$175,000 grind and pave projects every other year. We have learned this is not enough. First, due to the substantial increases in the cost of oil, which is a necessary component of asphalt, the cost of asphalt has sky-rocketed. Second, as we've been updating our Road Condition Assessments for our other paved roads, we're finding more of Homer's paved roads need restoration than previously thought. Further, some of them don't need just a face lift, but a complete reconstruction.

We have commissioned one of our Term Contract engineers to help us evaluate our pavements and identify the most cost effective options for restoration. Once we have this information, we'll be able to adjust the Road Financial Plan in a sensible way and plan for implementation. In the meantime, we know we need to work on a couple of high traffic roads and the \$177,895 will not cover the costs. Our goal is to prevent further deterioration before the road bases themselves are compromised. We'd like to create a Pavement Restoration Program, which we can access for high priority projects.

Recommendation: That \$500,000 from the HART Road Fund be allocated to the Pavement Restoration Program.

III. Enhance existing Small Works Drainage Repair Fund

Proposed Investment - \$50,000

With the adoption of Ordinance 20-34, the City Council created the Small Works Drainage Repair Program and obligated \$110,000 to it. This program allowed us to achieve drainage repairs that went above and beyond our typical maintenance services. For example, here are some representative improvements we achieved:

- Replaced corroded storm drain leads on Main St., Bartlett St., etc. \$29,337
 - Rebuilt a blocked culvert installation on Early Spring St. \$ 5,000
 - Purchased CMP culverts before price increased in 2021 \$45,000
- \$79,336.75

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$50,000, be allocated to the Small Works Drainage Program so we can continue to make progress on repairing spot drainage issues.

Recommendation: That \$50,000 from the HART Road Fund be allocated to the Small Works Drainage Program.

IV. Enhance existing Small Works Road Repair Program

Proposed Investment - \$230,614

With the adoption of Ordinance 20-33, the City Council created the Small Works Road Repair Program and obligated \$175,000 to it, to facilitate repair and restoration of Homer’s roads with work that went above and beyond our typical maintenance services:

- Increased the gravel thickness – multiple roads \$26,000
 - Dug out frost boils on Sprucewood Drive, west \$ 7,048
 - Dug out frost boils on Eagle Place \$94,597¹
 - Dug out frost boils on Eagle View Drive \$47,155²
- \$175,000

There is still a lot of unmet need. Here is the estimated value of work that still needs to be done, which is set forth in the Road Financial Plan:

- Dig out Frost Boils \$ 350,000
- Add gravel to driving surfaces – multiple roads \$ 300,000
- Repaving projects \$3,500,000
- Repair guard rails on Highland Drive \$ 25,000
- Install new guard rail on Fairview Ave at Woodard Creek \$ 35,000

The HART Road Fund is expected to earn an additional \$511,228 in FY 22. We propose that a portion of this, \$230,614, be allocated to the Small Works Road Repair Program so we can continue to make progress on repairing the worst of our spot road problems.

Recommendation: That \$230,614 from the HART Road Fund be allocated to the Small Works Road Repair Program.

¹ Work was done under the IDIQ contract with East Road Services.

² Work was done under the IDIQ contract with East Road Services.

VI. Enhance existing Small Works Trails Maintenance Fund

With the adoption of Ordinance 20-36(S), the City Council created the Small Works Trails Program to facilitate repair, restoration and enhancement of Homer's trails and authorized initial funding of \$36,000 from the HART Trails fund. The intent was to use these funds for planning, design and execution of smaller projects that were more than ordinary maintenance but less than capital projects on the Public Works Capital Improvement Program.

Here are representative improvements we achieved with these funds:

- We designed an ADA accessible trail from Fairview Avenue to Karen Hornaday Park, with helped us develop a cost estimate and grant application. This project has been awarded a \$150,000 grant from the Federal Transportation Admin's Recreation Trails Program. Construction will done at the same time we rebuild the access road and parking lot at the Park.
- We worked with the Homer Land Trust to widen, stabilize and upgrade the Poopdeck Trail system for ADA accessibility.
- We hired Corvus Design to develop a concept for more defined trails, including an ADA accessible sculpture trail, around Bishop's Beach Park. We will build these trails as funds allow.
- We acquired equipment to enable us to keep the Poopdeck Trail, Storybook Trail and other trails in the urban corridor walkable in the winter.
- We acquired trail counters, which allow us to track the numbers of people traversing various trails. This data helps us focus planning and maintenance on the most heavily used trails.

There is still more work to be done, such as:

- Realign the upper section of the Reber Trail to reduce the steep ascent and erosion. (See Attachment 1.)
- Enhance the lower section of the Reber Trail to facilitate parking and develop a defined trail head. (See Attachment 1.)
- Adjust sections of the trails between Islands/Oceans and Bishop's Beach to make them more ADA friendly.
- Develop a defined trail head to the trail that goes from the end of Danview Ave down to Woodard Creek. (See Attachment 1.)
- Use concepts from the Wayfinding Plan to develop/install wayfinding signs to Homer's trails.
- Plan and design trails in subdivisions that are in the process of platting or development, particularly looking for opportunities to create connectivity as they arise. (See
- Prepare a formal update to the City's 2004 Non-motorized Trails & Transportation Plan in preparation for the City's efforts to fast forward a new Comprehensive Plan

We propose to direct the projected increases in HART Trail Fund revenues for FY 22, \$56,803, to the Small Works Trails Program so we can continue to continue to make progress on repairing and enhancing Homer's trail system. In the event the forecasted revenue increases don't materialize, there are still sufficient funds in the HART Trails Fund to finance this program.

Recommendation: That \$56,803 from the HART Trails Fund be allocated to the Small Works Trails Maintenance Program.

CITY OF HOMER
FINANCIAL SUPPLEMENT

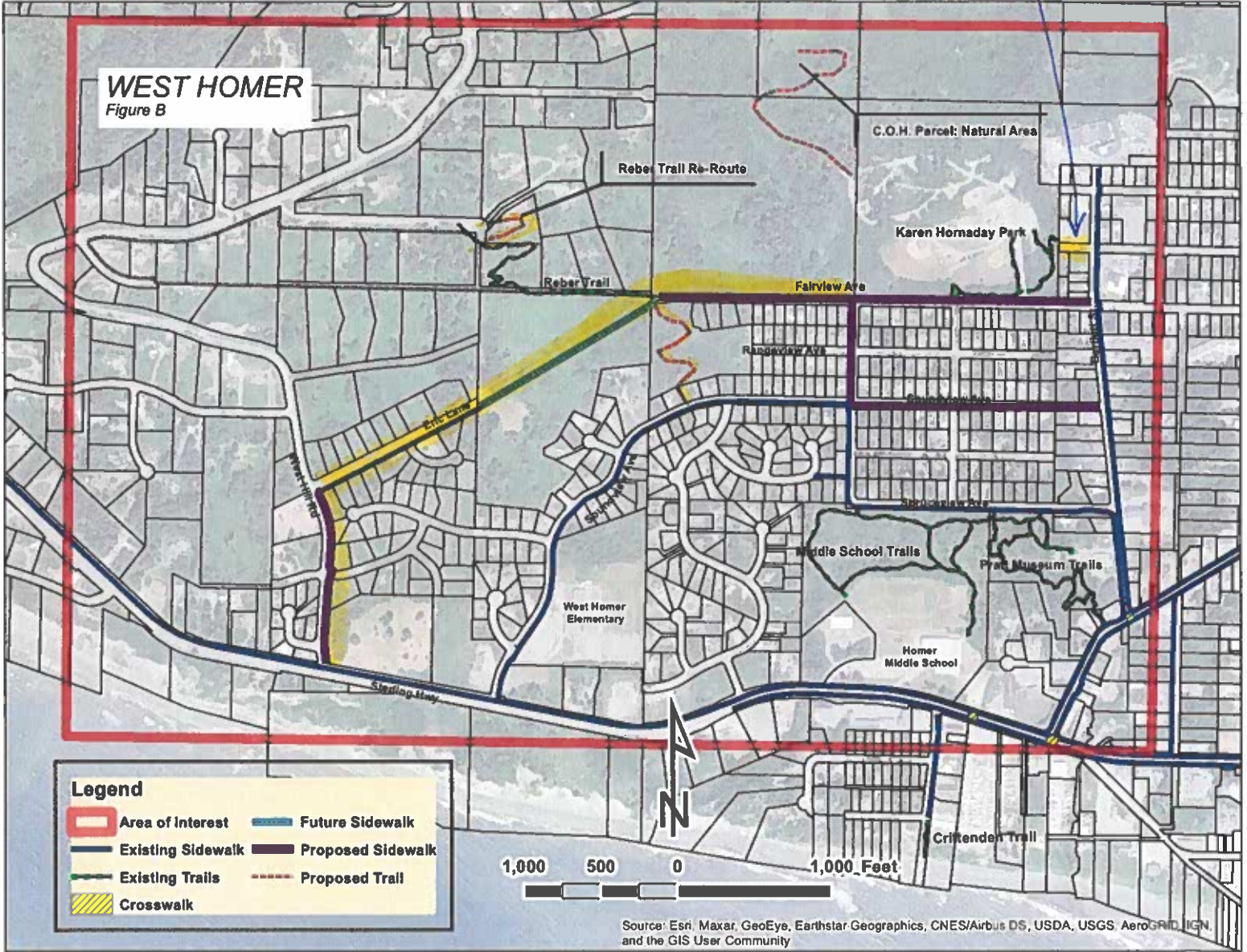
PROJECT NAME	<u>Non-Motorized Transportation Opportunity Fund</u>	DATE	<u>05/04/2022</u>
DEPARTMENT	<u>Public Works</u>	SPONSOR	<u>City Manager/PW Director</u>
REQUESTED AMOUNT	<u>\$ 850,000</u>		

DESCRIPTION	Create the Non-Motorized Transportation Opportunity Fund to support the planning, design, survey, and construction of non-motorized routes in the City of Homer, on an opportunistic basis.
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FUNDING SOURCE(S)	OPERATING	GF CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	0%	0%	0%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	88%	12%	0%	0%

FUNDING SOURCE 1: HART-ROADS	FUNDING SOURCE 2: HART-TRAILS	FUNDING SOURCE 3:
Current Balance <u>\$ 7,420,355</u>	Current Balance <u>\$ 936,158</u>	Current Balance _____
Encumbered <u>\$ 3,000,595</u>	Encumbered <u>\$ 396,067</u>	Encumbered _____
Requested Amount <u>\$ 750,000</u>	Requested Amount <u>\$ 100,000</u>	Requested Amount _____
Other Items on Current Agenda <u>\$ 1,117,228</u>	Other Items on Current Agenda <u>\$ 56,803</u>	Other Items on Current Agenda _____
Remaining Balance <u>\$ 2,552,532</u>	Remaining Balance <u>\$ 383,288</u>	Remaining Balance _____
FUNDING SOURCE 4:	FUNDING SOURCE 5:	FUNDING SOURCE 6:
Current Balance _____	Current Balance _____	Current Balance _____
Encumbered _____	Encumbered _____	Encumbered _____
Requested Amount _____	Requested Amount _____	Requested Amount _____
Remaining Balance _____	Remaining Balance _____	Remaining Balance _____

Danview Trail/Head to Woodland Creek



Attachment 1

SURVEY CONTROL

BASIS OF BEARING

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HIPER V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE, NAD83 ALASKA STATE PARK GRID COORDINATES. THIS SURVEY WAS PERFORMED IN THE GPS OBSERVATIONS WERE BASED ON THE NAD83 PLUS (SHIFTED) VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAR" (PID T10155).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION "HOMAR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY ROTATING GRID INVERSE AZIMUTHS = 117.134°. TRUE DISTANCES WERE OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.9999866696.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAR" N=100,000 E=100,000. ALL COORDINATE VALUES REPRESENT GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

BASIS OF VERTICAL DATUM

BASIS OF VERTICAL DATUM FOR THIS SURVEY IS THE NAVD83 NG'S PUBLISHED VALUE FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAR" (PID T10155). ORTHOMETRIC HEIGHTS (ELEVATIONS) WERE DETERMINED FROM ELLIPSOID HEIGHTS USING GEOID12B. ELEVATIONS ARE IN U.S. SURVEY FEET.

PROJECT CONTROL POINT

KACHEMAK DRIVE VAULT
 N=110.389 1808
 E=110.033 8252
 EL=63.18

X CHISELED ON CONCRETE LID OF STORM DRAIN MANHOLE AT SOUTH EDGE KACHEMAK DRIVE APPROXIMATELY 890 FEET SOUTH OF EAST END ROAD / KACHEMAK DRIVE INTERSECTION

JACK GIST LANE		
STATION	NORTHING	EASTING
POB 10+00	107,249.5814	100,800.4840
PI 10+00	107,249.5814	100,800.4840
PT 10+00	107,249.5814	100,800.4840
POE 18+54.42	107,183.1977	101,484.2150
POE 18+54.42	107,183.1977	101,484.2150

BEAUREGARD COURT		
STATION	NORTHING	EASTING
POB 20+00	106,954.0014	100,800.9738
PI 20+00	106,954.0014	100,800.9738
PT 20+00	106,954.0014	100,800.9738
POE 25+11.54	106,954.7238	101,312.5141
POE 25+11.54	106,954.7238	101,312.5141

EDSON CIRCLE		
STATION	NORTHING	EASTING
POB 20+00	106,954.0014	100,800.9738
PI 20+00	106,954.0014	100,800.9738
PT 20+00	106,954.0014	100,800.9738
POE 25+11.54	106,954.7238	101,312.5141
POE 25+11.54	106,954.7238	101,312.5141

N1/4 SEC. 15
 3-1/4 ALCAP MON
 1301-S 1974
 N=107,810.3740
 E=102,120.5000

NW1/16 SEC. 15
 3-1/4 ALCAP MON
 1301-S 1974
 N=107,810.3740
 E=102,120.5000



SW1/16 SEC. 15
 3-1/4 ALCAP MON
 1301-S 1974
 N=106,492.2824
 E=102,122.9815

1/4 SECS. 16/15
 2-1/2 BRASS CAP MON
 3686-S (NO DATE)
 N=106,493.1925
 E=100,801.7413

Proposed Trail to Jack Gist Park

JACK GIST SUBDIVISION NO. 3
 ROAD, WATER AND SEWER IMPROVEMENTS
 SURVEY CONTROL

PREPARED FOR
 TRELCO DEVELOPMENT, LLC
 HOMER, ALASKA 99803

BISHOP ENGINEERING, LLC
 PO BOX 2301
 HOMER, AK 99803-2301
 (907) 282-7209 www.bishop-engineering.com

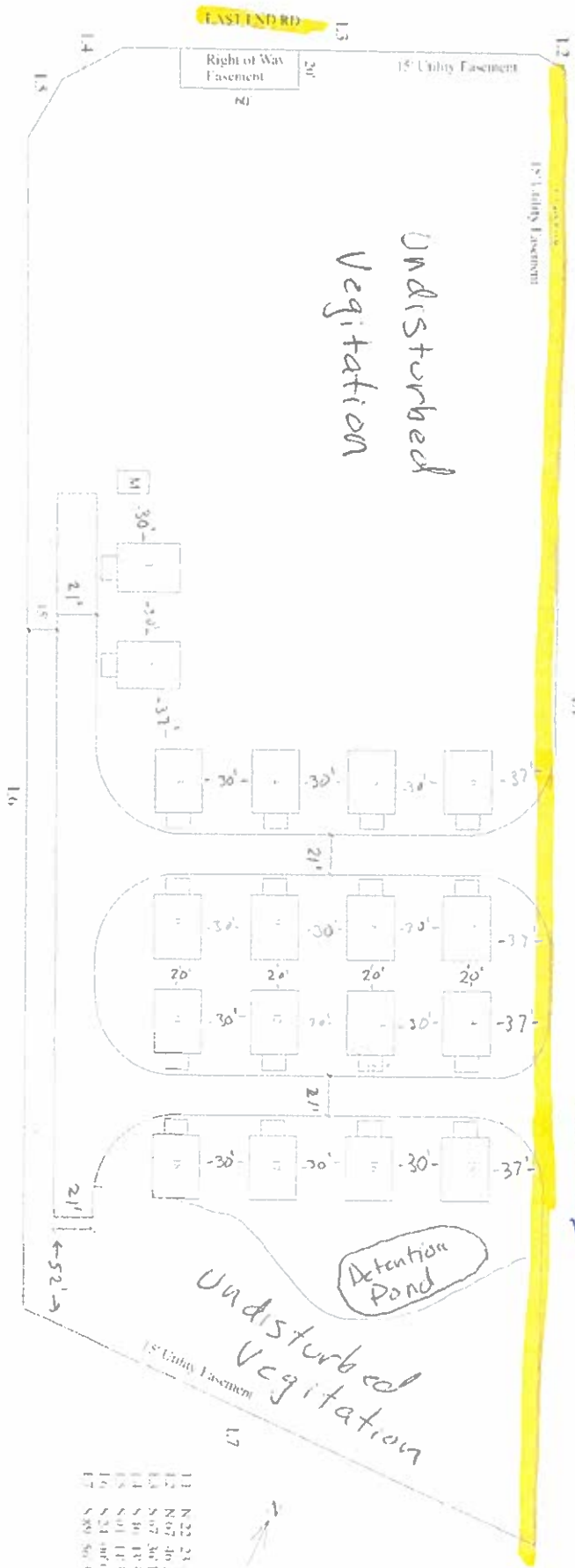
DATE: 9/2/2020
 REGISTERED LAND SURVEYOR
 REGISTRATION NO. 7530-S

C-1



**CITY OF HOMER
 PUBLIC WORKS DEPT
 APPROVED FOR
 CONSTRUCTION**

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT I AM LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAN REPRESENTS A SURVEY MADE BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT TO THE BEST OF MY KNOWLEDGE.



Units are numbered 1 - 18
 49' is Maintenance Building 16ft X 12ft
 All 18 Units are 24ft X 32ft
 All 18 Units are 2 bedrooms 1 bath 6768 sq ft
 All 18 Porches are 12ft width X 8ft deep

Liberty Investments, L.L.C.
 Layout by: Bill Hand
 Drawn by: MW
 Scale: 1" = 50'
 2161 East Find Rd
 KPIB Parcel #17924076
 18 Cabins 768 sq ft each

11	N 22.24	E 18	W 730.11
12	N 67.46	E 32	W 16.87
13	N 67.36	E 18	W 211.69
14	S 90.13	E 44	W 20.86
15	S 91.12	E 31	W 41.36
16	S 23.06	E 07	W 588.87
17	S 89.56	E 09	W 280.07

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Grind & Repave Projects								
FY22-\$177,895	E. Bayview Ave to Bayview Ct			\$ 177,895				
	W. Bayview Ave							
	Bay Ave					\$ 175,000		
	Island View off Town Heights					\$ 175,000		
	Woodside							
	Klondike							
	E Street							
	Svedlund Circle							
	Lake Side Circle							
	B Street							
	Pine Terrace Circle							
	Tulin Terrace Blvd							
	Spruce Terrace Circle							
	A Street							
	Ohlsen to intersection of Main							
Road base reconstruction projects								
FY22 - \$240,000 - Road base reconstruction	Karen Hornaday Park Road		\$ 510,000					
FY 22 - \$120,000 - KHP	Rangeview Ave				\$ 150,000			
FY 22 - \$150,000 - Trail grant	Ohlson Lane						\$ 200,000	
	Sprucewood Dr							
	Shelford Street							
	W. Bunnell Ave							
	Lampert Lane							
	Mission Road							
	Pleasant Way							
	Rainbow Place							
	Kalalock Ct.							
	Meadow Drive							
	Spruce Lane							
	Wright Street							
	Paintbrush Court							
	Paintbrush Street							
	Woodside Ave							
	Bayview Court							
	Calhoun Court							
	W City View Ave							
	Spruce Circle							

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Dig out Frost Boils								
FY 22 - Small Works Roads Repair \$70,000	Eagle View Drive - Diamond Willow to Garden Park		\$ 47,155					
	Sprucewood - near west entrance by Roger's Loop		\$ 7,048					
	Eagle Place		\$ 94,597					
	Sprucewood - 2200- 2240							
	Crossman Ridge Road - Skyline to Gate							
	Garden Park Road - at 1630							
	Emerald Place - 135 LF				\$ 75,000			
	Bay Vista Pl. and Bay Vista Court				\$ 75,000			
	Fireweed Lane				\$ 75,000			
	Fireweed Avenue					\$ 75,000		
Add Gravel	Saltwater							
	Alder Lane							
	Dewberry Lane							
	E. Fairview							
	Hanso Ave				\$ 15,000			
	Dehel Ave				\$ 15,000			
	Hidden Way				\$ 15,000			
	Kalalock Ct				\$ 15,000			
	Orion Circle				\$ 15,000			
	Emerald Road				\$ 15,000			
	Diamond Creek PL				\$ 15,000			
	Queets Circle				\$ 15,000			
Sidewalks								
	Main Street Sidewalk - design	\$ 110,700						
FY 22 - E Fairview Trail - design - \$30,000	Main Street Sidewalk - construction		\$ 1,100,000					
	E. Fairview Ave Path - design			\$ 30,000				
	E. Fairview Ave Path - construction				\$ 75,000			
	Ben Walters Way Sidewalk -design & survey		\$ 100,000					
	Ben Walters Way Sidewalk - construction			\$ 1,500,000				
	Svedlund/Herndon to Senior Citizens Center - design & construction					\$ 500,000		
	W. Fairview Avenue path- design						\$ 40,000	

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Drainage								
	Small Works Drainage program	\$ 110,000	\$ 25,000		\$ 25,000	\$ 50,000	\$ 50,000	
	Horizon Court Landslide Repair	\$ 20,000						
	Woodard Creek Culvert - design & construction	\$ 463,353						
	Update to Drainage Master Plan	\$ 90,000						
	Mt. Augustine Drainage Improvements - design & construction	\$ 97,000	\$ 100,000					
	Checkerboard Sponge Unit of Green Stormwater System - loan payment			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
	Beluga Lake Unit of Green Stormwater System - loan payment			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
	Beluga Slough Unit of Green Stormwater System - loan payment			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
	Bidarki Creek Unit of Green Stormwater System			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
Misc								
	CMMS - Road Share		\$ 23,333					
	Update to Design Criteria Manual - Road Share		\$ 15,000					
	PW Campus Mitigation Plan		\$ 25,000					
	Snow Storage		\$ 20,000					
	Fuel Island Replacement - Design		20,000					
	Fuel Island Replacement - Construction			\$ 190,000				
	Road share of Ocean Drive SAD	\$ 52,606						

		Year 0 July 2020- June 2021	Year 1 - June 2021 - July 2022	Year 2 - July 2022 - June 2023	Year 3 July 2023 - June 2024	Year 4 July 2024 - June 2025	Year 5 July 2025 - June 2026	
Ord 17-40(A) = minimum \$500K to be allocated to capital projects from HART Roads	TOTAL CAPITAL PROJECTS	\$ 943,659	\$ 2,087,133	\$ 2,097,895	\$ 795,000	\$ 1,175,000	\$ 490,000	
Non-Motorized Transportation Opportunity Program				\$ 850,000				
Pavement Restoration Program				\$ 500,000				
Enhance Small Works Drainage Repair Program				\$ 50,000				
Enhance Small Works Road Repair Program				\$ 230,614				
Enhance IDIQ Contract for road repair From Fleet Replacement Schedule	FLEET REPLACEMENTS	\$ 416,000	\$ 609,999	\$ 31,666	\$ 109,166	\$ 458,333	\$ 15,000	
Covers Winter Roads, Gravel Roads and Pave Roads elements in PW Operating Fund	EST. TRANSFER TO GENERAL FUND	\$ 800,000	\$ 818,364	\$ 849,077	\$ 850,000	\$ 850,000	\$ 850,000	
	TOTAL EXPEDITURES FROM HART FUND	\$ 2,159,659	\$ 3,515,496	\$ 4,839,866	\$ 1,754,166	\$ 2,483,333	\$ 1,355,000	
	REVENUES	\$ 1,200,000	\$ 1,322,458	\$ 1,833,687	\$ 1,925,371	\$ 1,700,000	\$ 1,700,000	
	BALANCE	\$ 6,746,078	\$ 4,553,040	\$ 1,546,861	\$ 1,718,066	\$ 934,733	\$ 1,279,733	
Projects in Blue will be repaired with funds from the Small Works Roads Repair Program	Funding goes beyond a 10 year horizon.the 5-year horizon.	Funded						



City of Homer

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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Economic Development Advisory Commission
DATE: May 17, 2022
SUBJECT: Ordinances 22-25, 22-26 and 22-27

At the meeting of May 10, 2022, the Economic Development Advisory Commission passed a motion of support for ordinances 22-25, 22-26 and 22-27.

PERSON/GAMBLE MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

- B. Strategies for Deploying HART Road/Trails Funds to Accelerate Non-motorized Transportation & Road Repair
- i. Attachments 1 – 4 Roads & Trails Maps
 - ii. Road Financial Plan Spreadsheet
 - iii. Draft Ordinances

Vice Chair Brown introduced the agenda item by reading the title.

Deputy City Clerk Tussey gave a brief synopsis of Public Works Director Keiser’s memo; noting the various non-motorized transportation programs that she is proposing to City Council that utilizes HART road and trail funds. The ordinances that appropriate funding had their first reading at last night’s Council meeting and are scheduled for public hearing and second reading at the May 23rd meeting. Ms. Keiser has been requesting motions of support from the commissions.

Commissioner Person clarified with staff that the budget cost discrepancies for Item I. Create new Non-Motorized Transportation Opportunity Program, is a typo and the proposed \$1.5 million for sidewalks is the correct number.

PERSON/GAMBLE MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Commissioner Arevalo gave the proposal two big thumbs up.

Commissioner Person inquired on the repairs being proposed for East Bayview Avenue. Economic Development Manager Engebretsen commented it may be related to water lines and not necessarily the road itself, but to follow up with Public Works directly to confirm.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

- A. EDC 2021-2022 Strategic Plan/Goals
- B. Port & Harbor Advisory Commission Strategic Plan & Goals for 2022-2023
- C. Sales Tax Reminder Flyer for Short Term Vacation Rentals
- D. City Manager’s Report for April 11, 2022
- E. City Manager’s Report for April 25, 2022
- F. EDC 2022 Calendar

Vice Chair Brown noted and facilitated discussion on the informational materials provided. She commented that she will be out of town for the May 23rd meeting and requested a volunteer to give the EDC report; Commissioner Person agreed to give that report.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Economic Development Manager Engebretsen and Deputy City Clerk Tussey thanked the commission; had no further comments.

BENTZ/HIGHLAND MOVED TO ADOPT STAFF REPORT 22-33 AND RECOMMEND APPROVAL OF CONDITIONAL USE PERMIT 22-03 TO CONSTRUCT A SINGLE FAMILY DWELLING IN ADDITION TO THE EXISTING SINGLE-FAMILY DWELLING AND DUPLEX STRUCTURE AT 1678 STERLING HIGHWAY WITH FINDINGS 1 THROUGH 10 AND THE FOLLOWING CONDITIONS: CONDITION 1: INSTALL APPROVED COMMUNITY WATER AND SEWER SERVICE TO THE STRUCTURES; CONDITION 2: OUTDOOR LIGHTING MUST BE DOWN LIT PER HCC 21.59.030 AND THE CDM; AND CONDITION 3: DUMPSTER SHALL NOT BE VISIBLE FROM THE STREET OR SHALL BE SCREENED ON THREE SIDES.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PLAT CONSIDERATION

PENDING BUSINESS

NEW BUSINESS

- A. Memo from Public Works Director, Jan Keiser, P.E., Re: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-motorized Transportation and Road Repair

Chair Smith introduced the item by reading the title and deferred to Public Works Director/City Engineer Keiser.

Ms. Keiser spoke to her written memo and proposal to request that the City Council authorize the expenditure of Homer Accelerated Roads and Trails (HART) funds to accelerate the development of non-motorized transportation routes and road repair. She provided a summary and history of the following programs:

- Create new Non-Motorized Transportation Opportunity Program
- Create Pavement Restoration Program
- Enhance existing Small Works Drainage Repair Fund
- Enhance existing Small Works Road Repair Program
- Enhance existing IDIQ Contract for Road Repair with East Road Services
- Enhance existing Small Works Trails Maintenance Fund

Ms. Keiser requested the commission's support for these programs. She explained the ordinances representing the appropriations will have their first reading at the May 9th City Council meeting, with the second reading and public hearing scheduled for May 23rd.

HIGHLAND/BENTZ MOVED TO SUPPORT THE STRATEGIES PROPOSED BY PUBLIC WORKS FOR DEPLOYING HART ROAD AND TRAILS FUNDS TO ACCELERATE NON-MOTORIZED TRANSPORTATION AND ROAD REPAIR, AND RECOMMEND CITY COUNCIL APPROVAL.

Commissioner Chiappone requested clarification on the definition difference between trails and paths/sidewalks. Ms. Keiser stated a sidewalk is equal to a path which is related to a road, while a trail could cut through a forest. The main difference is that paths/sidewalks can be funded by HART Road funds while trails can be funded by the HART Trails fund; there are two different funds.

Chair Smith inquired if there was much of a cost difference between the two. Ms. Keiser explained how it's dependent on the nature of the trail and the four categories of trails; some trails are ADA accessible and may not be any different in cost to a path. But there is a significant difference between a trail and a paved sidewalk.

Commissioner Barnwell clarified with Ms. Keiser a project cost discrepancy for Program I. She commented how the initial cost estimate of \$750,000 changed to \$1.5 million after a more formal assessment was completed.

Commissioner Barnwell inquired if there was any cost sharing from this pavement restoration budget with the Alaska Department of Transportation and Public Facilities (ADOT&PF), who manages many of the roads in Homer. Ms. Keiser explained the City's only role in State road projects is to look at the utilities that are impacted by those projects, which we pay for. In response to follow-up questions from Commissioner Barnwell, Ms. Keiser described how limited the City's role is with ADOT&PF projects, how late in the development process the City is brought into project communications, and what she means by the term developer when discussing cost estimating.

Commissioner Venuti requested clarification on the term "frost boil". Ms. Keiser described how they are caused by the sub-grade freezing then thawing, and how they are fixed.

Commissioner Highland inquired if there was any way the City could talk to ADOT&PF about building a detached bike path or wider shoulder along East and West Hill Roads during their improvement projects. Ms. Keiser reiterated the struggles the City has been experiencing trying to get suggestions included in the State's project plans. Commissioner Highland questioned if making calls to Senator Gary Stevens to aid with improving those communications with the State would help.

Commissioner Bentz commented that it was great to see this implementation and financial road plan laid out so they can see where the funds are, and that it will help with their long-term vision for transportation in general. It is an incremental step in improving not just our non-motorized transportation infrastructure but also investing into prevention for future damage, especially with drainage.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

- B. Staff Report 22-34, Comprehensive Plan
 - i. Supplement Memo to SR 22-34: Trails & Sidewalks in Code

Chair Smith introduced the item by reading the title.

City Planner Abboud explained the information he provided that gives background to the non-motorized transportation plan issue so that all commissioners may have a similar understanding to use as a basis for addressing the subject, particularly when working on the Comprehensive Plan.

Chair Smith opened the floor for questions or discussion. He inquired if there was a way to get the cart in front of the horse in regards to the Stormwater Plan and its development in conjunction with these motorized and non-motorized development projects. Public Works Director/City Engineer Keiser shared the different actions Public Works is currently taking to make some of those drainage plans



City of Homer

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Memorandum

TO: Mayor Castner and Homer City Council

THROUGH: Rob Dumouchel, City Manager

FROM: Mike Illg, Recreation Manager

DATE: May 20, 2022

SUBJECT: Strategies for Deploying HART Road/Trails Funds to Accelerate Non-Motorized Transportation and Road Repair

The City of Homer Parks, Art, Recreation & Culture Advisory Commission held a recent public meeting on Thursday, May 19, 2022 and reviewed information regarding the proposed Strategies for Deploying HART Road/Trails Funds to Accelerate Non-Motorized Transportation and Road Repair . Public Works Director Keiser was in attendance and provided informative and clarifying answers regarding proposed **Ordinances 20-25, 20-26, 20-27 and 20-28**. The PARCAC Advisory Commission unanimously agreed to recommend these ordinances to the City Council for approval.

Requested Action: Approve ordinances and authorize the City Manager to execute the appropriate documents.