



City Council  
October 10, 2011  
Monday

Special Meeting 4:00 P.M.  
Committee of the Whole 5:00 P.M.  
Regular Meeting 6:00 P.M.

Cowles Council Chambers  
City Hall  
491 E. Pioneer Avenue  
Homer, Alaska

Produced and  
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# **2011 OCTOBER**

**Monday 10<sup>th</sup>** **CITY COUNCIL** Special Meeting 4:00 p.m., Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.

**Thursday 13<sup>th</sup>** **LEASE COMMITTEE** Regular Meeting 3:00 p.m.

**Monday 17<sup>th</sup>** **CITY COUNCIL** Special Meeting 6:00 p.m.

**Tuesday 18<sup>th</sup>** **ALASKA DAY**, City Offices Closed

**Wednesday 19<sup>th</sup>** **PLANNING COMMISSION** Worksession 5:30 p.m. and Regular Meeting 6:30 p.m.

**Thursday 20<sup>th</sup>** **PARKS AND RECREATION ADVISORY COMMISSION** Regular Meeting 5:30 p.m.

**PORT AND HARBOR IMPROVEMENT COMMITTEE** 5:30 p.m.

**Monday 24<sup>th</sup>** **CITY COUNCIL** Committee of the Whole 5:00 p.m. and Regular Meeting 6:00 p.m.

## **Regular Meeting Schedule**

**City Council 2<sup>nd</sup> and 4<sup>th</sup> Mondays 6:00 p.m.**  
**Library Advisory Board 1<sup>st</sup> Tuesday 5:00 p.m.**  
**Economic Development Advisory Commission 2<sup>nd</sup> Tuesday 6:00 p.m.**  
**Parks and Recreation Advisory Commission 3<sup>rd</sup> Thursday**  
**with the exception of December 5:30 p.m.**  
**Planning Commission 1<sup>st</sup> and 3<sup>rd</sup> Wednesday 6:30 p.m.**  
**Port and Harbor Advisory Commission 4<sup>th</sup> Wednesday 5:00 p.m.**  
**Transportation Advisory Committee Quarterly 3<sup>rd</sup> Tuesday 5:30 p.m.**  
**Public Arts Committee Quarterly 3<sup>rd</sup> Thursday 5:00 p.m.**  
**Lease Committee Quarterly 2<sup>nd</sup> Thursday 3:00 p.m.**  
**Permanent Fund Committee months of February, May, August, and November 5:15 p.m.**

## **MAYOR AND CITY COUNCILMEMBERS AND TERMS**

**JAMES C. HORNADAY, MAYOR - 12**  
**BARBARA HOWARD, COUNCILMEMBER - 11**  
**DAVID LEWIS, COUNCILMEMBER - 11**  
**FRANCIE ROBERTS, COUNCILMEMBER - 12**  
**KEVIN HOGAN, COUNCILMEMBER - 12**  
**MARY E. (BETH) WYTHE, COUNCILMEMBER - 13**  
**BRYAN ZAK, COUNCILMEMBER - 13**  
**City Manager, Walt Wrede**  
**City Attorney, Thomas Klinkner**

<http://www.cityofhomer-ak.gov/cityclerk> for home page access, Clerk's email address is: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us) Clerk's office phone number: direct line 235-3130, other number 435-3106.





HOMER CITY COUNCIL/SPECIAL MEETING  
491 E PIONEER AVENUE  
HOMER, ALASKA

OCTOBER 10, 2011  
**MONDAY, AT 4:00 P.M.**  
COWLES COUNCIL CHAMBERS

**MEETING NOTICE  
SPECIAL MEETING AGENDA**

- 1. CALL TO ORDER, 4:00 P.M.**
- 2. AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)
- 3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 4. NEW BUSINESS**
  - A. Memorandum 11-136**, From City Clerk, Re: Request for Executive Session Pursuant to AS §44.62.310(C)(1 & 2), Matters, the Immediate Knowledge of Which Would Clearly Have an Adverse Effect Upon the Finances of the Government Unit and Subjects That Tend to Prejudice the Reputation and Character of Any Person, Provided the Person May Request a Public Discussion. (City Lobbyist Contract) Page 7
  - B. Memorandum 11-137**, From City Clerk, Re: Request for Executive Session Pursuant to AS §44.62.310(C)(1 & 5), Matters, the Immediate Knowledge of Which Would Clearly Have an Adverse Effect Upon the Finances of the Government Unit and Attorney/Client Privilege. (Legal Issues Regarding Seawall) Page 9
- 5. COMMENTS OF THE AUDIENCE**
- 6. COMMENTS OF THE CITY ATTORNEY**
- 7. COMMENTS OF THE CITY CLERK**
- 8. COMMENTS OF THE CITY MANAGER**
- 9. COMMENTS OF THE MAYOR**
- 10. COMMENTS OF THE CITY COUNCIL**
- 11. ADJOURNMENT NO LATER THAN 4:50 P.M. THE NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, OCTOBER 24, 2011 AT 6:00 P.M. THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, OCTOBER 24, 2011 AT 5:00 P.M. A SPECIAL MEETING IS SCHEDULED FOR MONDAY, OCTOBER 17, 2011 AT 6:00 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



# Office of the City Clerk


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



491 E. Pioneer Avenue  
Homer, Alaska 99603  
(907) 235-3130  
(907) 235-8121  
ext: 2224, 2226, or 2227  
Fax: (907) 235-3143  
Email: clerk@ci.homer.ak.us

## MEMORANDUM 11-136

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: OCTOBER 3, 2011

SUBJECT: REQUEST FOR EXECUTIVE SESSION PURSUANT TO AS  
§44.62.310(C)(1 & 2), MATTERS, THE IMMEDIATE KNOWLEDGE  
OF WHICH WOULD CLEARLY HAVE AN ADVERSE EFFECT  
UPON THE FINANCES OF THE GOVERNMENT UNIT AND  
SUBJECTS THAT TEND TO PREJUDICE THE REPUTATION AND  
CHARACTER OF ANY PERSON, PROVIDED THE PERSON MAY  
REQUEST A PUBLIC DISCUSSION. (CITY LOBBYIST CONTRACT)

Pursuant to Council's Operating Manual – "Any Councilmember, the Mayor or City Manager may place consideration of an executive session on the agenda..."

City Manager Wrede requested an Executive Session regarding "City Lobbyist Contract" for the Special Meeting of October 10, 2011. This has been publicly and internally noticed since that time.

Attorney Klinkner will be present.

### RECOMMENDATION:

Approve the request for Executive Session and conduct immediately in the Council Chambers.



# Office of the City Clerk


Jo Johnson, CMC, City Clerk  
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Renee Krause, CMC, Deputy City Clerk I



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## MEMORANDUM 11-137

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: OCTOBER 3, 2011

SUBJECT: REQUEST FOR EXECUTIVE SESSION PURSUANT TO AS §44.62.310(C)(1 & 5), MATTERS, THE IMMEDIATE KNOWLEDGE OF WHICH WOULD CLEARLY HAVE AN ADVERSE EFFECT UPON THE FINANCES OF THE GOVERNMENT UNIT AND ATTORNEY/CLIENT PRIVILEGE. (LEGAL ISSUES REGARDING SEAWALL)

Pursuant to Council's Operating Manual – "Any Councilmember, the Mayor or City Manager may place consideration of an executive session on the agenda..."

City Manager Wrede requested an Executive Session regarding "Legal Issues Regarding Seawall" for the Special Meeting of October 10, 2011. This has been publicly and internally noticed since that time.

Attorney Klinkner will be present.

### RECOMMENDATION:

Approve the request for Executive Session and conduct immediately in the Council Chambers.





HOMER CITY COUNCIL/COMMITTEE OF THE WHOLE  
491 E. PIONEER AVENUE  
HOMER, ALASKA

OCTOBER 10, 2011  
**MONDAY**, AT 5:00 P.M.  
COWLES COUNCIL CHAMBERS

**MEETING NOTICE  
COMMITTEE OF THE WHOLE AGENDA**

- 1. CALL TO ORDER, 5:00 P.M.**
- 2. AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)
- 3. 2012 Budget**
- 4. REGULAR MEETING AGENDA**
- 5. COMMENTS OF THE AUDIENCE**
- 6. ADJOURNMENT NO LATER THAN 5:50 P.M. NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, OCTOBER 24, 2011 AT 6:00 P.M. THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, OCTOBER 24, 2011 AT 5:00 P.M. A SPECIAL MEETING IS SCHEDULED FOR MONDAY, OCTOBER 17, 2011 AT 6:00 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



**CALL TO ORDER**  
**PLEDGE OF ALLEGIANCE**  
**AGENDA APPROVAL**



HOMER CITY COUNCIL  
491 E. PIONEER AVENUE  
HOMER, ALASKA

OCTOBER 10, 2011  
**MONDAY, AT 6:00 P.M.**  
COWLES COUNCIL CHAMBERS

**MEETING NOTICE  
REGULAR MEETING AGENDA**

**Special Meeting 4:00 p.m. and Committee of the Whole 5:00 p.m. in Homer City Hall  
Cowles Council Chambers.**

**1. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

Department Heads may be called upon from time to time to participate via teleconference.

**2. AGENDA APPROVAL**

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

**3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

**4. RECONSIDERATION**

**5. CONSENT AGENDA**

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Regular Meeting minutes of September 26, 2011. City Clerk. Recommend adoption. Page 17

**6. VISITORS**

- A. **Anderson Group**, Lobbyists, 10 minutes.

**7. ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS**

- A. Borough Report
- B. Commissions/Board Reports:
1. Library Advisory Board
  2. Homer Advisory Planning Commission

3. Economic Development Advisory Commission
  4. Parks and Recreation Advisory Commission
  5. Port and Harbor Advisory Commission
- C. Managing Healthcare Costs, McKinsey Report Says Employers Will Abandon Health Insurance. (Mayor Hornaday)

**8. PUBLIC HEARING(S)**

- A. **2012 Budget** Page 37

**9. ORDINANCE(S)**

- A. **Ordinance 11-41**, An Ordinance of the City Council of Homer, Alaska, Appropriating Funds for the Calendar Year 2012 for the General Fund, the Water-Sewer Fund, the Port/Harbor Fund, Debt Funds, and Capital Reserve Funds (Conditional Expenditures). City Manager. Recommended dates: Introduction October 10, 2011, Public Hearings November 28 and December 12, 2011, Second Reading December 12, 2011.

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**Resolution 11-094**, A Resolution of the City Council of Homer, Alaska, Maintaining the City of Homer Fee Schedule at the Current Rates. City Clerk. Recommended to follow Budget Ordinance 11-41 schedule.

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**Resolution 11-095**. A Resolution of the City Council of Homer, Alaska, Maintaining the Port of Homer Terminal Tariff No. 600 at the Current Rates. City Clerk. Recommended to follow Budget Ordinance 11-41 schedule.

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- B. **Ordinance 11-42**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating State Department of Corrections Capital Project Funds in the Amount of \$3,500 to Purchase New Lockers for Prisoner's Personal Property and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Police Chief. Recommended dates: Introduction October 10, 2011, Public Hearing and Second Reading October 24, 2011.

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Memorandum 11-138 from Police Chief as backup.

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**10. CITY MANAGER'S REPORT**

- A. City Manager's Report Page 137

- B. Bid Report Page 141



**11. CITY ATTORNEY REPORT**

**12. COMMITTEE REPORT**

- A. Public Arts Committee
- B. Transportation Advisory Committee
- C. Permanent Fund Committee
- D. Lease Committee
- E. City Hall Renovation and Expansion Task Force
- F. Port and Harbor Improvement Committee

**13. PENDING BUSINESS**

- A. **Memorandum 11-136**, From City Clerk, Re: Request for Executive Session Pursuant to AS §44.62.310(C)(1 & 2), Matters, the Immediate Knowledge of Which Would Clearly Have an Adverse Effect Upon the Finances of the Government Unit and Subjects That Tend to Prejudice the Reputation and Character of Any Person, Provided the Person May Request a Public Discussion. (City Lobbyist Contract) *(If additional time is needed from Special Meeting at 4:00 p.m.)* Page 143
- B. **Memorandum 11-137**, From City Clerk, Re: Request for Executive Session Pursuant to AS §44.62.310(C)(1 & 5), Matters, the Immediate Knowledge of Which Would Clearly Have an Adverse Effect Upon the Finances of the Government Unit and Attorney/Client Privilege. (Legal Issues Regarding Seawall) *(If additional time is needed from Special Meeting at 4:00 p.m.)* Page 145

**14. NEW BUSINESS**

- A. **Memorandum 11-139**, from City Clerk, Re: Travel Authorization for Councilmember Zak's Attendance at Alaska Municipal League 61<sup>st</sup> Annual Local Government Conference in Fairbanks, Alaska, November 7 – 11, 2011. Page 147

**15. RESOLUTIONS**

- A. **Resolution 11-096**, A Resolution of the Homer City Council Adopting the 2012-2017 Capital Improvement Plan and Establishing Capital Project Legislative Priorities for Fiscal Year 2013. Mayor and City Council. Page 149
- B. **Resolution 11-097**, A Resolution of the City Council Certifying the Results of the City of Homer Regular Election Held October 4, 2011 to Elect Two Councilmembers. City Clerk/Canvass Board. Page 241

- C. **Resolution 11-098**, A Resolution of the City Council of Homer, Alaska, Urging Federal Emergency Management Agency (FEMA) to Schedule a Flood Study Review Meeting in Homer to Discuss with the Public the Newly Proposed Digital Flood Insurance Rate Maps (DFIRMS) and Flood Insurance Study (FIS) Report for the City of Homer, Alaska, Prior to the Commencement of the Statutory 90-Day Appeal Period for Modified Base Flood Elevations (BFEs). Howard.

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16. **COMMENTS OF THE AUDIENCE**
17. **COMMENTS OF THE CITY ATTORNEY**
18. **COMMENTS OF THE CITY CLERK**
19. **COMMENTS OF THE CITY MANAGER**
20. **COMMENTS OF THE MAYOR**
21. **COMMENTS OF THE CITY COUNCIL**
22. **ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, OCTOBER 24, 2011 AT 6:00 P.M. THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, OCTOBER 24, 2011 AT 5:00 P.M. A SPECIAL MEETING IS SCHEDULED FOR MONDAY, OCTOBER 17, 2011 AT 6:00 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**PUBLIC COMMENTS UPON MATTERS  
ALREADY ON THE AGENDA**



# RECONSIDERATION





# CONSENT AGENDA



Session 11-29 a Regular Meeting of the Homer City Council was called to order on September 26, 2011 at 6:00 p.m. by Mayor James C. Hornaday, at the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

**PRESENT:** COUNCILMEMBERS: HOGAN, HOWARD, LEWIS, ROBERTS,  
WYTHE, ZAK

STAFF: CITY MANAGER WREDE  
CITY CLERK JOHNSON  
FINANCE DIRECTOR MAURAS  
LIBRARY DIRECTOR DIXON  
PERSONNEL DIRECTOR PETERSEN  
PORT AND HARBOR DIRECTOR HAWKINS  
PUBLIC WORKS DIRECTOR MEYER

Council met as a Committee of the Whole from 4:00 p.m. to 5:52 p.m. to discuss Regular Meeting Agenda items.

Department Heads may be called upon from time to time to participate via teleconference.

#### **AGENDA APPROVAL**

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

The agenda was amended to add: PUBLIC HEARINGS – Memorandum 11-135, from Parks and Recreation Advisory Commission, re: Recommendation and Support to Include Construction of a New Track at the Homer High School. Resolution 11-093 was pulled due to lack of bids received.

The agenda as amended was approved by consensus of the Council.

#### **PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

Peter Velsko, city resident and retired ADF&G hatchery manager, knew Nick Dudiak and worked closely with him. He supports ADF&G efforts to get CIP funds to dredge the lagoon. Nick Dudiak knew the lagoon would need dredging; it is not a new concept. The fishing hole is renown outside the state of Alaska.

Nicky Szarzi, Homer resident and formerly of ADF&G, supports the CIP project to dredge the fishing lagoon. From the standpoint of entertainment for Homer citizens and the rest of the world it is a very good investment. In its heyday in 2002-2003 the lagoon rivaled Anchor River, Ninlchik and Deep Creek combined. It inevitably needs maintenance.

#### **RECONSIDERATION**

## CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- A. Homer City Council unapproved Regular Meeting minutes of September 12, 2011. City Clerk. Recommend adoption.

Mayor Hornaday called for a motion for the approval of the recommendations of the consent agenda as read.

WYTHE/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## VISITORS

- A. **Carol Kerkvliet and Jim Hasbrouck**, Alaska Department of Fish and Game, re: Fishing Hole

Jim Hasbrouck, Regional Supervisor of Alaska Department of Fish and Game (ADF&G), Division of Sport Fish, and Carol Kerkvliet, Sport Fish Assistant Area Management Biologist in Homer addressed the Council on the Nick Dudiak Fishing Lagoon, aka the Fishing Hole. The lagoon's salmon enhancement program is popular with city residents, attracts visitors, and provides outdoor recreation that stimulates the economy. The decrease of salmon runs is a complex matter, but the Department and the City acting together can help improve salmon runs to the fishing hole. Fish were first stocked in the lagoon in the 1980's. The lagoon was expanded in 1994 to its current size. Nick Dudiak, the local Fish and Game sport fish biologist, helped pioneer the fishing lagoon. Mr. Dudiak knew the lagoon must be excavated or dredged to provide suitable depth for both rearing juvenile salmon and providing angling opportunities for returning salmon. When designed, the lagoon was 12 ft. in depth throughout during low tide. Presently, 60% of the lagoon is 4 ft. or less in depth, creating a poor environment for salmon smolt and reducing their survival rate. It also reduces the area returning salmon will swim in and the area for sport fishing.

The primary cause of the lower smolt survival is the high density of a Chaetoceros algae which has spines that lacerate fish gills, increasing the stress of the smolt. The smolt are already under stress from the transport from Anchorage to Homer. Additionally, the fish are adjusting from living in fresh water to salt water. The algae has a fast population growth rate and is exacerbated

with the combination of shallow water, buildup of nutrients in the lagoon, and increased sedimentation.

ADF&G has taken steps to improve the smolt condition, including delaying the smolt stocking when the algae was in high density in the lagoon. They can release the smolt immediately if a die off begins to occur in the lagoon. ADF&G is transitioning into the new William Jack Hernandez Sport Fish Hatchery in Anchorage, which will improve the quality of the smolt. Mr. Hasbrouck encouraged Council to prioritize the dredging of the Nick Dudiak Fishing Lagoon in their CIP request. Dredging will increase the water depth and flushing will decrease Chaetoceros algae, improving the salmon survival.

Other forces contributing to the poor smolt survival rate include Pollock that may be eating the smolt. Council asked Mr. Hasbrouck questions including the amount of sediment to be dredged, cost of dredging, and what season the silt buildup occurs. Mr. Hasbrouck did not have the information available to respond. Council noted the popular fishing hole is great for handicapped people and kids, and takes the pressure off the rivers. Asked how much support ADF&G would provide in the dredging project, Mr. Hasbrouck answered he could not speak for what the department can do in the Legislature, although they support the dredging of the lagoon. He encouraged the City to talk with Legislators, as the power is with the people themselves. The voice of the public speaks louder than ADF&G.

Mayor Hornaday encouraged people to submit letters of support for the dredging project to the Governor and Legislature.

## **ANNOUNCEMENTS/PRESENTATIONS/BOROUGH REPORT/COMMISSION REPORTS**

Mayor Hornaday gave a shout out to:

- The great five-year celebration for the library.
- The Homer High School Mariner football team for beating Kenai, the first time in 20 years in double overtime.
- Steve Wolfe, selected as Coach of the Year.
- The public lands celebration at Islands and Ocean Visitor Center.

### **A. Borough Report**

Bill Smith, Kenai Peninsula Assemblyman, thanked the City for their hospitality to the Assembly on their visit last week. He is currently working on school track issues. The track is in poor condition and the process of letting it get in that condition is a problem. Repair of the track has to be a top priority for the school district and the school board. People should contact the school board of the importance of fixing the track.

Mayor Carey has a meeting with the Governor that Mr. Smith has been invited to. There is a potential of Enstar adding a \$1 per Mcf to the gas rate in this area as a means of providing partial financing. Enstar is not sure if the rate is still valid. He asked Enstar to be prepared to answer how much they could finance with the extra tariff. Enstar's financing scheme is to finance up to

ten years with their capital projects. Enstar has not yet made a commitment if they will provide financing with an increased tariff. If the Governor includes the gas line to Homer in his budget the financing information is needed. City Manager Wrede is looking at the areas that would be better served in the City. How much gets hooked up in first ten years is a big deal for Enstar.

Councilmember Lewis asked if Assemblyman Smith could push the Fishing Hole while meeting with the Governor.

**B. Commissions/Board Reports:**

1. Library Advisory Board
2. Homer Advisory Planning Commission
3. Economic Development Advisory Commission
4. Parks and Recreation Advisory Commission
5. Port and Harbor Advisory Commission

**PUBLIC HEARING(S)**

**A. 2012-2017 Capital Improvement Plan & FY 2013 Legislative Requests**

1. Memorandum 11-135 from Parks and Recreation Advisory Commission

Mayor Hornaday opened the public hearing.

Roberta Highland, city resident, representing Friends of Woodard Creek and Karen Hornaday Park advocated for retaining the park on the CIP list. They have been collaborating with the softball group and HoPP (Homer Playground Project) to bring attention to the park. Their focus is on moving the entrance of the park to the east and creating a parking lot on west side so kids won't have to cross the road. A trail along the creek and landscaping is preferred.

Roberta Highland commented on her own behalf. The alternative water source is a high priority and expensive and she prefers digging multiple wells near the reservoir and investigating water collection systems. She also supports dredging of the Nick Dudiak Fishing Lagoon.

Miranda Weiss, city resident and HoPP volunteer, places value on parks, play, and recreation. The group's kick-off party attracted 300 people. HoPP supports the City's adopt a park program and a park host program. Building a new playground is a waste of time and money if no one takes care of it. Karen Hornaday Park is a shining jewel in the community that should remain on the CIP.

Jonathan Walker, city resident and local pastor, is involved with the HoPP. It is a highly organized group of individuals with a purpose. In their congregation there are 130 to 140



children ages 1 to 12. He has observed the struggle of keeping young families in the community. He is excited about the community build aspect that brings together all types of people and puts their hands to work.

Marti McCleery, member of Friends of Woodard Creek and Karen Hornaday Park, asked that Karen Hornaday Park remain on the CIP list. Friends were instrumental in obtaining the funding for park improvements and a professionally designed park master plan at no cost. She would like to see the remaining funds untouched until a preliminary engineering study is completed for drainage, road realignment, and safe parking for all users.

Catie Bursch, city resident, advocated to keep Woodard Creek healthy. It is a real gem in the community. She has used it for teaching about watersheds and creeks through her job at the Kachemak Bay Research Reserve. Other communities have cleaned up their creeks and kept them accessible. She asked that the City take one step at a time by improving the creek. Some day it will be a feature as the town grows around it. She endorsed the dredging of the Nick Dudiak Fishing Lagoon.

Bumppo Bremicker, city resident, supports the former speakers on Karen Hornaday Park. A lot of work has been done to get funding and the City needs to keep working on it. Priorities for the Parks and Recreation Advisory Commission include Karen Hornaday Park (#1) and Kachemak Drive bike and pedestrian trail (#2). There may be State funds to help with a project. HART funds may be available, with over \$200,000 in that fund specific for trails.

Gary Sinnhuber encouraged the City to dredge the fishing lagoon as it has been neglected over the last 8 years. He started fishing there along with Councilmember Lewis in 1989. He has met wonderful friends from Germany, England, and Japan. Nick Dudiak provided a gift, the opportunity to teach kids to fish. Fishing in the lagoon relieves the pressure on local rivers and provides for handicapped access to those folks that cannot get around too well.

Lindianne Sarno mentioned the potential of saving water through creating a composting toilet system. The idea is on the Economic Development agenda and will be discussed in the upcoming months. Creating a public composting system will save a lot of water and absorb some fish waste for composting. Compost is helpful for Homer's agricultural population.

Mayor Hornaday closed the public hearing.

A resolution for the 2012-2017 Capital Improvement Plan and FY 2013 Legislative Requests will be brought forward for the October 10<sup>th</sup> meeting.

B. **Ordinance 11-37**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a Community Preparedness Outreach Award in the Amount of \$5,000 from the National Network of Libraries of Medicine and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Library Director. Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011.

Memorandum 11-122 from Library Director as backup.

Mayor Hornaday opened the public hearing. In the absence of public testimony, Mayor Hornaday closed the public hearing.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-37 by reading of title only for second and final reading.

HOWARD/WYTHER - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Ordinance 11-38**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$70,000 from the Water and Sewer Reserve Account to Pay the Amount Agreed Upon to Settle the Eminent Domain Action, *City Of Homer V. 4.014 Acres, More Or Less, Of Land, And Nancy J. Hillstrand*. City Manager. Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011.

Mayor Hornaday opened the public hearing. In the absence of public testimony, Mayor Hornaday closed the public hearing.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-38 by reading of title only for second and final reading.

HOWARD/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. ROBERTS, WYTHER, HOWARD, HOGAN, LEWIS

VOTE: NO. ZAK

Motion carried.

- D. **Ordinance 11-39(A)**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$12,600 from the Port and Harbor Net Assets Budget for the Purpose of Reconciling a Clerical Oversight. City Manager/Port and Harbor Director. Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011.

Memorandum 11-123 from Port and Harbor Director as backup.

Mayor Hornaday opened the public hearing. In the absence of public testimony, Mayor Hornaday closed the public hearing.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-39(A) by reading of title only for second and final reading.

HOWARD/WYTHER - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- E. **Ordinance 11-40**, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2011 Operating Budget by Appropriating \$10,000 from the Port and Harbor Reserves for the Purpose of a Detailed Basin Survey of the Small Boat Harbor. City Manager/Port and Harbor Director. Introduction September 12, 2011, Public Hearing and Second Reading September 26, 2011.

Memorandum 11-124 from Port and Harbor Director as backup.

Mayor Hornaday opened the public hearing. In the absence of public testimony, Mayor Hornaday closed the public hearing.

Mayor Hornaday called for a motion for the adoption of Ordinance 11-40 by reading of title only for second and final reading.

WYTHER/LEWIS - SO MOVED.

Councilmember Hogan expressed concern of the sole source contract even though the Corps of Engineers (COE) vetted the contractor. The work could be done by local contractors. The COE requires a surveyor has a hydrological endorsement; only two in the state have the endorsement. The same exact work is being performed by a local surveyor on the Nick Dudiak Fishing Lagoon. He has talked to several engineers and surveyors who could perform the work and do it well. If the COE dictates the scope of work and requirements of contractors they can pay the bills. The City will be appropriating and spending the money so local boys should have a shot at it.

VOTE: YES. LEWIS, ROBERTS, WYTHER, HOWARD

VOTE: NO. ZAK, HOGAN

Motion carried.

**ORDINANCE(S)**

## CITY MANAGER'S REPORT

### A. City Manager's Report

1. Lobbyist Contract: Linda Anderson, the City lobbyist will be at the October 10 Council meeting. She will be in town that week because she is also helping to give a presentation on the proposed changes to the fish tax at the State Harbormasters Conference at Lands End October 10 through 13. Her presence at the October 10 meeting provides several opportunities. First, this is the meeting that the Council approves the CIP List and the Resolution outlining the Top 15 priorities. Linda will be available to take part in that conversation and associated legislative strategy discussions. Second, Council members expressed an interest in talking to Linda and to each other about her contract. The timing on this is good since Council is about to leap into budget discussions. Linda has expressed an interest in entering into another contract for next year at the same rate of compensation. She also said that she would prefer to talk about the contract in executive session so that everyone can speak freely. This would be conducted similar to what occurred with Tom Klinkner (Performance review and contract discussions). A special Meeting/Executive Session has been scheduled for 4 PM that day for this purpose.
2. CIP List: Speaking of the CIP List, Anne Marie reports that so far, only two Council members have filled out their CIP priority forms. Please be sure to do so as soon as you can. Anne Marie will need them well in advance of the October 10 packet deadline (October 5) in order to compile everything and provide the Council with a complete work product that it can review and take action on.
3. More CIP Stuff: Representative Seaton had discussions with Governor Parnell regarding the gasline project. The emphasis was on getting the pipeline in the Governor's budget next year. While the Governor has made no commitments, one thing seems pretty clear. If this project makes it into the Governor's budget, the City should not expect to see any other large CIP projects approved this year. Smaller projects would still have a chance and our Legislators will receive some of their own discretionary funding for projects in their districts. This is important to keep in mind as the Council approves its CIP List and legislative strategy for next year.
4. Gas Pipeline: The City staff is working to implement the Pipeline Action Plan the Council adopted several meetings ago. The project website has been updated and the CM will be talking about the project at Upcoming Rotary and Board of Realtors meetings. A letter has been drafted asking the Governor to include the project in his capital budget next year. On the Tuesday the 26<sup>th</sup>, I will be traveling to Soldotna to meet with Senator Wagoner, Representative Olson, and Enstar. Later meetings with Speaker Chenault, Commissioner Bell, and AEA Director are scheduled or being scheduled.
5. STIP: The Department of Transportation and Public Facilities (ADOT/PF) has circulated a new Statewide Transportation Improvement Program (STIP) document for public review. DOT/PF representatives were here last week to talk about the new STIP. City reps at the meeting included Carey Meyer, Bryan Hawkins, Rick Abboud and myself. Rick drafted comments on the STIP on behalf of the City and the letter is attached for your information. Also attached is a description of all projects included that are of local interest. We emphasized that the Homer Intersections Project and the Main St.

Intersection and upgrade was omitted and needed to be added. We will be working to get those projects a higher score in the next few months.

6. Emergency Management Training: The Homer Volunteer Fire Department and the Homer Airport DOT/PF staff will be conducting an airport mass causality drill this Friday. Also, the State is proposing to conduct a tsunami preparedness and response workshop for communities on the Kenai Peninsula and Prince William Sound in late October or early November. Homer and Seward have both offered to host the workshop. The workshop is intended to be for staff and emergency responders. We have suggested than an evening session be added for the community with an emphasis on preparedness and response. This suggestion has been received favorably. More on this topic later. The City and Borough continue to work on local activation of the tsunami warning sirens.
7. The Draft Budget: As this report was being written, we were right in the middle of finalizing the draft budget for FY 2012. The budget schedule adopted by the Council called for the draft budget to be delivered to the Council on September 26<sup>th</sup> but not introduced by Ordinance until October 24. We had some preliminary discussions (no motions were made or adopted) about moving up the budget ordinance introduction to September 26<sup>th</sup> to give Council more time to work on it and to avoid the prospect of having a special meeting right before Christmas. For a variety of reasons, the budget preparation process is not moving quickly enough to get an ordinance on the agenda for this meeting (September 26<sup>th</sup>). However, we do still intend to have the draft budget in your boxes on the 26<sup>th</sup> or 27<sup>th</sup>. I will be prepared to discuss it in detail during the Manager's Report. The budget ordinance and associated resolutions will be ready for introduction on October 10<sup>th</sup>, which is still sooner than scheduled, and should help.
8. FEMA Maps: The Federal Emergency Management Agency (FEMA) has circulated new flood insurance hazard maps for the public review. The maps make some significant changes to the status of some parcels on the Spit, including parcels owned by the City. These changes could have impacts on construction standards and the ability to get flood insurance for business people leasing City land. Some existing infrastructure along Fish Dock road is affected. The Planning Commission is scheduled to discuss this at its meeting on September 21. We do not believe that FEMA has done a good enough job explaining the changes and the implications for development on the Spit. Much of the language is very difficult to understand and interpret, even for folks who have some background in the flood insurance program. Rick has requested an extension of the comment period and that FEMA conduct a public meeting here. At some point the City will have to submit official comments and the Council will be asked to adopt an ordinance amending the code and accepting these maps. Rick will be available for questions and answers. Please let us know if you would like a fuller briefing on this. The City could contest these findings but it would be expensive and highly technical. It might be a good use of the City's resources to use dredge spoils to raise the elevation of some lots.
9. Sign Code Revisions: The Planning Commission is working on amendments to the sign code. The primary focus of the amendments has to do with sandwich boards, banners, and the signage allowable on lots that contain multiple businesses. A staff presentation and public hearing has taken place on the draft ordinance and the Commission will be discussing it further at its meeting on September 21. The tentative plan is to consider further amendments and then have another public hearing. Attached is a copy of a press

release describing the changes for your information. Extensive comments were received at the first hearing. The minutes of the hearing and the draft ordinance as it stands at the moment can be provided for you easily if you want to track this issue.

10. Boys and Girls Club: Last week, Mike Navarre came to visit. He is on the Board of the Kenai Peninsula Boys and Girls Club. Mike wanted an update on where we are with the Club occupying this building and what the prospects might be for allowing the Club to stay beyond December 30. I relayed the Council's support for the Club but that it needed to find a tenant who could pay rent. We discussed a host of hypothetical possibilities but mostly just exchanged information. But, Boys and Girls Club has a strong interest in staying in that building and you can expect some sort of request or proposal from the Board in the not too distant future.
11. HERC Building: Some of you may not be aware of this but when the City accepted title to the old intermediate school, it was named the Homer Education and Recreation Complex (HERC). City employees and most internal documents still refer to it as the HERC Building. I bring this up because Council has indicated that it would be willing to discuss education and recreational uses if a suitable paying tenant cannot be found. Prior Council may have had this in mind given the name. Our current contract with the School District for the Community Schools Program expires in June and that may lend some urgency to having this discussion. The staff is working on a proposal to place the Community Recreation and Parks functions in this building with the idea that they would manage the building and lease parts of it out for educational or recreational functions. Even now, we get requests to rent portions of the building. We were recently approached about renting the gym for a large exhibit. So, this is a topic we should likely get on the agenda, maybe this winter after we get past the budget.

City Manager Wrede encouraged Council to attend the upcoming harbormaster conference to hear the City's lobbyist, Linda Anderson, give a presentation on the fish tax. Attorney Holly Wells will also be there to talk about the legal aspects of getting rid of derelict vessels. The public is allowed to attend the conference.

Council requested a visit from someone to explain the FEMA maps. A letter and resolution for the next meeting was requested.

City Manager Wrede is meeting with Enstar tomorrow and will provide an update at the next meeting. Mayor Hornaday asked him to remind Enstar they have a certificate, it is their responsibility and we still have no gas.

The \$1 Mcf is just an idea Representative Seaton talked to the Governor about. He is not sure Enstar agrees and we don't know if the authority still exists as the certificate was issued ten years ago. Enstar wonders how many people in Homer will hook up, and if the City is going to participate. We are working on draft maps that will show the core downtown area and businesses and institutions that will hook up quickly. He will talk to Enstar to find out the costs. The amount will then be converted to a mil rate increase and we will look at LIDs. Council will determine if we want to participate. For Enstar to upfront any money they are hoping there is a reasonable payback period. Right now it would not pay off within ten years.

Assemblyman Bill Smith has been doing some calculations at the request of Representative Seaton. The preliminary numbers are \$8 per Mcf for the price of gas, an extra \$1 per Mcf is a 12% increase. The savings would still be at 40%, including main lines, hook-up costs, and conversion costs.

There was brief discussion on the heating costs of keeping the Boys and Girls Club in the current building. Mayor Hornaday commented the Borough should step in. City Manager Wrede has a meeting tomorrow with the Superintendent to talk about the building and the proposal from Fireweed Academy.

City Manager Wrede commended Port and Harbor Director Hawkins and the City's legal department for a great job in getting rid of the derelict vessels. The City has title to two more vessels that are to be disposed of with Peninsula Scrap. They get the boats in exchange for reduced rent on the chip pad. It gets rid of the vessels at no cost to the City and frees up the moorage space. The initial scrap work will be done on the beach near Pier One Theatre. On Wednesday the boats will be hauled out. The Corps of Engineers, DEC, and Cook Inlet Keeper have all been notified. It may take a month to break the boats to smaller pieces, move to the chip pad, and then to the dock.

The City has a new collection agent that is more assertive in collecting overdue debt. We haven't been as aggressive as we should have been in the past. People are not happy that they are getting bills and are contacted by collection agents. The collection agency is the same firm the hospital hired. They have experts on their team that are good in insurance.

The meter ordinance (Ordinance 11-26) that passed earlier in the summer allowed collection for apartments and multi-family units. Since its passage there have been problems that were not anticipated. Amendments will be brought forward that will reduce costs to contractors and the administrative costs to the City.

B. Bid Report

**CITY ATTORNEY REPORT**

**COMMITTEE REPORT**

- A. Public Arts Committee
- B. Transportation Advisory Committee
- C. Permanent Fund Committee
- D. Lease Committee
- E. City Hall Renovation and Expansion Task Force
- F. Port and Harbor Improvement Committee

Councilmember Howard reported the Port and Harbor Improvement Committee is working very hard and will bring something to Council on October 24.

## **PENDING BUSINESS**

## **NEW BUSINESS**

- A. **Memorandum 11-132**, from Permanent Fund Committee, Re: Amend Regular Quarterly Meeting Dates for the Permanent Fund Committee.

Mayor Hornaday called for a motion for the approval of the recommendations of Memorandum 11-132.

HOWARD/LEWIS - SO MOVED.

Councilmember Howard explained the amendment will bring the meetings in line with receipt of the investor's quarterly reports.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Memorandum 11-133**, from City Clerk, Re: Vacate a Portion of Spruce Lane "Knuckle", the Curved Radius Section Adjacent to a 60-Foot Right-of-Way Designed to Provide Access to Interior Lots 1-5 and Associated Utility Easement, Dedicated by Cooper Subdivision No. 4 Replat (Plat HM 93-62), within Section 15, Township 6 South, Range 13 West, Seward Meridian, Alaska, within the City of Homer and the Kenai Peninsula Borough; KPB File No. 2011-124; Location: City of Homer.

Mayor Hornaday called for a motion for the approval of the recommendations of Memorandum 11-133.

LEWIS/WYTHER - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **RESOLUTIONS**

- A. **Resolution 11-092**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for an Insurance Benefit Broker and Consulting Services to the Firm of Mercer Health Benefits of Spokane, Washington, in the Amount of \$48,000 Annually and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk.



Memorandum 11-134 from Personnel Director as backup.

Mayor Hornaday called for a motion for the adoption of Resolution 11-092 by reading of title only.

HOWARD/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Resolution 11-093**, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for 2011 Dredge Spoils to the Firm of \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_, in the Amount of \$ \_\_\_\_\_ and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk.

Resolution 11-093 pulled under agenda approval. There were no bids received for dredge spoils.

#### **COMMENTS OF THE AUDIENCE**

Rosalie Tupper, Homer resident, commented on the mudslide in November 1982 on Lot #5 Seascapes Subdivision. She has owned the parcel since 1973. A culvert was placed which is unacceptable to her as it is aimed at her property.

#### **COMMENTS OF THE CITY ATTORNEY**

City Attorney Klinkner was not present.

#### **COMMENTS OF THE CITY CLERK**

City Clerk Johnson reminded the listeners of election day on Tuesday and asked everyone to get out and vote.

#### **COMMENTS OF THE CITY MANAGER**

City Manager Wrede had no comment.

#### **COMMENTS OF THE MAYOR**

Mayor Hornaday seconded the Clerk, urging everyone to vote.

## COMMENTS OF THE CITY COUNCIL

Councilmember Roberts commented on the really exciting homecoming ball game at Homer High School. Go Mariners!

Councilmember Zak said it seemed like a short meeting although there were critical items for discussion including the gas pipeline. There is community involvement with the Karen Hornaday Park and the leveraging by people in the community is wonderful to see. This council meeting was productive. It is great to hear of the derelict boats being removed from the harbor. He remarked about the winning football game and the fact that we need to get the Mariners to State.

Councilmembers Wythe, Lewis, Hogan, and Howard had no comment.

## ADJOURNMENT

There being no further business to come before the Council, Mayor Hornaday adjourned the meeting at 7:23 p.m. The next Regular Meeting is scheduled for Monday, October 10, 2011 at 6:00 p.m. The next Committee of the Whole is scheduled for Monday, October 10, 2011 at 5:00 p.m. A Special Meeting is scheduled for Monday, October 10, 2011 at 4:00 p.m. All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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JO JOHNSON, CMC, CITY CLERK

Approved: \_\_\_\_\_

# VISITORS



**ANNOUNCEMENTS**  
**PRESENTATIONS**  
**BOROUGH REPORT**  
**COMMISSION REPORTS**



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# Managing Healthcare Costs

Health care inflation consistently outpaces economic growth, and threatens to 'crowd out' other important societal priorities. This blog addresses efforts to control health care costs. The blog began as an outgrowth of a class at the Harvard School of Public Health, and is open to all. Please join us. Further information is at the bottom of this page

THURSDAY, JUNE 9, 2011

## McKinsey Report Says Employers Will Abandon Health Insurance

### Today's Managing Health Care Costs Indicator is 30%

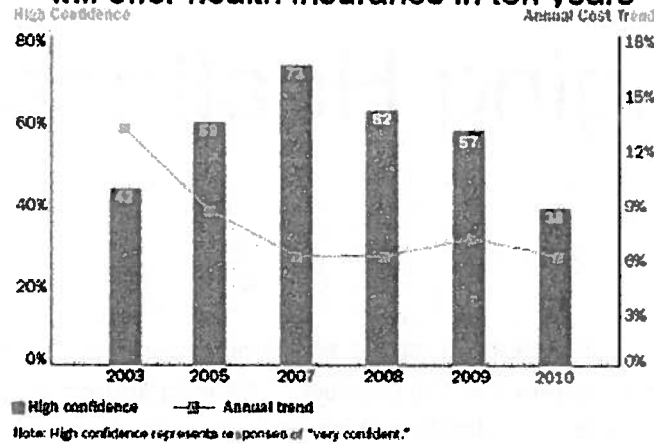
A report from the consulting firm McKinsey has been getting a lot of attention this week; it suggests that almost 1/3 of employers will exit health insurance following the implementation of the major elements of the Affordable Care Act in 2014.

The report provides conclusions, but shares little detail of the underlying assumptions and data. McKinsey has evaluated the economic "best interest" for firms, and combined this with its own polling data. Interestingly, the McKinsey survey concludes that employer sponsored insurance is not that highly valued by employees. Most surveys show employees value health insurance second only to wages.

The McKinsey conclusion starkly differs from the Congressional Budget Office evaluation, which suggests that only a million will be dropped from employer health insurance due to the Affordable Care Act. RAND and the Urban Institute have also evaluated this question and concluded that the ACA will not lead to wholesale employer exit from the insurance market.

The McKinsey study is consistent with the Towers Watson NBGH 2011 survey, which shows that the percentage of responding employers who believe that they will continue to offer employees health insurance ten years from now has dropped by almost half since 2007.

### Fewer employers are confident that they will offer health insurance in ten years



McKinsey also suggests that employers will continue to sponsor wellness programs even if they exist employer-based health insurance. The economic rationale for many wellness programs is that they will lower medical costs; if the employer is no longer responsible for those costs, wellness programs will be more difficult to justify in corporate budgets.

It's hard to make predictions – especially about the future, as Mark Twain (and perhaps Yogi Bera) said. Here are some circumstances that could make the McKinsey predictions more likely:

1. All or virtually all states have functional exchanges where employees could individually purchase good health insurance without fuss and without big bills for those with preexisting conditions. The Washington Post [http://www.washingtonpost.com/national/health%20care/states-slow-to-adopt-health-care-transition/2011/06/03/AGbZbjJH\\_story.html](http://www.washingtonpost.com/national/health%20care/states-slow-to-adopt-health-care-transition/2011/06/03/AGbZbjJH_story.html) recently reported that exchange creation has been slow going in many states.
2. The federal government continues to fund generous subsidies for low and moderate income Americans, and these subsidies rise at the rate of medical inflation. Paul Ryan's plan to cap Medicare expenditures through a privatization program suggests that there will be limits to the willingness to provide funding for continued rises in health care costs.
3. Health care costs continue to rise at rates substantially above inflation, making more employers subject to the "Cadillac" tax, which increases the effective cost of providing employer sponsored insurance. However, I believe that if too many employers are subject to this tax, the rules themselves will be revised.
4. The penalty for not offering insurance remains low. Most employers offering credible employee health insurance pay more than \$2000 per employee for this coverage, so many CFOs will see the benefit of exiting employer-sponsored insurance. However, the Massachusetts experience [http://voices.washingtonpost.com/ezra-klein/2010/10/what\\_massachusetts\\_tells\\_us\\_ab.html](http://voices.washingtonpost.com/ezra-klein/2010/10/what_massachusetts_tells_us_ab.html) is that even with a substantially lower state penalty there have been few employers who exited the market.
5. Employers are allowed to segment their populations, offering health insurance to some employees who are expensive to recruit, train and retain, and not offer insurance to low-skilled workers. The ACA specifically prohibits companies from doing this, but companies might change their corporate structures to allow this.



<!--[if !supportLists]-->

Employers far prefer to know their future costs, and so prefer a defined contribution to a defined benefit plan. The defined benefit plan carries an unknown future cost, which is hard to budget for, hard to account for, and in many cases, hard to pay for. Employers rushed to the door to get out of defined benefit pension plans when an Accounting Board rule made them divulge future liabilities, and most Americans no longer have a fixed pension for retirement. Employers have largely exited retiree health insurance at this point as well. So there is some reason to believe that they could do the same for active employee health insurance.

Employers pay about a third of the cost of health insurance in the US -- over \$700 billion. Widespread employer abandonment of health insurance will require funding from alternate sources -- and neither out-of-pocket payment nor increased taxes are getting high poll numbers right now. I suspect that if employers do discontinue offering health insurance in large numbers there will be "tweaks" to the Affordable Care Act to encourage them to continue to offer or at least fund health insurance.

Posted by Jeff Levin-Scherz at 9:24 AM



Labels: Affordable Care Act, employers, mckinsey, RAND, Urban Institute

## 2 comments:

**Adam Wootton said...**

I think that the main reason that employers in Massachusetts have not exited coverage is that they would not be able to in the rest of the country. The economies of scale which are already created (by needing to have a benefits department for the other 49 states) means that savings are limited. In addition, the potential disharmony between their Massachusetts employees and those in other states would be a big disincentive.

For solely MA based employers, they are still competing for talent against those with people in other states, so the normal move is not to drop coverage.

Once it is a national scheme, this effect goes away entirely. Both the economies of scale and the competition effects disappear and dropping coverage becomes a lot easier.

June 9, 2011 11:01 AM



**Lou said...**

Great point Adam. Not only will ObamaCare put the rest of the country in peril, but it will reveal the huge failure of RomneyCare.

June 19, 2011 4:42 PM

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## BLOG ARCHIVE

### ▼ 2011 (113)

► September (10)

► August (13)

► July (14)

### ▼ June (16)

Premium Freeze in Massachusetts?

Bring Back the Mystery Shopper Survey

Biotech Firms Oppose the Independent Payment Advis...

RomneyCare Works.

Supreme Court Overturns VT Ban on Selling Physicia...

Massachusetts Attorney General Reports on Health C...

The Tragedy of Underfunded Mental Health Care

Unnecessary Double Chest CT Scans

Freezes and Clawbacks and Cliffs, Oh My!

"Truthiness" and the Republican Presidential Debat...

Changes Oncologists Could Make That Would Lower Co...

Obesity: The Problem Is Clearer than the Solution

McKinsey Report Says Employers Will Abandon Health...

Hospitals Closing – Difficult Choices

Flawed measurement can suggest illusory savings

Hospital Improves Maternity Care and Lowers Cost

► May (12)

► April (16)

► March (13)

► February (8)

► January (11)

### ► 2010 (114)

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### ► 2008 (55)

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## ABOUT ME

Jeff Levin-Scherz is an Assistant Professor at Harvard Medical School and Harvard School of Public Health. He has served in a variety of health care executive positions, including Chief Medical Officer (Harvard Vanguard and Partners Community HealthCare, Inc) and Vice President of Tufts Health Plan. He is a consultant on the health management team of Towers Watson, a global professional services company. He has a BA and MD from Boston University and an MBA from Columbia University. *This blog does not represent the opinion of Towers Watson.*

adjusted basis. "Don't be timid," the author says. It's time to really fix health care. I believe that the bridge to his vision will be difficult to construct

- *Overtreated*, Shannon Brownlee, 2007. A vivid account of the founding of the Dartmouth Atlas project (small area variation). Pharmacy section doesn't break new ground, but overall the book does bring our epidemic of overcare into sharp focus. NYT Business Book of the Year.
- *Redefining Health Care: Creating Value-Based Competition on Results*. Michael Porter and Elizabeth Teisberg 2006. Porter notes that we compete on the "wrong" things in health care -- although his bridge to a better state of competition seems creaky to me.
- *The System*, Haynes Johnson and David Broder, 1997. Engrossing account of implosion of attempt to reform health care in 1993-4. Even then, it was all about the difficulty of controlling costs!
- *Nudge : Improving Decisions about Health, Wealth, and Happiness*, Richard H. Thaler, Cass R. Sunstein, 2008. Using behavioral economics to guide people to better decisions (Choice Architecture) , using "libertarian paternalism." Funny tool
- *Predictably Irrational : The Hidden Forces That Shape Our Decisions* Dan Ariely, 2008. Successor to "Freakonomics" -- entertaining explanation of behavioral economics
- *Blink, The Power of Thinking Without Thinking*, Malcolm Gladwell. Decisions are often made quickly, with imperfect information
- *The Tipping Point : How Little Things Can Make a Big Difference*, Malcolm Gladwell, 2000. What makes social change happen
- *Better : A Surgeon's Notes on Performance*, Atul Gawande 2007. HSPH faculty and BWH surgeon with second book of essays generalizing from his experiences. We will read "Bell Curve" essay in this class
- *The Innovators Dilemma*, Clayton Christensen, 2003 - Describes "disruptive innovation," from the computer hardware industry. Very relevant to health care - the "best" and most fully functional product won't necessarily win!
- *Wisdom of the Crowds*, James Surowiecki 2005 Interesting thesis -- experts individually give better answers than the masses, but taking many inputs from independent individuals with differing experiences and expertise gives you a better answer. Take that, talking heads!

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# PUBLIC HEARING(S)



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

**2012 Budget**

A **public hearing** is scheduled for **Monday, October 10, 2011** 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.

**2012 Budget**



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](mailto:clerk@ci.homer.ak.us) or fax 235-3143.

Jo Johnson, CMC, City Clerk

A handwritten signature in black ink, appearing to read "Jo Johnson".

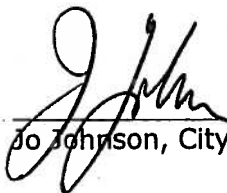
Publish: Homer News: October 6, 2011

## CLERK'S AFFIDAVIT OF POSTING

I, Jo Johnson, qualified City Clerk for the City of Homer, Alaska, do hereby certify that a copy of the Public Hearing Notice for 2012 Budget was posted at Homer City Hall, at the Homer Public Library, at the City of Homer kiosks located at City Clerk's Office, Captain's Coffee Roasting Co., Harbormaster's Office, and Redden Marine Supply of Homer on October 3, 2011 and that the City Clerk posted same on City of Homer Homepage on September 29, 2011.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal of said City of Homer this 30<sup>th</sup> day of September, 2011.



  
Jo Johnson, City Clerk



# ORDINANCE(S)



**ORDINANCE REFERENCE SHEET**  
**2011 ORDINANCE**  
**ORDINANCE 11-41**

An Ordinance of the City Council of Homer, Alaska, Appropriating Funds for the Calendar Year 2012 for the General Fund, the Water-Sewer Fund, the Port/Harbor Fund, Debt Funds, and Capital Reserve Funds (Conditional Expenditures).

Sponsor: City Manager

1. City Council Regular Meeting October 10, 2011 Introduction



**CITY OF HOMER  
HOMER, ALASKA**

City Manager

**ORDINANCE 11-41**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, APPROPRIATING FUNDS FOR THE CALENDAR YEAR 2012 FOR THE GENERAL FUND, THE WATER-SEWER FUND, THE PORT/HARBOR FUND, DEBT FUNDS, AND CAPITAL RESERVE FUNDS (CONDITIONAL EXPENDITURES).

THE CITY OF HOMER ORDAINS:

Section 1. Pursuant to the authority of Alaska Statute, Title 29, the appropriations for Calendar Year ending December 2012 are appropriated as follows:

General Fund	\$10,782,862
Water-Sewer Fund	\$ 3,343,362
Port/Harbor Fund	\$ 3,680,579
Capital Projects	\$ 1,856,339
Internal Service Funds	\$ <u>1,713,872</u>
Total Expenditures	\$ 21,377,014

Section 2. Such amounts are appropriated to the objects and purposes stated in the adopted budget.

Section 3. A copy of the budget shall be certified by the City Clerk and filed in the Office of the City Clerk.

Section 4. The supporting Line Item Budget detail as presented by the Administration and reviewed by the City Council is incorporated as part of this Budget Ordinance.

Section 5. The property tax mill levy is set at 4.5 mills for 2012.

Section 6. This Ordinance is limited to approval of the Budget and appropriations for Calendar Year 2012, is a non code Ordinance and shall become effective January 1, 2012.

PASSED AND ENACTED by the Homer City Council on this \_\_\_\_ day of December, 2011.

CITY OF HOMER

\_\_\_\_\_  
JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Introduction:  
Public Hearing:  
Second Reading:  
Effective Date:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

Reviewed and approved as to form:

Walt E. Wrede, City Manager

Date: \_\_\_\_\_

Thomas Klinkner, City Attorney

Date: \_\_\_\_\_

Fiscal Note: See Line Item Budget and detail.

**CITY OF HOMER  
HOMER, ALASKA**

City Clerk

**RESOLUTION 11-094**

A RESOLUTION OF THE CITY COUNCIL MAINTAINING  
THE CITY OF HOMER FEE SCHEDULE AT THE CURRENT  
RATES.

WHEREAS, Fees are reviewed annually during the budget cycle; and

WHEREAS, It was determined that there was no adjustment to the City of Homer Fee  
Schedule needed at this time.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska, that  
the City of Homer Fee Schedule is maintained at the current rates.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 12<sup>th</sup> day of  
December, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Revenue amounts not defined in CY2012 budget.





# Fee Schedule

## July 2011

**This Pamphlet compiled by the Office of the Homer City Clerk**

**Homer City Clerk  
491 E. Pioneer Avenue  
Homer, Alaska 99603  
(907) 235-3130  
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City's Home Page - <http://clerk.ci.homer.ak.us>

**Updated: July 2011**

07/11 - clerk

The City of Homer is a First Class General Law Municipality with a Manager form of Government. Incorporated March 31, 1964.

Main Office Phone for the City of Homer 235-8121 (City Hall)

Sales Tax - 4.5% for the City, 3.0% Borough, and total sales tax paid within Homer City limits, 7.5%. Non prepared food items are exempt from Borough and City Sales Tax September 1<sup>st</sup> through May 31<sup>st</sup> of each year.

Property Tax - Mill levy

City - 4.5

Borough - 6.50

Hospital - 1.75

KPC - 0.10

HCC - Homer City Code - codification of City ordinances.

AAC - Alaska Administrative Code

AS - Alaska Statutes

Office Hours for City Hall are 8:00 a.m. to 5:00 p.m. unless otherwise specified.

Phone Numbers for main offices:

Administration - 235-8121

City Clerk - 235-3130

City Hall - 235-8121

Community Schools - 235-6090

Fire Department - 235-3155

Library - 235-3180

Planning - 235-3106

Police Department - 235-3150

Port/Harbor - 235-3160

Public Works - 235-3170

**BILLING AND PAYMENTS - 235-8121 ext 2240 or 0 for the front desk.**

Assessment Bills (City of Homer only) - 235-8121 ext 2240

Port/Harbor Bills - 235-3160

Water/Sewer Bills - 235-8121 ext 2240

Ambulance Bills - 235-8121 ext 2228

Emergencies - 911 (Fire, Medical, Police)

## **ADMINISTRATIVE FEES FOR THE CITY OF HOMER**

(The following fees have been set by legislative enactments, Ordinances 04-53(S)(A), 03-36(A), 01-13(S)(A); Resolutions 11-074(A), 11-036(A)(S), 10-90(A), 06-24(S), 05-125(S), 05-49, 05-22, 04-98(S)(A), 04-96, 04-95, 04-94(S)(A), 03-159, 00-14, 99-116, 99-50, 95-1 and 92-10(A), Regulations Concerning Public Record Inspections dated March 2003.)

These fees are administrative fees for all departments of the City of Homer unless otherwise specified under that department. All fees are inclusive of sales tax. Unless otherwise specified: Any item mailed may have an additional fee added for actual postage. Handling fees may be added up to the actual staff time spent preparing the item for shipping.

An application for indigency may be filed with the City Manager for waiving or partially waiving the costs of fees. The City Manager may allow an applicant, who qualifies as an indigent, a reduced fee, a payment plan or a waiver of the fee where the Manager is able to make a written finding, based on information provided by the applicant, that payment of the fee would be a financial hardship. Based upon the information provided, the fee may be reduced or waived in accordance with the following scale:

Annual Income as a Percent of current Health and Human Services (HHS) Poverty Guidelines for Alaska	Percent of fee reduced
1-100%	100% Waiver
101-149%	75% Waiver
150-174%	50% Waiver
175-199%	25% Waiver
200% plus	No Waiver

Airport Pickup/delivery \$25

Annual Safety Inspection commercial vehicles \$100

Annual Taxi Permit \$75

Appeal Fees

Water and Sewer Appeals, under HCC 14.04 and 14.08 – shall be set by Resolution; in the event the appellant is the prevailing party the fee shall be refundable. Ordinance 05-43(A).

Zoning Appeals – fee \$250.00 subject to refund if the appellant is successful on any aspect of appeal. Resolution 06-24(S)

Credit Cards are accepted for other than real property lease payments with a minimum of \$10.

Computer Disc (includes 1st class postage): \$10/disc

CD Reproductions: \$20.00

Document copying fees: \$ .25/page

Certification Fee: \$10/report

Driver License Records \$10

Fax: w/in Alaska \$1/page, Continental US \$2/1<sup>st</sup> page, Subsequent pages \$1/page. Other destination \$5/1<sup>st</sup> page. Subsequent pages \$2/page.

Electronic Transmission: \$1/page (Scanned PDF document)

Lease application fee \$30

Lease fee \$300

Lease Assignment Fee \$250

Local Bidder's Preference

Non-local bid is	Local bid is not more than
\$0 - \$500,000.00	5 percent higher than non-local bid
\$0 - \$1,000,000.00	5 percent higher than non-local bid on first \$500,000.00 and 2.5 percent higher than non-local bid on amount in excess of \$500,000.00 to \$1,000,000.00

No additional adjustment for bids above \$1,000,000.00

Photograph Copying: \$10/order (includes shipping and; handling)  
If done commercially - Actual Costs plus 5%

**Production Fees -**

Per requestor in a calendar month exceeds five-person hours the fee is the City employee's actual salary plus benefit costs. An estimate will be prepared and the requestor must deposit the estimated production and copying fees in advance. If the actual costs are greater than the estimate the records will not be released until the difference is paid and if the actual costs are less the requestor will receive a refund of the difference.

No fee for simple inspection, except when the production of records by one requestor exceeds five person hours in a calendar month.

**Local Improvement Districts (LID's):**

HARP (Homer Accelerated Roads Program) LID's

Assessments are: \$30 per front foot for Road Reconstruction

\$17 per front foot for Paving

HAWSP (Homer Accelerated Water and Sewer Program) LID's

Assessments are: 75% of the total project cost allocated in equal shares to each participating parcel

OTHER LID's if approved by the Council are at 100% property owner participation.

Application Fee	\$100
Bill Fee	\$3.00 per bill
Administrative Fee	
0-500,000	5%
over 500,000	\$25,000 plus 2.5%

Notary \$5.00

Smoking prohibited in City Facilities, Vehicles and Watercraft - \$25 fine

Tapes: Audio Cassette (Police Department) \$25 tape

Subsequent, \$15/tape Includes 1st class postage

Video Cassette (Police Department) \$30/tape

Vehicle Impound/Storage Fees (actual costs + towing) Storage, \$7.50/per day

**AIRPORT TERMINAL FACILITY**

Administration - 235-8121 (ext 2225)

(The following fees have been set by legislative enactments, Resolution 10-90(A), 04-98(S)(A), 94-61, 93-107, 08-124).

Advertising only:

\$ 75/yr. - size 9X4"

\$ 100/yr. - size 9X7"

\$125/yr. - size 9X11"

Advertising w/Direct Dial Phone - \$350/year

Long Term Parking - Per day \$5

Annual Pass \$500/year

Vending Machine Space \$30/month

**ANIMAL CONTROL FEES**

235-3141      Hours are 11 a.m. to 2 p.m. Monday through Friday.

(The following fees have been set by legislative enactments to HCC 20.32, Resolution 01-85)

**Dog License**

Neutered/spayed	\$10.00/2 years
Nonneutered/nonspayed	\$50.00/2 years
Kennel license	\$100.00/2 years
Replacement fee, lost license	\$ 4.00
Rabies Voucher	\$ 12.00
Quarantine at Home	\$ 40.00
Quarantine at Shelter	\$ 40.00 plus daily boarding fee
Boarding fee (when available)	\$ 12.00 daily
Pickup at residence for owner release	\$ 20.00
Turn In	\$ 5.00
Turn In for Euthanasia	\$ 15.00

**Impound fees:**

Nonspayed/Nonneutered		Spayed or Neutered	
1st offense	\$35.00	1st offense	\$25.00
2nd offense	\$50.00	2nd offense	\$40.00
3rd offense	\$85.00	3rd offense	\$75.00
4th offense or greater	\$100.00		same

**Live Trap:**

Small trap    \$ 70.00 deposit, \$1.00 per day. Seven (7) day rental maximum.  
Large trap    \$150.00 deposit, \$1.00 per day. Seven (7) day rental maximum.  
Deposit is forfeited if the trap is not returned in seven days. A portion of the deposit, up to the entire amount of the deposit, will be forfeited if the trap is damaged.

**Adoption Fee            \$ 15.00**

All impounded animals must be properly licensed and have current rabies vaccinations prior to being released. Owners of impounded animals will be charged a daily boarding fee for every full day that the animal stays in the shelter. Vaccination and license fees shall be the owner's responsibility.

Animals being adopted shall be spayed or neutered, properly licensed and vaccinated. Associated fees shall be the responsibility of the adopting party.

The City shall charge for any additional expense incurred by the City in the actual impoundment, transportation, medical care, housing or feeding of any animal; which expenses shall be paid in full prior to the animal's release.

**CAMPING FEES**

(The following fees have been set by legislative enactments, Resolutions 05-05, 04-98(S)(A), 99-94, 93-35, 91-34 and; 91-20(S)).

"Campground" means an area owned, controlled, developed and/or maintained by the City, which contains one or more improved campsites or contains adequate area for one or more unimproved campsites.

"Camping" means:

1. The erection of, or occupancy of any tent.
2. The placing or leaving of any items normally found at a campsite within campsite such as cook stoves, lanterns, sleeping bags or bedding.
3. Parking of any camper unit in any area owned or controlled by the City that has been designated a camping area by official signs, in excess of twenty-four hours. "Camping Season" means that period of time from April 1 through October 30.

RV                                 \$ 15/day  
 14 calendar days         \$189

All other camping         \$ 8/day  
 14 calendar days         \$100

All fees inclusive of sales tax.

## **CITY CLERK**

(The following fees have been set by legislative enactments, Resolutions 03-159, 05-125(S), 06-16 and 06-40(A).)

Administrative - 235-3130

Cemetery fees amended Resolution 98-28.

Cemetery - plot     \$200

Excavation

adult - \$500; \$400 opening, \$100 closing

infant \$375; \$300 opening, \$75 closing

Extraordinary conditions such as weather, heavy snow coverage, ice, frozen ground and etcetera may result in fees charged up to \$200 additional at Public Works discretion.

City Council and Commission Meeting packet fee

Per Packet:

0 - 25 pages - \$5.00

26 - 50 pages - \$10.00

51 - 100 pages - \$20.00

100 - 200 pages - \$25.00

200 - 500 pages - \$30.00

500+ pages - \$35.00

Per Month, Per Council or Advisory Body:

1 packet same fees as above.

2 packets above fee with 10% reduction.

3 packets above fee with 12% reduction.

4 or more packets above fee with 15% reduction.

City Hall Facility Use Fee (Resolution 03-159)

Government Agencies, generally, are exempt from fees.

Use by non governmental agency or entity fee is \$15.00 per hour, with a minimum of two hours; maximum fee is \$75.00 per day.

Cleaning Fee - if the facility is not left as found an additional fee of up to \$30.00 may be applied.

City Pins and Mugs (Resolution 98-28)

Logo Pins	\$1.00
Logo Mugs	\$4.00
Scene Mugs	\$8.00

Copies of meeting (audio) tapes \$10.00/each (Reso. 03-159)

Copies of meeting (digital) CDs \$10.00/each (Reso. 06-16)

The following fees have been set by legislative enactments to HCC 19, 5.

Gravel Permit, application fee \$5 (Areas B and; C require no approval of the COE or Div. of Lands, HCC 19.12.040(c).)

Fire Works Permit, HCC 5.24 \$25 (apply 30 days in advance) per exhibit plus bond for \$500 or liability insurance, must have.

## **LIBRARY FEES**

235-3180 (Amended: Ordinance 05-08, 03/15/05; Resolution 04-98(S)(A), 12/13/04; 03-87, 06/23/03; 99-19(A), 3/22/99; 98-86, 9/28/98; 97-87, 10/13/97)

Closed - Sundays. Open - Mon, Wed, Fri and Sat from 10 a.m. to 6 p.m. Tues and Thurs from 10 a.m. - 8 p.m.

Library Cards	Replacement cards \$5/issue Temporary card \$10 non refundable Temporary Family card \$50, \$40 refundable; limit of twelve items. Refunds are issued the second check run of each month via check from the City of Homer. Apply for refund through Library staff and provide forwarding address. If the refund is not claimed within six months the refund becomes a donation to the Library.
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Overdue Items	14 day circulation -\$0.15/day Maximum charge \$6.00 Admin. Fee of \$25 3 day and 1 day circulation - \$1.00/day 2nd overdue notice - \$1.00/notice  Bill notice - \$1.00/notice
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Photo copy     \$ .15/ea (letter size) and (legal size)

Interlibrary loan fee	\$2 standard size books \$.32 for photocopy Priority Mail \$4.00 Microfilm/videos/CDS/Audios Additional charges may be assessed and mailing costs may exceed these amounts.
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### **Replacement/Repair of items**

Lost items \$7.00 processing fee to

Damaged items \$7.00 processing fee to  
 Lost or damaged cases, hang-up bags, etc. \$2.00  
 Lost map or inserts - \$10/item  
 Lost out-of print items - \$50/Alaskana  
 \$40/non fiction  
 \$35/fiction

Damaged Item - \$1.00/page  
 \$2.50/cover  
 Damaged beyond repair - Full bindery cost or full replacement  
 cost plus \$7.00 processing charge.

Please Note: To receive a refund on a lost item, patrons must return the item within  
 sixty days of lost status. Refunds of payment for items deemed valuable  
 to the collection and returned after the 60-day period may be  
 made at the discretion of the Director.

## PLANNING AND ZONING DEPARTMENT

235-3106 or 235-8121 (Coordinates with Public Works)

### Zoning Permit

(The following fees, for Zoning Permits have been set by legislative enactments, Resolution 00-17 as authorized by HCC 21.42.060, Resolution 03-12(A), Resolution 03-159, Resolution 04-35, and Resolution 04-98(S)(A), Resolution 05-27(S) and Resolution 05-35, Resolution 07-14 and Resolution 07-45, Resolution 08-124.)

### Zoning Permit Fees:

Single Family /Duplex	\$200
Multi-Family/Commercial/Industrial	\$300, plus \$50 per hour when over six hours of administrative time.
Change of Use fee	\$50
Deck	\$50

Fees for commencing activities, without a permit, shall be assessed at the regular rate multiplied by one and one half (1.5) for Residential and two (2) for Commercial.  
 (The following fees have been set by legislative enactments to HCC 14.08.035.)

ROW Permit - minor \$90  
 major \$90

(The following fees have been set by legislative enactments to HCC 11.08.040).

Driveway Permit Residential	\$45
Commercial	\$60
Long	\$105

### Publication Fees

Comp Plan large	\$20
Comp Plan small	\$10
Zoning Map	sm \$ 5 lg \$25
Road Maint. Map	\$ 5

Zoning Ordinance - HCC 21 \$ 15



Sign Permit - \$ 50  
Variance - \$250  
Erosion and Sediment Control Plan (BCWPD): \$300

Storm Water Protection Plan Fee: \$200

Conditional Use Permit Processing Fee

Amendment \$200

Fence \$300

Single Family/Duplex \$200

Multi-Family/Commercial/Industrial

\$500 for uses less than 8,000 sq. ft.

\$1,000 for uses 8,001 sq. ft. to 15,000 sq. ft.

\$2,500 for uses 15,001 sq. ft. to 25,000 sq. ft.

\$5,000 for uses 25,001 sq. ft. to 40,000 sq. ft.

\$8,000 for uses 40,001 sq. ft. and larger

Recording (as Required) \$50

Fees for commencing activities, without a permit, shall be assessed at the regular rate multiplied by one and one half (1.5) for Residential and two (2) for Commercial.

Traffic Impact Analysis and Community Impact Assessment – when required, applicant will be charged for the actual cost of the study, plus a 10% administrative fee. The City will be responsible for hiring and managing the study.

(Resolution 03-159 and 96-13 HCC 12.12.03)

Rezone - \$500

(HCC 21.63 repealed via Ordinance 03-21.)

Flood Hazard Development Permit \$200

Preliminary Plat Processing Fee \$300, or \$100 per lot, whichever is greater. (Resolution 07-14, 03-159 and 96-13)

Elimination of a common interior lot line. \$200.00

Right of Way and Section Line \$300

Easement Vacation Application

Fee: (In addition to applicable preliminary plat fees).

Utility easement vacation: no fee

Bridge Creek Watershed Permit - zoning permits are required for the Bridge Creek Watershed Area. Although no fees will be charged for the zoning permits outside of City Limits, the evaluation process is still in effect.

Street Renaming

Fees

(A) For name changes or naming of public dedicated streets other than those named during the subdivision process:

(1) Street Naming Petition and hearing advertising fee \$150

- |  |       |
|--|-------|
| (2) Installation of each new City sign, post, etc. Per sign:                           | \$150 |
| (3) Replacement of existing City sign due to change where no post is needed. Per sign: | \$ 80 |

The minimum fee shall be either a combination of 1 and 2 OR 1 and 3, above; however, all signs that need to be changed and/or maintained by the City must be paid for prior to installation.

(B) For Private Road Naming:

- |  |        |
|--|--------|
| (1) Street Naming Petition and hearing advertising fee   | \$150  |
| (2) Installation of each new City sign, post, etc. Per sign:   | \$150  |
| (3) If no public hearing or public notice is necessary, i.e., 100% petition and no partial dedicated street involved | No fee |
| (4) If no signs are required   | No fee |

## PORT AND HARBOR DEPARTMENT

(The following fees have been set by legislative enactments to HCC 10, Ord. 95-18(A) and Resolutions 10-89, 06-52, 06-04, 05-123, 04-96, 03-154(S), 03-104, 03-88, 00-39, 99-118(A), 99-101, 99-78(S), 99-30(A), 95-69 (Port/Harbor Tariff No. 600), Resolution 95-19, Resolution 01-84(S)(A), Resolution 02-81(A), Resolution 07-121, and Resolution 08-123)

Harbor Office - 235-3160

Fish Dock - 235-3162

All rates except load and launch ramp fees and parking fees for Ramps 1 - 4, which are inclusive of sales tax, will have sales tax applied. The resulting figure will be rounded to the nearest half dollar for billing purposes.

Administrative cost for changing boat in slip - \$25.00

A \$30.00 per year charge will be assessed for a listing on a permanent reserved stall assignment.

Large quantity waste oil disposal (with Harbor Master approval) - \$3.25 gallon

## 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.

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

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

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

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

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

Long term parking will be enforced year around.

Parking lot restrictions for long term parking, May 1 through October 1 as depicted on harbor map (Resolution 11-36(A)).

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

Fines, \$25.00 per calendar day, provided that the fine for overtime parking in long term parking area will be limited to \$250.00 fine per calendar year, with \$200.00 of the fine credited towards the long term parking annual permit.

Annual Moorage fee - \$35.22 per lineal foot, plus \$50.00 administrative charge.  
Reserved Stall - length of the float stall assigned, or overall length of vessel whichever is greater, plus \$50.00 administrative charge.

Float Plane Fee - daily moorage rate of (2) 24' vessels shall be assessed on a daily basis for float planes or a monthly rate equal to the monthly rate for (2) 24' vessels.

Dockage charges will be assessed per calendar day or portion thereof at the rate of \$2.27 per foot for the length of the vessel.

A service charge of \$52 will be assessed to each vessel.

These charges are applicable to the "outer face" and "trestle berth" of Deep Water Dock and to all berthing locations on Pioneer Dock. The "inside berth" (berth No.2) of Deep Water Dock will have a 4-hour minimum dockage charge of 1/6 the daily rate, and a half day (up to 12 hours) docking charge of 1/2 the daily rate, with no service charge applicable.

Cruise Ship dockage will be assessed per calendar day or portion thereof at the rate of \$2.27 per foot for the length of the vessel. A service charge of \$481.53 will be assessed to each Cruise Ship.

The fees for general storage are as follows:

Open Areas, fishing gear	.11 per sq. ft.
Open Areas, non-fishing gear	.15 per sq. ft.
Fenced Storage Yard	.22 per sq. ft.

The fees for trailer parking area/long term storage Oct. 1 to May 1 are as follows:

Up to 30 feet	\$ 75.00 per month
Over 30 feet up to 40 feet	\$100.00 per month

Storage:

Short term storage seven days or less, on a space available basis.

Long term storage eight days or more, not available during May 1 through September 30.

Wharfage:

Minimum wharfage on any shipment will be ten dollars (\$10). Except as otherwise specifically provided, rates are in dollars per short ton of 2,000 lbs. or per 40 cu. ft.

COMMODITY

WHARFAGE RATE

Freight N.O.S.

\$7.96

(Not Otherwise Specified)

Freight at barge ramp	\$5.14
Poles, logs, cants or cut finished lumber per M.M.	\$3.95/thousand board ft.

(Note: Industry standard conversion formulas shall be used in converting pounds to board feet measure.)

Logs that are unloaded at Port of Homer barge beaching site will be charged 50% of the wharfage rate applicable to outbound (export) shipment. However if these cargoes are not exported over Deep Water Dock with full payment of outbound wharfage within 60 days of unloading at the barge beaching site, then the additional 50% of wharfage will be owed and paid for inbound products.

Petroleum products	\$.39/barrel
(inbound and outbound)	\$.0103 gallon
Wood Chips (all grades)	\$ as per contract

Seafood/fish product	Setting a tariff of \$4.76 per ton of seafood/fish product across the dock, regardless of species.
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Livestock: Horses, mules, cattle, hogs, sheep, goats, all other livestock	\$10.12 per head
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Fowl: Any kind, crated	\$10.12 per crate
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Boats: Up to and including twenty (20) feet LOA	\$15.66 each
Over twenty (20) feet LOA	\$1.60 per lineal ft.

(Fishing boats, pleasure craft, skiffs, dinghies and other boats moved over the docks.)

Demurrage	0.09/sq. ft.
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#### Uplands Storage:

#### Land for Gear Storage-

First come-first served basis; approved by Harbormaster; primarily for fishing related gear.

Open areas, fishing gear	0.12/ sq. ft.
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Open areas, non-fishing gear	0.17/ sq. ft.
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Fenced storage yard	0.24/ sq. ft.
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#### Boat Trailers-

Short term storage, up to 7 days - space available basis - no fee.

Long term storage, 8 days or more - not available May 1 to Oct 1

Up to 30 feet	\$ 75.00/month Oct 1 to May 1
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Over 30 feet	\$100.00/month Oct 1 to May 1
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#### TIDAL GRIDS:

The City of Homer operates two tidal grids. The wooden grid is for vessels of less than 60 feet in length. The steel grid is only for use by vessels of 60 feet or greater in length. Vessels that remain on either grid after their scheduled tide may be assessed a 50% surcharge for each unscheduled tide. Use of the steel grid shall be charged at the minimum rate applicable for a 60' boat if a boat of less length is allowed to use this grid.

The rate per foot per tide is \$1.05 for vessels	0' - 59'
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The rate per foot per tide is \$2.55 for vessels	60' - 80'
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The rate per foot per tide is \$3.25 for vessels	81' - 100'
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The rate per foot per tide is \$3.82 for vessels 101' - 120'

The rate per foot per tide is \$4.24 for vessels 121' - 140'

#### **WATER:**

Potable water furnished to vessels at the Deep Water Dock and Main Dock:

Quantity charge - \$38.81 per one thousand gallons (minimum five thousand gallons).

Scheduled deliveries will have a minimum charge of one hundred and two (\$102.00) dollars for combined connection and disconnection.

Unscheduled deliveries will have a minimum charge of one hundred thirty nine dollars and thirty two cents (\$139.32) for combined connection and disconnection.

#### **ELECTRICITY (per kilowatt):**

Reserved stalls having a meter base at the berth shall be charged a meter availability fee.

The meter availability fee - \$23.95 per month

Connect/disconnect fee - \$28.80

Metered transient vessels will be charged a meter availability fee of \$28.80 per month with a one month minimum charge to be applied for shorter connection periods. Connect/Disconnect fee 28.80.

Unless other arrangements have been made in writing with the Harbormaster, transient vessels shall be charged the following rates (where metered power is unavailable).

	<u>110 volt</u>	<u>220 volt</u>	<u>208 volt/3-phase</u>
Daily (or part thereof)	\$ 10.20	\$ 20.12	\$42.50
Monthly	\$152.67	\$341.70	available meter only

\* Vessels requiring conversion plugs may purchase them from the Harbormaster's office for a nominal fee.

208 volt/3-phase electrical power is available at System 5 on a first come first served basis, for vessels will be charged the following rates:

1. There will be an electrical usage charge per kilowatt hour as determined by the local public utility:
2. Vessels will be charged a meter availability fee of \$28.80 per month with a one month minimum charge to be applied for shorter connection periods.
3. There will be a \$28.80 connect/disconnect fee.

**TOWING:** Inside small boat harbor: Skiff with operator - 1/2 hour \$68.00, Skiff with operator - 1 hour \$102.00. Any additional personnel required will be charged at rate of \$99.00 per hour each.

**PUMPING VESSEL:** \$40.79 per day or portion thereof for electrical pumps.  
\$69.97 per hour or portion thereof for gas pumps.

#### **LABOR/PERSONNEL:**

All labor provided by City personnel shall be charged at \$102.00 per hour (1/2 hour minimum at \$51.00). Work requiring callouts shall be charged at a minimum of two hours.

#### **SPECIAL SERVICES:**

Special services, including waste, bulk oil, or garbage disposal shall be billed at the City's actual cost plus 125% of city costs for services arranged for by the City but provided by others.

Waste oil in quantities greater than 5 gallons, shall be charged a \$3.35 per gallon handling and disposal fee.

**REGULATED GARBAGE HANDLING FEE:**

\$800.00 per round trip for certificated truck pickup plus \$90.00 per one hundred pounds. Regulated garbage, as per the Code of Federal Regulations, is garbage from foreign going vessels that contains, or that is suspected of containing food scraps or food waste.

**SEARCH AND RESCUE FEES:**

When the City utilizes city equipment and personnel to provide search and rescue assistance to vessels outside of the Homer Port and Harbor, such as towing and rescue, the Harbormaster will charge users of those services \$102.00 per hour for skiff and operator for the first hour and for additional search and rescue assistance beyond one hour. Additional personnel will be charged at the rate of \$99.00 per man per hour.

**PUBLIC LAUNCH RAMPS:**

Vessels shall be charged \$13.00 per day to launch from the public launch ramps from April 1 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for other boats owned by the same individual.)

Vessel owners or operators may obtain a seasonal permit for \$130.00 entitling a specific vessel and owner to launch from April 1 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for other boats owned by the same individual.)

**BEACHES AND BARGE RAMP:**

The use of beaches and barge ramp under the City ownership or control for commercial barge vessel repair, equipment loading or similar purposes, must be approved by the Harbormaster. A beach use agreement will be filled out and signed by the user and Harbormaster prior to use of the beach.

The Harbormaster shall charge a fee of \$1.50 per foot based on the overall length of the vessel, for vessels landing or parking on the beaches under City ownership or control. This same rate shall apply to vessels using the barge ramp.

Charges for extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate circumstances.

The user of any beach area or the barge ramp must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by the harbor staff. The costs incurred by the harbor staff will be fully charged to the beach user. Labor rate for the harbor staff will be ninety dollars (\$99.00) per hour per person, plus appropriate equipment rental and material costs.

Sandblasting of vessel hull is not permitted on City beaches or barge ramp; water blasting using pressures that result in removal of paint is also prohibited. No paint chips or other paint materials are to be put into the water as a result of any maintenance done on the beach or ramp.

**FISH DOCK:**

The Fish Dock is to be used primarily for the loading and unloading of fish, fish products and fishing gear.

Cranes located onboard the vessel moored at Fish Dock may be utilized for loading/unloading the vessel only with prior approval granted by the Harbor Officer on duty.

Every person using a crane on the Fish Dock shall first obtain a license from the City.

Blocking access to cranes - \$150.00/hr.

Unattended vessels - \$150.00/hr.

Failure to obtain prior approval for a use other than loading and unloading fish, fish products or fishing gear will result in the imposition of a surcharge of thirty (\$30.00) dollars per hour in addition to the regular fee.

ITEM	FEE
Annual access	\$52.00 per year
Card (private license)	(annual renewal fee)
Card replacement fee	\$15.00 per occurrence
Cold Storage	\$334.75/month
(Cold storage rate structure	\$309/per month for two (2) consecutive
is for storage area of eight (8) feet	months
by ten (10) feet	\$283.25/per month for three (3)
consecutive	months
season	\$275.50/per month for nine (9) month
	Minimum one month rental
	Inspection \$50/per hour
Bait Storage Fee (4x4x4)	
Per Day	\$5.15
Per Week	\$25.75
Per Month	\$77.25
Ice Plant Bin Storage	\$200/per month, minimum two (2) months
(Roofed over, open sided	
storage bins at west end of	
of ice plant building sixteen (16) feet	
by twelve (12) feet)	
Fish Dock crane	\$90.64/per hour
Minimum charge per hour for crane	Fifteen minutes
Ice	\$119.00/per ton
Seafood Wharfage/Fish product	Setting a tariff of \$4.76 per ton of
	seafood/fish product across the docks.
	Regardless of species bait in quantities
	greater than one ton that is loaded onto a
	vessel at Fish Dock, shall be charged
	seafood wharfage.
Freight NOS, Nonfish Cargo	\$14.50/per ton for cargo going over the
	Fish Dock.
Fish Waste Disposal Fees/Fish Grinder	\$5.00/Tub
	\$30.00/Tote

Fishing gear is free from wharfage, except as otherwise provided under a lease agreement, contract or operating agreement with the City of Homer, ice brought onto Fish Dock to be loaded into totes or transferred to boats at the dock, shall be charged wharfage at the Freight NOS rate, unless this is ice that was purchased from the City Ice Plant.

Minimum per hour charge for the cranes and cold storage inspection will be one quarter hour (fifteen minutes). All additional charges will be in one-quarter hour (fifteen minutes) increments.

## **PUBLIC SAFETY**

Emergency 911  
Administrative Office 235-3150  
HPD = Homer Police Department

(The following fees have been set by legislative enactments to HCC 7): Resolution 10-90(A); 06-45

Handicap Parking Violation \$100

Noisy Vehicles - enforcement begins April 28, 2004.

Noise greater than 85 decibels (dBA) at a distance of fifty (50) feet is prohibited. Between the hours of 8 p.m. and 8 a.m. not greater than 75 dBA at a distance of fifty (50) feet.

<u>Offense</u>	<u>Penalty/Fine</u>
Muffler not working properly	CORR/\$500
Muffler modified/excessive noise	CORR/\$500
Muffler removed or inoperative	CORR/\$500
Noise exceeds limits:	
First conviction	\$100
Second conviction within 6 months of first conviction	\$200
Third conviction within 6 months of any prior conviction	\$300
Sale of vehicle exceeding noise limits:	
First conviction	\$100
Second conviction within six (6) months of first conviction	\$200
Third conviction within six (6) months of any prior conviction	\$300
Jake brake use prohibited:	
First conviction	\$100
Second conviction within six (6) months of first conviction	\$200 plus proof of satisfactory HPD commercial vehicle inspection
Third conviction within six (6) months of any prior conviction	\$300 plus proof of satisfactory HPD commercial vehicle inspection

CORR: "CORR" means a correctable/dismissible offense. A citation for one of these offenses may be dismissed (or voided) if proof of correction is presented to a HPD vehicle inspector within thirty (30) days. If the required repair is not made and shown to a vehicle inspector within the specified time, the defendant must pay the fine.



Public Transportation (HCC 8.12.150 and 8.12.200):  
Vehicle Permit \$75 Fiscal Year, expires June 30<sup>th</sup>  
Permit \$37.50 after January 1<sup>st</sup>, expires June 30<sup>th</sup>  
\$5 Replacement Permit

Chauffeurs License \$75 application fee plus the fees in the amount of \$35.00 (for Fingerprinting to the State of Alaska)(none of these fees are refundable)  
Annual Safety Inspection commercial vehicles \$100

(The following fees have been set by legislative enactments AAC 13 (Paid at City Hall).

Parking Tickets -\$25

(The following fees have been set by legislative enactments to HCC 8, Ord. 01-20).

Itinerant Merchant - \$330/for 60 days  
Mobile Food Unit - \$390/per yr.

### **FIRE DEPARTMENT FEES**

Emergency 911

Administrative Office - 235-3155

(The following fees have been set by legislative enactments Resolutions 91-97, 92-06, 92-43(S), 03-145, 04-98(S)(A) and 06-64(S)(A).

#### **AMBULANCE:**

Basic Life Support (BLS)	\$440
Advanced Life Support (ALS)	\$550
Non-Emergency Transport	\$440
Standby each half hour	\$ 25
Mileage	\$7.50 mile
Medevac	Determined by level of call, see BLS, ALS rate

#### **FIRE:**

Type 1 Engines (>1,000 gals or 1,500 GPM)	\$240/hr.	\$2,040 day
Type 1 Tenders (<3,000 gals or 1,000 GPM)	\$144/hr.	\$1,224/day
Ladder Truck	\$360/hr.	\$3,060/day
Medic Unit/Ambulance	\$60/hr.	\$510/day
Brush Patrol	\$100/hr.	
Command Vehicle	\$ 50/hr.	
Rescue/Extrication Truck	\$144/hr.	\$1,224/day
Command/Utility Vehicle	\$ 60/hr.	\$510/day
6 x 6 ATV	\$25/hr.	\$200/day

#### **VOLUNTEER PERSONNEL:**

Fire Department IC (1)	\$36/hr.
(IC - Incident Command)	
Safety Officer/Officer	\$36/hr.
Driver/Engineer (1 per vehicle)	\$24/hr.
Firefighters (Minimum 1 per tender, 2 per Engine)	\$18/hr.
EMT (Minimum 2 per Rescue Medical Unit)	\$18/hr.

### **PUBLIC WORKS DEPARTMENT**

(The following fees have been set by legislative enactment Resolution 04-98(S)(A) and 95-1).

R.V. Station dumping	\$2 per dumping
Bluelines, copies minimum	\$10 + \$2/pg.
Standard Construction Specs	\$50
Job Specific Specifications and plans	vary in price.

#### SUBDIVISION AGREEMENT FEE SCHEDULE:

Agreement Application, Plan Review, Inspection, and Warranty Period Deposits

A developer shall pay the City's actual cost associated with the reviewing, approving, coordinating and inspecting improvements required to be completed under a subdivision agreement. The City's cost shall include, but is not limited to, administering the agreement, plan checking, surveillance, and administrative overhead. Prior to initiating each phase of the subdivision approval process, a deposit shall be paid. Deposits shall not bear interest. The deposits shall be held in a separate account and disbursed only as authorized by this fee schedule. The deposits are described below:

- 1) Subdivision Agreement Application: Upon submitting an application agreement, the Developer will provide a \$300 deposit.
- 2) Subdivision Improvement Plan Review: Upon submission of plans for review and approval, the Developer will provide a plan review deposit of .5% of the estimated cost of improvements or \$300, whichever is greater.
- 3) Construction Inspection: Prior to the issuance of a notice to proceed with construction to the Developer, the Developer shall pay a deposit toward the City's costs based upon the estimated cost of the improvements to be constructed under the subdivision agreement as follows:

<u>Estimated Construction Cost</u>	<u>Deposit</u>
\$10,000 or less	\$300
Over \$10,000 up to \$50,000	4% of the estimated costs
Over \$50,000 up to \$150,000	3% of the estimated costs
Over \$150,000 up to \$500,000	2.5% of the estimated costs
Over \$500,000	\$13,000

After the City finds the subdivision improvements meet City specifications, it shall determine its costs to date. If costs (plus any deposit required under subsection 4 below) exceed the total deposits received, the Developer shall pay the balance to the City prior to final acceptance of the improvements. If the total deposits exceed the costs, the City shall refund the balance (less any deposit required under subsection 4 below) to the Developer.

- 4) Initiation of Warranty Period: Prior to acceptance of completion by the City of the undertaking by the developer, the Developer shall also pay a deposit toward the City's cost incurred during the warranty period under the subdivision agreement in the amount determined by the Public Works Director, but not to exceed \$2,000.

If at any time the City finds its costs exceed the total deposit received, the City may periodically bill and receive payment from the Developer for those actual incurred costs in excess of the amount of deposit.

#### WATER AND SEWER FEES:

(The following fees have been set by the following legislative enactment HCC Title 14, new fees set forth in Resolution 11-062(A), Resolution 09-47(S)(A), Resolution 09-48(S)(A), Resolution 07-119 (A), Resolution 07-120(A), Ordinance 06-62(A), Resolution 06-04, Resolution 05-125, Resolution 05-122, Resolution 05-121(A), Resolution 05-09, Resolution 04-95, Resolution 04-94(S)(A), Resolution 03-159, Resolution 02-80, Resolution 01-80(A), Resolution 00-123, Resolution 00-34, Ordinance 00-02, Ordinance 97-17(A), amending the rates set forth in Ordinance 97-5(S)(A), with amendments by Ordinance 97-7, Ordinance 97-13 and Ordinance 97-14).

Public Works - 235-3170  
City Hall - 235-8121  
Billing - 235-8121 x2240

A 15% admin. fee for replacement parts for water/sewer services, functions, pressure reducing valves, sewer saddles, any Public Works Department stock item for resale to public.

(Contact Planning Department - at City Hall, 235-3106. Planning issues the permits.)

Establishing service includes a one time disconnect - \$30

Service calls, inspections, repairs not to exceed one hour - \$25 per employee plus equipment and materials.

Service calls, inspections and repairs during normal operating hours in excess of one hour labor: actual labor costs by City plus equipment and materials.

Service calls, inspections and repairs after normal operating hours or on weekends/holidays: \$50 minimum plus equipment and materials or actual cost incurred by City, whichever is greater.

#### SEWER FEES:

##### Sewer Connection and Extension Permit Fee

Single Family/Duplex \$255

Multi-Family/Commercial/Industrial \$330

##### Sewer Rate Schedule.

All sewer utility services shall be billed according to the following schedule. This schedule is for monthly sewer services and is in addition to any charges for connecting or disconnecting the service, installation of the service or any assessment of the improvements.

	Monthly Customer Charge	Charge per Gallon	Usage Charge per 1,000 Gallons of Water
Residential	\$20	\$0.00997	\$ 9.97
Commercial	\$20	\$0.01264	\$12.64

##### Sewer System Residential or Residential Equivalent Dischargers Who Are Not Water System Users:

Sewer system dischargers who are not water system users shall be charged at the rate of \$54.90. Variable rate \$34.90 based on 3,500 gallons per month plus monthly customer charge \$20. The City reserves the right to adjust this rate based on the characteristics of the service

for non-residential or non-residential equivalent users. Customers who receive septic service shall be charged an additional \$6.00\* per month.

Sewer System Dischargers Who Are Members of Kachemak City LID:

Kachemak City Local Improvement District (LID) members have contributed to the initial cost of the sewer treatment plant and the collection system. Kachemak City LID dischargers connected within the LID and the City of Homer shall bill Kachemak City in one lump sum at the rate of \$60.90. Variable rate \$34.90 based on 3,500 gallons per month plus monthly customer charge of \$20 plus septage cost \$6.00\* per month for each residential or residential equivalent discharger. Kachemak City shall be responsible for payment to the City of Homer.

Domestic sewer service customers who use large quantities of City water in addition to their domestic use shall be allowed, with the Public Works Director's approval, to install an additional water meter on the domestic water use line for the purpose of metering and charging for domestic sewer system use. Sewer system use will be billed monthly.

The City will allow, upon approval by Public Works and a permit from the Public Works Department, a second water usage meter – called a seasonal sewer meter – for each customer that desires to measure the flow of City water that is not discharged to the sewer system during the summer growing season, June 15 through September 15. Rates noted above do not apply.

Seasonal Sewer Meter Fee is \$211.97.

**WATER FEES:**

Water Connection Fee

Single Family/Duplex \$300

Multi-Family/Commercial/Industrial \$375

Water Rate Schedule.

All water utility services shall be billed according to the following schedule. This schedule is for monthly water service and is in addition to any charges for connecting or disconnecting the service, installation of the service or any assessment of the improvements.

	Monthly Customer Charge	Charge per Gallon	Usage Charge per 1,000 Gallons of Water
Residential	\$25	\$0.00442	\$ 4.42
Commercial	\$25	\$0.01140	\$11.40
Bulk	\$25	\$0.01269	\$12.69

Meter Size Deposits.

<u>Size (inches)</u>	<u>Residential Users</u>	<u>Nonresidential Users</u>
5/8	\$75.00	\$220.00
3/4	\$80.00	\$230.00
1	\$90.00	\$250.00
1-1/2	\$115.00	\$310.00
2	\$150.00	\$370.00
3	\$220.00	\$525.00

- 20 -

07/11 - clerk

4	\$310.00	\$730.00
6	\$520.00	\$1,225.00

\$750 meter deposit shall apply to metered fire hydrant connections. The deposit will be returned when the meter is returned undamaged. This deposit may be waived upon the recommendation of the Public Works Superintendent.

If a bulk water customer purchases a meter from the City for measuring the quantity of water purchased, it shall be exempt from the monthly meter service charge. It is the responsibility of the bulk water customer to maintain that meter so the City can accurately determine the amount of water being purchased. In the event the meter fails, it is the bulk water customer's responsibility, at its expense, to repair it or purchase a replacement meter from the City. The City may at any time test the meter for accuracy.

## **RESIDENTIAL HOLDING TANK FEES**

(Resolution 02-23)

City of Homer will bill property owner/customer monthly for City service, not pumping contractor charge.

Each property owner/customer will be billed once each month, regardless of number of pumping, 1[one] Customer Charge \$3.98 + 1 [one] General Service Charge \$16.95 + Commodity Charge [\$12.00 per pumping]

Property owner/customer is responsible for payment to pumping contractor.

City of Homer monthly billing examples based on number of pumping per month:

<b><u>Type of Charge</u></b>	<b><u>No Pumping</u></b>	<b><u>1 mo. Pumping</u></b>	<b><u>3 mo. Pumping</u></b>
Customer Charge	\$3.98	\$3.98	\$3.98
Gen. Svs. Charge	\$16.95	\$16.95	\$16.95
Commodity Charge	\$0	\$12.00	\$36.00
Total Monthly Bill	\$20.93	\$32.93	\$56.93

## **LEGISLATIVE BODY**

### **MAYOR**

James C. Hornaday – 2010

### **COUNCILMEMBERS**

Mary E. (Beth) Wythe—2010

Bryan Zak—2010

Barbara Howard—2011

David Lewis—2011

Francie Roberts—2012

Kevin Hogan—2012

## **ADVISORY BODIES**

Parks and Recreation Advisory  
Commission

Advisory Planning Commission

Port and Harbor Advisory  
Commission

Library Advisory Board

Economic Development Advisory  
Commission

## **DEPARTMENTS**

### **Located At:**

#### **City Hall**

City Manager's Office  
Administration  
Personnel

City Clerk's Office  
Records & Elections  
Planning & Zoning

#### **Public Works Facility**

Public Works  
Water & Sewer  
Maintenance  
City Engineer  
Inspector

#### **On the Spit**

Port and Harbor

#### **Public Library** Library

#### **Police Department** Public Safety Police Department

#### **Fire Hall** Fire Department EMS Fire Rescue

#### **Homer High School** Community Schools

**CITY OF HOMER  
HOMER, ALASKA**

City Clerk

**RESOLUTION 11-095**

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA, MAINTAINING THE PORT OF HOMER  
TERMINAL TARIFF NO. 600 AT THE CURRENT RATES.

WHEREAS, Fees are reviewed annually during the budget cycle; and

WHEREAS, It was determined that there was no adjustment to the Port of Homer  
Terminal Tariff No. 600 fee schedule at this time.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby maintains the  
Port of Homer Terminal Tariff No. 600 at the current rates.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 12<sup>th</sup> day of  
December, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: Revenue amounts not defined in CY2011 budget.





# **PORT OF HOMER TERMINAL TARIFF NO. 600**

Terminal Tariff No. 600  
Filed under ATFI Rules



Issued by City of Homer  
Phone 907.235.3160 Fax 907.235.3152  
Or Visit our Website at  
<http://clerk.ci.homer.ak.us/terminaltariff.pdf>  
491 E. Pioneer Avenue  
Homer, Alaska 99603

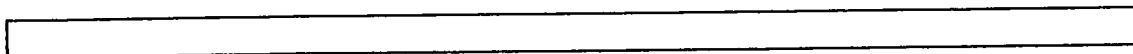
Naming, Rates, Charges, Rules and Regulations  
For  
Wharfage, Terminal Storage, Demurrage  
And  
Other Terminal Services and Privileges Defined Herein  
At Port of Homer Municipal Terminals  
Located at Homer, Alaska

Issued: July 25, 2011

Effective: July 25, 2011

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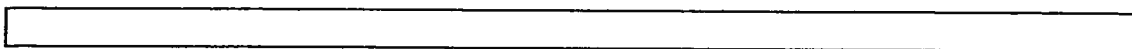
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RULE: 01 -- SCOPE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 02 -- APPLICATION OF RATES AND CHARGES ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 03 -- RATE APPLICABILITY RULE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 04 -- HEAVY LIFT ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 05 -- EXTRA LENGTH ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 06 -- MINIMUM BILL OF LADING CHARGES ( I )

EFF: 31OCT1994

NOT APPLICABLE

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RULE: 07 -- PAYMENT OF FREIGHT CHARGES ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 08 -- BILL(S) OF LADING ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 09 -- FREIGHT FORWARDER COMPENSATION ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 10 -- SURCHARGES AND ARBITRARIES ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 11 -- MINIMUM QUANTITY RATES ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 12 -- AD VALOREM RATES ( I )

EFF: 31OCT1994

NOT APPLICABLE

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RULE: 13 -- TRANSSHIPMENT ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 14 -- CO-LOADING IN FOREIGN COMMERCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 15 -- OPEN RATES IN FOREIGN COMMERCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 16 -- HAZARDOUS CARGO ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 17 -- GREENSALTED HIDES IN FOREIGN COMMERCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 18 -- RETURNED CARGO IN FOREIGN COMMERCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

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RULE: 19 -- SHIPPER'S REQUESTS IN FOREIGN COMMERCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 20 -- OVERCHARGE CLAIMS ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 21 -- USE OF CARRIER EQUIPMENT ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 22 -- AUTOMOBILE RATES IN DOMESTIC OFFSHORE COMMERCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 23 -- CARRIER TERMINAL RULES AND CHARGES ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 24 -- NVOCCS IN FOREIGN COMMERCE: BONDS AND AGENTS ( I )

EFF: 31OCT1994

NOT APPLICABLE

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EFF: 31OCT1994

NOT APPLICABLE

RULE: 26 -- TIME/VOLUME RATES IN FOREIGN COMMERCE (I)

EFF: 31OCT1994

NOT APPLICABLE

RULE: 27 -- LOYALTY CONTRACTS IN FOREIGN COMMERCE (I)

EFF: 31OCT1994

NOT APPLICABLE

RULE: 28 -- DEFINITIONS (I)

EFF: 31OCT1994

NOT APPLICABLE

RULE: 29 -- SYMBOLS (I)

EFF: 31OCT1994

NOT APPLICABLE

RULE: 30 -- ACCESS TO TARIFF INFORMATION (I)

EFF: 31OCT1994

NOT APPLICABLE

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RULE: 31 -- SEASONAL DISCONTINUANCE ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 32 -- MILITARY CARGO TERMS ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 33 -- PROJECT RATES ( I )

EFF: 31OCT1994

NOT APPLICABLE

RULE: 34 -- TERMINAL TARIFFS ( I )

EFF: 31OCT1994

For application of individual charges, consult the sub-rules contained herein.

RULE: 34.1 -- SCOPE ( C )

EFF: 15SEPT1995

SECTION I

SCOPE:

The rules, regulations, conditions, commodity rates and/or charges set forth in this tariff apply to or from the following terminal(s)

NAME

ADDRESS

PORT OF HOMER

4350 HOMER SPIT ROAD  
HOMER, ALASKA 99603

--

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RULE: 34.2 -- ABBREVIATIONS, SYMBOLS, DEFINITIONS ( C )

EFF: 01JAN2002

SUBSECTION 100

Abbreviations:

B.M.	- Board Measure	L.C.L.	- Less than Carload/ Container Load
Bbl.	- Barrel	Ldg.	- Loading
Bdl.	- Bundle	Lgth.	- Length
B.D.U.	- Bone Dry Unit	M.B.M.	- 1,000 ft Board Measure
Cs.	- Case; ctn-carton crt-crate	Meas.	- Measurement
C.L.	- Carload	Min.	- Minimum
C.T.	- Cubic Ton of 40/ Cu.ft.	MISC.	- Miscellaneous
Cu. Ft.	- Cubic Foot or Feet	N.O.S.	- Not Otherwise Specified
Dkg.	- Dockage	Par.	- Paragraph
Ea.	- Each	Pkg.	- Package
F	- Fahrenheit	S.T.	- Weight by Short Ton of 2,000 lb.
F.F.	- Folded Flat	S.U.	- Set-Up
F.M.C.	- Federal Maritime	Sq. Ft.	- Square Foot/Feet
Gals.	- Gallons	Stg.	- Storage
Hdlg.	- Handling	Term'l	- Terminal
Inc.	- Including, Inclusive or Incorporated	U.S.	- United States of America
K.D.	- Knocked Down	W/M	- Weight Ton of 2,000 Pounds or Cubic Ton of 40 cu.ft.
K.D.F.	- Knocked Down Flat	W.R.	- Warehouse Receipt
		Yd.	- Yard

Symbols:

(A) Denotes Increase	(E) Denotes Expiration
(C) Denotes Change in Wording which results in neither increase nor decrease in rates of charges	(R) Denotes Reduction
(I) Denotes New or Initial Matter	(N) Denotes Reissued Matter
	(G) Denotes General Increase or Decrease

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**RULE 34.2 - ABBREVIATIONS, SYMBOLS, DEFINITIONS**  
(continued)

**DEFINITIONS:**

**(a) DEFINITIONS OF FEDERAL MARITIME COMMISSION MAY CONTROL:**

Unless provided in this Tariff, applicable definitions set forth in 46 C.F.R. shall control.

**(b) BEAM:**

For the purpose of this Tariff, "beam" means greatest width of the vessel, including booms, spars, gins, or any fixed extensions.

**(c) CITY DOCKS:**

The city docks of the City of Homer include all docks, floats, stalls, wharves, ramps, piers, bulkheads, and sea walls owned or operated by the City of Homer including the Deep Water Dock, the Wood and Steel tidal grids, the Main (Ferry) Dock, Fish Dock, and beaches within the boundaries of the City of Homer.

**(d) DERELICT:**

For the purpose of this Tariff, "derelict" means any vessel moored or otherwise located within the boundaries of the Homer Harbor which is forsaken, abandoned, deserted or cast away, which by appearance gives evidence of being forsaken, abandoned, deserted or cast away, or which in the opinion of any recognized marine surveyor is unsound, unseaworthy and unfit for its trade or occupation and which by any substantial evidence of neglect may be considered abandoned.

**(e) FLOAT; FLOAT SYSTEM:**

Those portions of the city docks located within the Homer Port that rise and fall with the tide including the pilings, ramps, ladders, and utility connections.

**(f) HOLIDAYS:**

Whenever in this Tariff reference is made to holidays the following are included:

New Year's Day	Washington's Birthday
Seward's Day	Memorial Day
Independence Day	Labor Day
Alaska Day	Veteran's Day
Thanksgiving Day	Christmas Day
Day after Thanksgiving	

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**RULE: 34.2 - ABBREVIATIONS, SYMBOLS, DEFINITIONS**  
(continued)

**(g) HOMER HARBOR:**

For the purpose of this Tariff, "Homer Harbor" shall mean all salt water or tide water laying within the boundaries of the City, including that area known as the Small Boat Harbor.

**(h) LENGTH:**

For the purpose of this Tariff, "length" means the overall length (OAL) as measured from the furthestmost forward position including booms, spars, gins or any fixed extensions, to the further most after portion of the vessel including the booms, spars, gins or any fixed extensions.

**(i) OPERATOR:**

For the purpose of this Tariff, "operator" means any lessee of a vessel, and master or captain who has actual physical use, control and/or possession of a vessel and who is in the employ of, or who has a contractual relationship with the owner.

**(j) OWNER:**

For the purpose of this Tariff, "owner" means the individual, partnership or corporation holding legal title to the vessel.

**(k) POINT OF REST STAGING AREA:**

"Point of Rest Staging Area" is defined as that area on the terminal facility which is assigned for the receipt of inbound cargo from the vessel and which inbound cargo may be delivered to the consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.

**(l) REGISTRATION:**

"Registration" means completing a moorage or use agreement with all necessary information concerning the vessel and vessel owner, indicating type and duration of service required, and full payment of all applicable fees and charges.

**(m) RESERVED MOORING:**

"Reserved Mooring" means having a specific assigned stall the use of which, after payment of reserved mooring fees, takes precedence over the use of the stall by any other vessel.

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RULE: 34.2 - ABBREVIATIONS, SYMBOLS, DEFINITIONS  
(continued)

(n) STALL:

A berthing location within the float system of the Homer Port and Harbor. A stall does not include the float or finger of the float; only the space between or adjacent to it.

(o) SMALL BOAT HARBOR:

"Small Boat Harbor" means that area of water protected by breakwaters constructed by the federal government and by the line of the mean higher high water of the shoreline of the area protected by breakwaters, including docks, floats, berths, tidal grids and other mooring facilities as operated by the City.

(p) TERMINAL FACILITIES:

Terminal Facilities include the two (2) City docks which are the Deep Water Dock and the Pioneer (Ferry) Dock the Fish Dock within the Small Boat Harbor and associated equipment, offices, warehouses. Storage space, roads, paved areas, water banks, beaches and shorelines under the management and control of the City of Homer.

(q) TRANSIENT:

"Transient" means any vessel using the mooring space on a temporary basis or which does not have a specific reserved mooring space.

(r) "VESSEL" DEFINED:

Whenever reference is made to a "vessel" in the Tariff, the term shall mean any boat, motor boat, ship, aircraft when waterborne, boathouse, floats, scows, rafts, pile drivers, or any floating structure or object used for recreational, or any other purpose upon the waterways, or moored at any place in any waterway within the boundaries of the City.

(s) WATERWAY:

"Waterway" means any water, waterway, lake, river, tributary or lagoon within the boundaries of the City.

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RULE: 34.2 - NOTICE TO THE PUBLIC (C)

EFF: 21DEC1999

SECTION 1

This Tariff is published and filed under the Federal Maritime Commission Automated Tariff Filing Information System as required by law and is; therefore, notice to the public, shippers, consignees and carriers, that the rates, rules and charges apply to all traffic for which contract rates have not been arranged.

In addition to the Port and Harbor Tariff, the public, shippers, consignees and carriers using City of Homer facilities should consult and be aware that the City of Homer Code of Ordinances, including but not limited to Chapter 5 (Fire Prevention), Chapter 5.14 and 21 (Utilities including Garbage, Refuse, Water and Sewage) and Chapter 10 (Ports and Harbors), all as amended, apply and govern where not specifically provided otherwise in this Tariff.

RULE: 34.4 - APPLICATION OF TARIFF (C)

EFF: 01JAN2002

SUBSECTION 105

(a) GENERAL APPLICATION OF TARIFF:

Rates, charges, rules and regulations provided in this Tariff will apply to persons and vessels using certain terminal facilities under jurisdictional control of the City of Homer and located within the harbor bounded by the City of Homer with the Small Boat Harbor entrance located at latitude 59 36'15" N and longitude 151 24'48" W and specifically to docks, appurtenant structures thereto, and waterways under the management of the City of Homer. Special terms and conditions exist for the dock operations by the State of Alaska, Alaska Marine Highway System; for operations of the State Ferry System on the Pioneer Dock and for the dock operations by a contractor engaged in chip storage and loading operations on or in the vicinity of Deep Water Dock.

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**RULE: 34.4 - APPLICATION OF TARIFF**  
(continued)

**(b) TARIFF EFFECTIVE:**

Rates, charges, rules and regulations named in this Tariff and any additions, revisions, or supplements thereto shall apply to all vessels or users and to all freight received at facilities subject to the Tariff on and after the effective date of revisions, or supplements thereto. Unless otherwise specified all transit freight received at terminal and undelivered prior to effective dates of Tariff, revisions, or supplements thereto shall be charged the rates in effect on the date such freight was received until entire lot or shipment has been withdrawn.

**(c) ACCEPTANCE OF TARIFF:**

Use of the city docks and terminal facilities of the City shall be deemed acceptance of this Tariff and the terms and conditions named herein.

**(d) RESERVATION OF AGREEMENT RIGHTS:**

Right is reserved by the City of Homer to enter into agreement with carriers, shippers, consignees, and/or their agents concerning rates and services, providing, such agreements are consistent with existing local, state and federal law governing the civil and business relations of all parties concerned.

**(e) COMPLIANCE WITH CONDITIONS OF BERTHING:**

Use of city docks and terminal facilities and the acceptance of services shall comply with any additional Conditions of Berthing set forth in subsection 310 contained herein.

**RULE: 34.5 - APPLICATION OF RATES (C)**

EFF: 27DEC2000

**SUBSECTION 110**

Except as otherwise provided herein, rates apply per short ton which is 2,000 lbs., or per 40 cu.ft. as rated by ocean carriers, or per 1,000 feet board measure, or 42 gallons per barrel of bulk petroleum products corrected to 60 F. net, or 376 lbs. per barrel of bulk cement, or per bone dry wood chips as rated by ocean carrier.

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RULE: 34.5 - APPLICATION OF RATES  
(continued)

Rates provided for commodities herein are specific and may not be applied by analogy. If rates are not provided for specific commodities, rates to be applied are those established for "Freight N.O.S."

All rates in this Tariff except daily and seasonal load and launch ramp fees will have combined Borough and City sales tax applied. The resulting figure will be rounded to the nearest quarter dollar for billing purposes. The load and launch ramp daily and seasonal fees are both inclusive Borough and City sales taxes for ease of collection at the Iron Ranger and toll booth at the load and launch ramp.

These revisions are effective upon filing with the Federal Maritime Commission as an amendment to the Homer Port and Harbor Tariff.

RULE: 34.6 - INSURANCE (C)

EFF: 15SEP1995

SUBSECTION 115

Rates named in the Tariff do not include insurance of any kind. The City of Homer shall be under no obligation to provide any insurance of any type for any vessel, cargo, or liability arising out of use of the city docks or terminal facilities. If the City does acquire any such insurance, the charges for that insurance shall be in addition to the dockage and wharfage fees described in this Tariff.

RULE: 34.7 - RESPONSIBILITY FOR COLLECTION AND GUARANTEE OF CHARGES (C)

EFF: 01JAN2002

SUBSECTION 120

(a) RESPONSIBILITY FOR CHARGES:

The vessel, its owner or agents, shippers or consignees, and the owner of cargo on the vessel shall be jointly and severally responsible for payment of charges named herein and such payment responsibility applies without regard to the provisions of bills of lading, charter party agreements, contracts or other conflicting provisions.

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RULE: 34.7 - RESPONSIBILITY FOR COLLECTION AND GUARANTEE OF  
(continued) CHARGES

(b) PREPAYMENT, TIME OF PREPAYMENT, ACCEPTABLE SECURITY:

All charges for services rendered by the Port or for the use of terminal, dock and harbor facilities are due and payable in United States currency as they accrue upon completion of such services or uses. Failure to pay an invoice when due shall render the account delinquent and subject to legal collection efforts. In his sole discretion, the Harbormaster may require payment in advance of any or all charges prior to rendering services or granting use of terminal, dock or harbor service.

(c) CHARGES ON DELINQUENT ACCOUNTS:

All invoices, except for damages to City of Homer property will be declared delinquent 45 days after billing date (statement date) and will be charged interest at the rate of 10.5% per annum (.875% per month). All accounts delinquent 90 days after billing date will be assessed a \$250 administrative fee.

RULE: 34.8 - LIABILITY FOR LOSS OR DAMAGE AND INDEMNITY (I)

EFF: 15SEP1995

SUBSECTION 125

(a) RESPONSIBILITY LIMITED

No person other than employees of the holders of authorized Terminal Use Permits of Fish Dock Use Permits shall be permitted to perform any services on the wharves or docks, on in any other terminal facility of the City of Homer, except on written authorization of the Harbormaster. The City of Homer, its employees and agents, shall not be liable for the injury of persons on city docks, or terminal facilities, nor shall they be liable for any loss, damage or theft occasioned by e such persons' presence of the city docks, or terminal facilities, except that the City of Homer shall be liable for any portion of loss or damage that is directly caused by its own negligence.

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**RULE: 34.8 - LIABILITY FOR LOSS OR DAMAGE AND INDEMNITY**  
(continued)

The City of Homer, its employees and agents, are not responsible for loss or damage caused by fire, frost, heat, dampness leakage, weather damage, evaporation, natural shrinkage, waste, or decay, animals, rats, mice, or other rodents, moths, weevil or other insects, leakage or discharge from fire protection systems, collapse of buildings or structures, breakdown of plant protection systems, breakage of plant or machinery or equipment, or by floats or logs, piling or camel logs required in breasting vessels away from wharf; nor will they be answerable for any loss, or damage, or delay arising from insurrection, shortage of labor, combinations, riots or strikes of any persons in their employ or in the service of others, or from any consequences arising therefrom, except the City of Homer shall be liable for any portion of loss or damage that is directly caused by its own negligence.

**(b) INDEMNITY:**

User, vessel, vessel owner and its agents, shippers or consignees shall indemnify and hold harmless the City of against any and all claims arising from any breach or default in performance of any obligation to such parties to be performed under the terms of this Tariff or arising from any act or omission of said parties for all costs, attorneys' fees, expenses and liabilities incurred in the defense of any such claims, action or proceeding brought against the City of Homer except for those caused by the City's own negligence.

**(c) OWNER'S RISK:**

All of the following shall be at the owner's risk except for those damages caused by the City's own negligence:

- (1) glass, liquids and fragile articles will be accepted only at owner's risk for breakage, leakage or chafing;
- (2) freight on open ground is at owner's risk for loss or damage;
- (3) freight subject to freezing will be accepted only at owner's risk; and

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RULE: 34.8 - LIABILITY FOR LOSS OR DAMAGE AND INDEMNITY  
(continued)

- (4) all water craft, moored in the Harbor or berthed at Port Facilities, are at owner's risk for loss or damage. This includes vessels, if and when permitted by the Harbormaster or his authorized agent moored alongside of vessels.

(d) LIMITS OF LIABILITY:

No provisions contained in this tariff shall limit or relieve the Port of Homer from liability for its own negligence nor require any person, vessel or lessee to indemnify or hold harmless the Port of Homer from liability for its own negligence.

RULE: 34.9 - RIGHTS OF THE CITY OF HOMER (C)

EFF: 21DEC1999

SUBSECTION 130

SUBJECT TO SUBRULE 34.8 (d)

Without in any way limiting the general authority of the City of Homer, the City shall have the following powers:

(a) ACCESS TO HARBOR OR PORT FACILITIES:

The City shall at all times have the right to refuse the use of any city dock or terminal or harbor facility by any person, equipment materials or vessel or to remove any vessel or, person or cargo at any time from any city dock or terminal, or harbor facility. This right shall be reserved at all times to the City without responsibility for demurrage, loss or damage when:

- (1) previous arrangements for berthing, space, receiving or unloading have not been made with the Harbormaster; or
- (2) the vessel is unsafe or hazardous and may pose risk to life or property; or
- (3) the value of the vessel, in the opinion of the Harbormaster is less than the probable service charges and other charges to its use of the city dock or terminal, or harbor facility; or

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**RULE: 34.9 - RIGHTS OF THE CITY OF HOMER**  
(continued)

- (4) during periods of congestion, or in cases of emergency, when, in the judgment of the Harbormaster, the circumstances the prevailing or likely to occur will prevent the city docks or terminal, or harbor facilities, or any portion of them from providing customary services to the public.

For vessels that may be hazardous or become a menace to other vessels, their occupants, or city facilities, the Harbormaster or City Manager may require an operator or owner of a vessel to furnish evidence that there is currently in effect liability insurance in an amount satisfactory to the City by filing a certificate of insurance or other satisfactory evidence signed by an agent or officer of the insurance company and stating the effectiveness and expiration date thereof. (HCC 10.04.110(b))

**(b) RIGHT TO REFUSE CARGO:**

In his discretion the Harbormaster shall at all times have the right to refuse to accept, receive or unload, or to permit a vessel to discharge:

- (1) Cargo for which previous arrangements for space, receiving, unloading or handling have not been made with the Harbormaster by shipper, consignee or vessel.
- (2) Cargo not suitably packed for safe transportation.
- (3) Cargo, deemed by the Harbormaster in the reasonable exercise of his discretion, that is offensive, perishable or hazardous. Hazardous cargo must have been prepared for shipment in accordance with the applicable Department of Transportation regulations (including 49 C.F.R. Parts 171-179).
- (4) Cargo, deemed by the Harbormaster in the reasonable exercise of his discretion, which may be less in value than the probable service charges and other charges related to it.

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**RULE: 34.9 - RIGHTS OF THE CITY OF HOMER**  
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- (5) Cargo, deemed by the Harbormaster in the reasonable exercise of his discretion, which may have circumstances then prevailing or likely to occur that will prevent the city docks, or terminal or harbor facilities, or any portion of them, from providing customary service to the public during a period of congestion or in cases of emergency.

**(c) RIGHT TO SCHEDULE VESSELS AND CARGO:**

In his discretion, the Harbormaster shall at all times have the right to schedule access to any harbor or port facility by any person or vessel, or to remove any person, vessel, or cargo at any time from any city dock or terminal facility in order to provide for efficient operation of the city docks or terminal facilities and promote the objectives of the City of Homer as set forth in the Homer Code or as adopted by the City Council of City of Homer.

**(d) RIGHT TO REMOVE, TRANSFER OR WAREHOUSE CARGO:**

- (1) Hazardous or offensive cargo. In his discretion, the Harbormaster shall at all times have the right to immediately remove all hazardous or offensive cargo, or cargo, which by its nature, is liable to damage other cargo or city dock, terminal or harbor facilities. The cargo may be removed from its present location or any other location with all expenses and risk of loss or damage to be charged to the account of the owner, shipper, or consignee.
- (2) Cargo beyond free time. Any cargo remaining on city dock, terminal, or harbor facilities after expiration of any free time, may be removed to public warehouses, and all expenses of removal and risk of loss or damage shall be charged to the account of the owner, shipper, consignee or vessel as responsibility may appear on shipping documents, manifests or other sources.

**(e) RIGHT TO WITHHOLD DELIVERY OF FREIGHT:**

Right is reserved by the City of Homer to withhold delivery of freight until all accrued charges and/or advances against said freight have been paid in full. At the Harbormaster's discretion, any or all of such freight may be placed in public or private storage and all costs of removal and subsequent handling and storage shall be charged to the account of the owner of the freight.

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**RULE: 34.9 - RIGHTS OF THE CITY OF HOMER**  
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**(f) RIGHT TO SELL FOR UNPAID CHARGES:**

Freight on which unpaid terminal, dock or harbor charges have accrued may be sold to satisfy such charges and costs; provided, such sale has been publicly advertised. Freight of a perishable nature or of a nature liable to damage other freight may be sold at public or private sale without advertising; provided owner has been given proper notice to pay charges and to remove said freight and has neglected or failed to do so within a prescribed reasonable time.

**(g) EXPLOSIVES:**

The City of Homer shall allow the acceptance, handling or storage of explosives within the confines of the Port and Homer Small Boat Harbor.

- (1) Hazardous materials, as established by the Department of Transportation Hazardous Materials Commodity List, will be charged wharfage at a rate of forty cents per hundred pounds, or fraction thereof, at locations designated for loading, unloading, or staging by U.S. Coast Guard permit.
- (2) Hazardous materials must be handled according to all federal, state, and local laws and regulations.

**(h) RIGHT TO REMOVE, TRANSFER, OR REARRANGE VESSELS:**

- (1) Hazardous vessels or vessels with hazardous cargo. In his discretion, the Harbormaster shall at all times have the right to immediately remove any hazardous or offensive vessel, or any vessel containing hazardous cargo, or any vessel or one containing cargo, which by its nature, is liable to damage other vessels, or other cargo, or harbor or port facilities.

The vessel may be removed from its present location to any other location and all expenses and risk of loss or damage shall be charged to the account of the owner, shipper, vessel or consignee.

- (2) Vessel beyond free time. Any vessel remaining at city dock, terminal or harbor facilities after expiration of any applicable free time, may be removed to any other public or private facility, and all expenses of removal and risk of loss or damage shall be charged to the account of the owner, shipper, consignee, or vessel.

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RULE: 34.9 - RIGHT OF THE CITY OF HOMER  
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- (3) Movements of vessels to reduce congestion, or maximize services. In his discretion, the Harbormaster shall at all times have the right to move or rearrange any vessel from its present location to any other location in order to reduce congestion within or on the terminal, the docks or the harbor to prevent disruption of customary services to the public.

(i) RIGHT TO REMOVE MATERIALS OR EQUIPMENT FROM CITY DOCK  
TERMINAL OR HARBOR FACILITIES

Any materials, equipment, trash, or other items left on or about any city dock, terminal or harbor facilities may be removed by the Harbormaster at any time with all expenses of removal and risk of loss or damage charged to the account of the vessel that last occupied the facility, or the owner, shipper, consignee or vessel as responsibility may appear on shipping documents, manifests, or other sources.

(j) RIGHT TO IMPOUND AND DISPOSE OF VESSEL:

- (1) Impoundment of vessels for violations. The Harbormaster is authorized to impound any vessel in or on the Homer Harbor, terminal, or dock facilities whose owner or operator is not aboard and which is not properly identified by name and/or number; or any vessel in violation of any provisions of this tariff; or any vessel whose owner or operator has not paid the stall license fee or any other fee or charge due the City for the vessel by the due date of such fee or charge and such fee or charge is thirty days past due; or any vessel which is unsafe and whose owner or operator has failed to remove it after notice. The Harbormaster may impound a vessel by immobilizing it or removing or having it removed from the water and placed in City or commercial storage with all expenses and risk of haul-out and storage to be borne by the owner of such vessel.
- (2) The owner or operator of any vessel impounded by the City shall be subject to and liable for storage charge and shall be subject to and liable for all costs incurred by the City by reason of impounding or removal.
- (3) The procedure for impoundment, including notice and pre-impoundment hearing are set forth in 10.04.120 of the Homer City Code.

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RULE: 34.9 - RIGHT OF THE CITY OF HOMER  
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(k) RIGHT TO REMOVE AND DISPOSE OF NUISANCES.

The City retains the right to abate and remove nuisances including vessels which are derelicts and unfit and unseaworthy or which are maintained in such manner as to make them liable to sinking for lack of being pumped or other maintenance. The provisions of Homer City Code 10.04.130, govern the declaration and abatement of nuisances including vessels, refuse and debris.

RULE: 34.10 - SHIPPERS REQUESTS AND COMPLAINTS (I)

EFF: 15SEP1995

SUBSECTION 135

Requests and complaints may be made by any shipper, vessel, or vessel agent by filing a written statement with: Harbormaster, 4350 Homer Spit Road, Homer, Alaska, 99603, or by facsimile, number (907) 235-3152.

RULE: 34.11 - DELAYS NO WAIVER OF CHARGES (C)

EFF: 15DEC1999

SUBSECTION 140

Delays which may be occasioned in loading, unloading, receiving or delivering freight, or the berthing of vessels as a result of harbor, terminal or dock congestion, equipment failure or breakdown, or combinations, riots or strikes of any persons in the employ of the City of Homer or others, or arising from any other cause not reasonably within the control of the City of Homer, will not excuse the owners, shippers, consignees or carriers of the freight or vessel from full wharf demurrage, berthing or other terminal, dock or harbor charges or expenses which may be incurred under conditions stated herein.



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**RULE: 34.12 - MANIFESTS REQUIRED OF VESSELS (C)**

EFF: 15DEC1999

**SUBSECTION 145**

Masters, owners, agents or operators of vessels are required to furnish the City of Homer with complete copies of vessel's manifests showing the name of consignees or consignor and the weights or measurements of all freight loaded or discharged at the docks terminal or harbor facilities of the City of Homer. Such manifests must be certified as correct by an authorized official of the company and must also designate the base weight or measurement on which ocean freight was assessed. In lieu of manifests, freight bills containing all information as required above may be accepted.

**RULE: 34.13 - MOORAGE IN HARBOR (C)**

EFF: 01JAN2006

**SUBSECTION 150**

**(a) ASSIGNMENT OF MOORAGE:**

The Homer Port and Harbor is often congested and it is the policy of the City of Homer to provide for the maximum public use of available facilities. The Harbormaster shall have discretion to implement that policy.

Mooring assignments to particular stalls on the City of Homer float system are made by the Harbormaster and subject to charges named in Subrule 34.18 Subsection 200. Mooring assignments are made to a particular combination vessel and owner/operator are not assignable by the owner/operator, and automatically expire upon the sale or transfer of the vessel to another owner/operator unless stall assignee places a newly acquired or replacement vessel of permitted size in the stall as per approved request made to Harbormaster and upon payment of the \$25.00 fee to cover administrative costs of changing the boat in the reserved stall. A mooring assignment is not a lease or an exclusive right to occupy any particular stall. In order to maximize the public's use of existing facilities it is common for the Harbormaster to temporarily assign vessels to stalls normally used by another vessel when that vessel is out of the harbor.

Individuals who have a reserved stall may request a change in reserved stall assignment by completing the Swap List Request Form upon payment of the required \$25.00 Swap List Fee.

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RULE: 34.13 - MOORAGE IN HARBOR (C)  
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This fee is neither refundable nor creditable to the reserved stall holder or the reserved stall account. The Harbormaster shall place the reserved stall change request on the swap list on the swap list on a first-come, first-served basis.

As a condition precedent to securing moorage space, each applicant shall, in writing, agree to the terms and conditions of the moorage agreement provided by the Port and Harbor of the City of Homer. Providing false or misleading information on the moorage agreement is grounds for immediate termination of the moorage agreement.

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RULE: 34.13 - MOORAGE IN HARBOR (C)  
(continued)

No long term (more than 3 consecutive months) live-aboard situation is permitted in the harbor without Harbormaster's approval in writing after an evaluation of the sanitary, service and congestion problems that may be a result of such arrangement.

A stall, on becoming available, shall promptly be made available to the next applicant from the top of the appropriate waiting list, as provided herein. The applicant may be assigned to an available stall upon completion and execution of the moorage agreement, payment of the appropriate moorage fee, and providing proof satisfactory to the Harbormaster of vessel ownership or agreement to operate or intent to obtain a vessel within one year. In the latter case, the moorage agreement will not be renewed without showing satisfactory proof of vessel ownership. If an applicant does not want to sign a moorage agreement within the time prescribed by the Harbormaster, after being offered a stall, he will be placed at the bottom of the waiting list.

The reserved stall is personal to the individual named as owner or operator on the moorage agreement. The stall is reserved only with respect to the vessel indicated on the moorage agreement. If the vessel is not in the reserved stall, the Harbormaster may, at his discretion assign a transient vessel to the reserve stall. Neither the owner nor operator is entitled to payment for or reimbursement from the use of the reserved stall by the transient vessel.

No person may sell, lease, transfer or assign a moorage agreement for the use or control of the assigned stall to any other person or entity, or otherwise charge another person for the use of a stall. The City has the sole control of the assignment, transfer and use of the individual stalls. In the event of a sale, lease, transfer or assignment of a moorage agreement prohibited by this section, the Harbormaster shall revoke the moorage agreement after 10 days' written notice to the holder of the moorage agreement.

No Bed & Breakfast, lodging business, coffee shops or sandwich shops, cafes or similar types of businesses are allowed on boats in the harbor due to the potential of increased congestion and/or liabilities to the City and impact on services capability in the harbor.

A stall user who no longer has possession, control or custody of the vessel or loses the vessel to fire, sinking or other casualty may continue to pay moorage fees with respect to the stall and retain reserved use for a period of not more than one year from the date of sale, transfer or loss of possession of the vessel so long as he has replaced the vessel with another vessel

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**RULE: 34.13 - MOORAGE IN HARBOR**

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of appropriate size for the stall assigned within such one-year period and paid the \$25.00 administrative fee for changing the boat assigned to this reserved stall. Otherwise, the moorage agreement expires. Failure of the owner or operator to give notice in writing to the Harbormaster of the sale, assignment, transfer or loss of use, control and/or possession of a vessel occupying a reserved moorage space within fifteen days of the loss or transfer is grounds for immediate termination of the moorage agreement.

Any person acquiring a vessel or any interest therein, or acquiring any interest in a corporation, partnership, or other entity owning a vessel or any interest therein, shall not thereby acquire any other right under a moorage agreement, or any right to use an assigned stall.

Upon the death of any reserved stall user, reserved mooring privileges shall be transferred to the surviving spouse, son or daughter upon written request to the Harbormaster.

**(b) WAITING LIST FOR RESERVED STALL ASSIGNMENT:**

Due to the scarcity of stalls on the City of Homer float system, vessels will be assigned a permanent reserved stall based on seniority position on waiting lists maintained by the Harbormaster's office. Separate waiting lists shall be maintained for the following size floats stalls:

- 18 feet
- 20 feet
- 24 feet
- 32 feet
- 40 feet
- 50 feet
- 75 feet

The Harbormaster shall place applicants on the waiting list on a first-come, first-serve basis only upon receipt of all requested information and payment of the annual waiting list fee. The annual waiting list fee will be accepted only from the individual whose name appears on the waiting list.

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**RULE: 34.13 - MOORAGE IN HARBOR**  
(continued)

The fee is neither refundable nor creditable to berth lessee. An applicant or existing reserved stall licensee may be placed on one or more of these lists. An applicant need not own or operate a vessel to be placed on the waiting list.

Upon the death of an applicant, the applicant's rank on the waiting list shall be transferred to the surviving spouse, son or daughter upon written request to the Harbormaster.

An applicant shall notify the Harbormaster in writing of any change of address or telephone number(s) immediately. Any individual, partnership, corporation or governmental agency may apply for use of a reserved stall. All applicants, except government agencies, shall designate a single individual whose name shall appear on the waiting list and who shall be responsible for payment of all fees. Any change in the individual designated may result in the applicant's loss of priority on the waiting list.

There is a fee of \$30.00 per year per listing upon the waiting list(s) for a permanent reserved stall assignment. An individual may sign up at any time during the year and pay a prorated fee to the May 1 Stall Wait List due date. Non payment of the fee by the May 1 due date means automatic cancellation from the wait list.

**(c) RESERVED STALL ASSIGNMENTS:**

- (1) The Harbormaster may assign a specific stall on the City of Homer float system within the Homer Small Boat Harbor, to a particular vessel on an annual basis.
- (2) Upon return of the permanently assigned vessel to the Small Boat Harbor, (provided property notifications are given, and based on harbor congestion and the difficulties involved in moving vessels) the Harbormaster will attempt to rearrange vessels so a vessel with a permanent reserved stall assignment may moor at that assigned stall.
- (3) A vessel assigned a permanent reserved stall assignment should notify the Harbormaster when departing for more than 5 days. If away from Homer for more than five days, a reserved stall vessel should notify the Harbormaster of its intended arrival date and time back into the Small Boat Harbor at least 24 hours prior to reentry into the Harbor.

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**RULE: 34.13 - MOORAGE IN HARBOR**  
(continued)

(d) **PERMANENT RESERVED STALL AND TRANSIENT MOORAGE ASSIGNMENTS:**  
There are two types of moorage assignments at the Homer Port and Harbor Small Boat Harbor. The first is a permanently assigned reserved stall and the second is a transient moorage. Stalls that are permanently assigned to a boat/owner may be used for transient moorage when the permanently assigned vessel is away from the stall.

(e) **NOTICE UPON ARRIVAL:**

All vessels should notify the Harbormaster's office prior to arrival. Those vessels who have received permanently assigned stalls should notify the Harbormaster's office 24 hours prior to expected arrival to allow the harbor staff to free the stall. If, despite reasonable efforts, the Harbormaster is unable to clear a permanently assigned stall due to congestion, high winds, or safety considerations, a vessel with a permanently assigned stall may be required to temporarily use a transient moorage space as directed by the Harbormaster.

Vessels entering the Homer Port and Harbor which have not, for any reason, received a mooring assignment by radio contact or otherwise, shall be restricted to the following areas:

Transient moorage space throughout the Small Boat Harbor, which is designated by a yellow colored bullrail (approximately 4,000 lineal feet).

There are no transient stalls in the Small Boat Harbor. If there is no available transient space available at the bullrail, a vessel is permitted to "raft" to a vessel(s) already secured to the bullrail.

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**RULE: 34.13 - MOORAGE IN HARBOR**  
(continued)

**(f) VESSEL REGISTRATION:**

As a condition precedent to securing mooring space, each applicant shall, agree in writing to the terms and conditions of the moorage agreement provided by the Harbormaster and provide the information requested in the moorage agreement, Registration by completing the moorage agreement and paying the required fees must be accomplished immediately but not later than two hours after the vessel enters and moors in the Small Boat Harbor or before using and Port and Harbor Facilities. Providing false or misleading information on the moorage agreement is grounds for immediate termination of services.

**RULE: 34.14 - BERTHING AT THE PORT (C)**

EFF: 01JAN2002

**SUBSECTION 155**

**(a) ASSIGNMENT OF BERTHS:**

The Homer Port Docks require advance scheduling in order to provided maximum public use of available facilities. All vessels, or their owners or agents, desiring a berth at the docks shall, within a minimum time of twenty-four (24) hours make advance application for berthing, specifying the date of docking, sailing, and the nature and quantity of cargo to be handled. Application for berthing is to be made in writing to the Port.

Vessels may occupy a berth, subject to charges named in Subrule 34.19 Subsection 205, providing such vessel shall vacate the berth upon demand by the Port. Vessels refusing to vacate berth upon demand may be moved by tug or otherwise, and any expense, including damages to other vessels or to the facility during such removal, shall be charged to the vessel so moved. Vessels at berth engaged in loading or discharging cargo may be required to work overtime at the discretion of the Port. Overtime differentials shall be added to the account of the vessel's owners, agents or operators.

(Subject to Subrule 34.8 (d) herein)

Unauthorized anchoring in open areas in or adjacent to the Homer Port and Harbor is prohibited.

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**RULE: 34.14 - BERTHING AT THE PORT**  
(continued)

**(b) PREFERENCE TO RESERVED DOCK USE:**

At the Deep Water Dock priority is given to dock use reserved in advance with the Harbormaster. Reservation of dock use must specify arrival and departure dates and the nature and quantity of the freight to be loaded or discharged. Preferential berthing rights are accorded by contract to berth vessels for wood chip loading up to fifteen (15) times in each calendar year. Preferential berthing rights by contract for vessels at the dock are immediate upon arrival of each vessel during a period of twelve (12) hours before and twelve (12) hours after the established arrival times recited by a written schedule filed by the contracted company with the Harbormaster at least thirty (30) days in advance. Other vessels utilizing the dock will be removed upon the arrival of contracted vessel arriving within the scheduled arrival period at no cost to contractor, with the exception that no vessel shall be moved from the dock if doing so would, in the opinion of the Harbormaster, create an emergency condition for that vessel.

On the main face of the Pioneer Dock, preferential privileges to berth Alaska Marine Highway System ferry vessels in accordance with the published schedule is accorded. Any variance in the schedule will be provided to the Harbormaster a minimum of six (6) hours prior to arrival.

Other vessels using the dock will be cleared upon arrival of the ferry. The north face of the Pioneer Dock has preferential mooring privileges accorded to the U.S. Coast Guard vessel assigned.

**RULE: 34.15 - SAFETY, SANITATION AND HOUSEKEEPING (C)**

EFF: 01JAN2009

**SUBSECTION 160**

**(a) GENERAL PROVISIONS**

All users of City docks, terminal and harbor facilities shall exercise due care for the protection of life and property and the public from injury or damage.

Additional safety and sanitation rules applicable to docks and terminals should be consulted. Ordinances of the City of Homer of particular relevance include Chapter 5.06, (Nuclear Free Zone Which Includes Harbor Facilities), Chapter 5.08 (Garbage and Solid Waste Disposal), Chapter 5.16 (Public Nuisances), Chapter 5.20 (Fire Prevention and Explosives), and Title 10 (Port and Harbor).

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**RULE: 34.15 - SAFETY, SANITATION AND HOUSEKEEPING**  
(continued)

All safety and sanitation laws, regulations and policies of the City of Homer, the Kenai Peninsula Borough, the State of Alaska, and the United States, including those adopted by international treaty, apply to city docks, terminal or harbor facilities. All users, including shippers, vessels, and consignees are hereby warned that the party or parties responsible for infractions of such laws, regulations or policies will be subject to and responsible for any penalties that may result from their violation of those laws, regulations and policies.

**(b) HAZARDOUS MATERIAL, NOTICE OF HAZARDOUS CARGO AND PERMIT REQUIREMENT:**

Hazardous materials, as established by the Department of Transportation Hazardous Materials Commodity List, will not be permitted without the express consent of the Harbormaster and previous arrangement (at least 12 hours prior to landing) and receipt of all appropriate manifests and U.S. Coast Guard Permits, and only at those locations designated by U.S. Coast Guard Permit.

Temporary storage and/or shipment through the Port of Homer of quantities of hazardous waste in excess of 400 pounds of acutely hazardous material) requires a minimum 14 day advance request for a permit, in compliance with the "Interim Policy for the Port and City of Homer concerning notification by hazardous waste carriers and/or generators, municipal review and public notification."

No person shall throw or otherwise cause to be deposited any gasoline, oil, hazardous waste, petroleum contaminated refuse or pumping of bilge containing petroleum products onto any part of into the water of the port or harbor.

Pumping or storing fuel on floats is prohibited.

**(c) RESPONSIBILITY FOR HOUSEKEEPING:**

Users of docks and other terminal and harbor facilities will be required to maintain same in an orderly manner as directed by the Harbormaster. It is unlawful for any person to dump or otherwise dispose of refuse, sewage, garbage, rocks, and/or debris of any kind or type whatever into the water under the jurisdiction of the City of Homer Port and Harbor.

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**RULE: 34.15 - SAFETY, SANITATION AND HOUSEKEEPING**  
(continued)

Deposit of fish carcasses, including heads, bones or viscera from sport fishing activities is authorized only at designated locations.

If user does not properly clean property used, the Harbormaster shall order the work performed and user will be billed for services in accordance with the rates set forth in Subrule 34.25 Subsection 245 of this tariff.

No person shall tap, connect, disconnect, or interfere with any water outlet, water pipe, water connection, telephone equipment, electrical devise of any kind on docks or in stalls maintained or operated by the City in the Homer Port or Small Boat Harbor without first having obtained the permission of the Harbormaster; or to interfere with or tamper with any wharf, float, gangway, ramp, or any other facility operated by the City.

No person shall use or disturb any port or harbor equipment or facilities; except fire extinguishers in a fire emergency and harbor carts. City provided carts are for use on the floats and may not be removed from the harbor or used on ramps at any time. Carts should be returned to area adjacent to ramps after each use.

**(d) SMOKING PROHIBITED:**

No smoking shall be allowed on any wharf, pier or in any port or harbor facility, during fuel operations or at any time on any fuel station. Persons violating this rule may be barred, at the discretion of the Harbormaster, from the further use of any wharf or facility and, in addition, shall be subject to prosecution under applicable federal, state and municipal laws.

**(e) WASTE OIL AND PETROLEUM PRODUCTS:**

All waste oil and petroleum products must be properly disposed of by the vessel/owner. The City of Homer offers a limited ability to take small quantities of such products as a convenience to the boating public. Quantities, less than 5 gallons, of waste oil and petroleum products will be accepted by the City in the approved and designated facilities on shore. There shall be no storage, even of a temporary nature, of waste oil or petroleum products on city docks, wharves, piers, or finger floats. Any vessel/owner/agent storing or disposing of waste oil in an inappropriate or illegal manner may be barred from further use of the Homer Port and Harbor and/or penalized according to the provisions of federal, state and local law.

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**RULE: 34.15 - SAFETY, SANITATION AND HOUSEKEEPING**  
(continued)

Larger quantities of waste oil may be accepted by the Harbormaster upon prior arrangement by written approval on a case by case basis. These larger quantities of waste oil, if accepted shall be charged \$3.25 per gallon handling and disposal fee.

**(f) TUG REQUIREMENT AND SPEED LIMITATIONS**

- (1) Vessels berthing or departing docks subject to the Tariff must use sufficient tugs so vessel can be berthed or removed in a safe manner. Berthing speed shall not exceed the maximum speed allowable for the tonnage or displacement of the vessel by the design of the facility.
- (2) The Deep Water Dock (DWD) fendering system was designed for a 37,500 displacement ton vessel with maximum berthing speed of 20 feet per minute then later up grader with modified corner fenders, and three breasting dolphins, to accommodate up to 65,000 ton displacement vessels. Vessels larger than 37,500 displacement tons shall have a maximum berthing speed of 16 feet per minute.
- (3) The new Pioneer Dock was designed to accommodate vessels of up to 80,000 displacement tons. Vessels larger than 37,500 displacement tons shall be docked with a maximum berthing speed of 16 feet per minute.
- (4) All craft shall restrict their speed to two miles per hour, no wake, while inside the Small Boat Harbor entering or leaving and shall operate at a reduced speed within one quarter mile of the docks outside the harbor. It shall be unlawful for any vessel to travel at a speed within any waterway causing a wake, wash or wave action which will damage, endanger or cause undue distress to any other boat or occupant thereof, regardless of established speed limits.

**(g) TYING TO PILING IS PROHIBITED:**

All vessels using the Deep Water Dock and Pioneer Dock will use bits and bullrails.

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**RULE: 34.15 - SAFETY, SANITATION AND HOUSEKEEPING**  
(continued)

**(h) FIRE EXTINGUISHER REQUIREMENTS:**

- (1) Fire extinguishers in operating condition must be readily available on or immediately adjacent to all welding, cutting, or open flame equipment being used on vessels.
- (2) Fire extinguishers in operating condition must be readily available on all machines, cranes, and welders used on the docks or within the Terminal.

**(i) NO POSTING OR DEFACEMENT:**

No person shall write or post any written or printed matter in any place within or on any Homer Port or Harbor facilities, except upon bulletin boards constructed for the purpose only after having obtained permission from the Harbormaster.

No person shall disregard, deface, remove, tamper with or damage any sign or notice posted or installed by the Harbormaster.

**(j) ANIMALS:**

All dogs or other animals will at all times be under the physical control of the owner or person in charge of the animal in accordance with 20.08.020 of the City Code.

**(k) STOVES, FIRES, EQUIPMENT, FLAMES, ETC:**

No person shall leave a stove or other heating equipment in unattended operation on a vessel moored within the Homer harbor unless such equipment has been certified as safe for such unattended use. No person shall leave any vessel within the Homer Boat Harbor unattended while fire or open flame is burning thereon. No cutting or welding or use of open flame shall be allowed on any boat undergoing repairs, on or at any Homer port or harbor facility except in an area especially designated for such repair. However, at the Harbormaster's discretion, this requirement may be waived provided adequate fire fighting equipment is physically located where the welding project is taking place. No person shall use any fire-fighting equipment located at the Homer harbor for the purpose of pumping fire suppressant water into boats for any purpose other than extinguishing fires. Any use of City fire extinguishers must immediately be reported to the Harbormaster.

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**RULE: 34.15 - SAFETY, SANITATION AND HOUSEKEEPING**  
(continued)

**(m) PLACEMENT OF GEAR:**

The placement of fishing nets in the waters of the Homer Small Boat Harbor is prohibited. The physical limits of the "Small Boat Harbor" are set forth in Subrule 34.2 (o) Subsection 100 of this Tariff.

**RULE: 34.16 - RESPONSIBILITY FOR PROPERTY DAMAGE (C)**  
EFF: 15DEC 1999

**SUBSECTION 165**

Users damaging city docks, floats, ramps, or other property of the City of Homer will be responsible for cost of repairs. User will be billed for repairs to damaged property at cost, including overhead.

**RULE: 34.17 - BULK PETROLEUM PRODUCTS (I)**  
EFF: 15SEP1995

**SUBSECTION 170**

**(a) APPLICATION OF TARIFF:**

Except as otherwise provided in this section, the rates, rules and regulations published in other sections of this Tariff apply to vessels, shippers, and consignees of Bulk Petroleum Products.

**(b) CLEARING AND HEATING PETROLEUM LINES:**

Shippers, consignees, or vessels and persons in charge thereof are responsible for providing steam or other heating means to assure the proper flow of asphalt and other petroleum products requiring heat. Shippers, consignees, or vessels and persons in charge thereof will be responsible for clearing all petroleum products from lines located on or adjacent to any Terminal facility after a vessel completes loading or discharge unless otherwise authorized by the Harbormaster. In the event the City of Homer performs any of the above named services, rates shall be charged in accordance with Subrule 34.21 Subsection 215 of this Tariff and billed to shipper, consignee or vessel.

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**RULE: 34.17 - BULK PETROLEUM PRODUCTS**  
(continued)

**(c) REGULATIONS GOVERNING PETROLEUM PRODUCTS:**

The transfer of bulk petroleum products shall be made in compliance with City of Homer Code provisions including Chapter 5.20 (Fire Prevention), as well as other federal, state and municipal laws, rules or regulations.

**(d) HOUSEKEEPING:**

Flammable liquids and all hydrocarbons leaked or spilled on wharves shall be cleaned up immediately. Vessels, or consignees shall remove temporary lines immediately upon completion of receipt or discharge of flammable liquids.

Spillage from disconnected lines shall be cleaned up immediately by vessel or consignee.

**RULE: 34.18 - HARBOR MOORAGE RATES (A)**  
EFF: 01JAN2011  
SUBSECTION 200

**(a) CALCULATION OF MOORAGE RATES:**

Mooring charges shall commence when a vessel is made fast to a wharf, pier, harbor float or other facility, or when a vessel is moored to another vessel so berthed (rafting). Charges shall continue until such vessel is completely free from and has vacated the port and harbor facilities.

A vessel moored at any time between 12:01 A.M. and 10:00 A.M. shall be charged a full day's moorage. The Harbormaster may, in his discretion and with proper and appropriate advance notice, waive a daily rate for a vessel that will occupy mooring space for a minimum time and, provided that the Harbormaster determines the use of the public facilities by others will not be congested or adversely affected.

Mooring charges shall be calculated on the length of the vessel, or in the case of a reserved stall, the length of the float stall assigned, whichever is greater.

Length shall be construed to mean the distance expressed in feet from the most forward point at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel. The length shall include all hull attachments such as bowsprits, dinghies, davits, etc.

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**RULE: 34.18 - HARBOR MOORAGE RATES**  
(continued)

For billing purposes, when the actual length of the vessel is not immediately available, length of the vessel as published in "Lloyd's Register of Shipping" may be used. The City of Homer reserves the right to: (1) obtained the length from the vessel's register, or (2) measure the vessel.

All vessels in the harbor are subject to these rates, except properly registered seine skiffs or work skiffs attached to the mother vessel. Work skiff is defined as a boat that is usually carried on the deck or super structure of the mother vessel and is regularly used in the commercial enterprise of the mother vessel.

**(b) ANNUAL MOORAGE FEE:**

The annual moorage fee for reserved moorage and transient moorage privileges shall be thirty five dollars and twenty-two cents (\$35.22) per lineal foot based on the overall length of the vessel (including all hull attachments such as bowsprits, davits, dinghies, swimsteps etc.) plus a fifty dollar (\$50.00) administration charge; or for a reserved stall, the length of the finger float stall assigned, or the overall length of the vessel, whichever is greater plus a fifty dollar (\$50.00) administration charge.

Any reproduction in the moorage fee due to a substituted or amended moorage agreement is not applied retroactively and the owner or operator is not entitled to a refund or a pro-rata adjustment of the moorage fees already due or paid. Any moorage agreement that expires will, after five days, automatically be charged a monthly rate retroactive to the expiration date. Unregistered vessels will also, after 5 days, automatically be charged a monthly rate retroactively to the date the vessel entered the harbor.

- (1) All reserved stall assignments are on an annual basis beginning October 1 and ending September 30 of the following year. Prepayment of a full year's moorage is due on or before October 1 of each year. Payment for reserved moorage will only be accepted from the individual assigned the reserved stall. The reserved stall payment shall be paid in full at the time the reserved stall/moorage agreement is executed to the satisfaction of the Harbormaster. Any other arrangements are at the discretion of the Harbormaster and must be made in advance.

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**RULE: 34.18 - HARBOR MOORAGE RATES**  
(continued)

- (2) A reserved stall assignment granted after October 1 will be charged a fee based on the number of months (including the month which it is granted regardless of the day of the month) left in the fiscal year ending September 30.
- (c) A semiannual transient rate is available on a prepaid basis only for transient vessels mooring in the Small Boat Harbor for a period of six consecutive months. The transient semiannual rate is 67% of the annual rate. Vessels that do not renew will automatically be charged the monthly rate.
- (d) The monthly transient rate will be 17% of the annual rate. Vessels that are properly registered and pay all moorage fees in advance may deduct fifty cents (\$.50) per foot per month.
- (e) The daily transient rates are: 3% of the annual rate.  
Vessels that properly register and pay all moorage fees in advance may deduct five dollars per day from the daily rate.
- (f) **FLOAT PLANE FEES:**  
With proper registration and specific permission from the Harbormaster, float planes may arrange for short-term moorage in the Small Boat Harbor. This is only allowed when ice and weather conditions prevent float planes from landing on Beluga Lake.

A fee in the amount equal to the daily rate for moorage of two (2) 24' vessels shall be assessed on a daily basis for float planes mooring within the confines of the Small Boat Harbor. A monthly rate in the amount equal to the monthly rate for two 24' vessels shall be assessed for float plane moorage for longer periods, and the moorage charge computed for a float plane's stay in the harbor shall be the lowest total charge resulting from the application of either the daily or the monthly rate indicated.



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RULE: 34.19 - DOCKAGE (A)  
EFF: 01JAN2011

#### SUBSECTION 205

##### (a) DEFINITION:

Dockage charges are assessed on the overall length of the vessel. Length of the vessel as published in the "Lloyds Register of Ships" will be used; however, the Port reserves the right to:

- (1) obtain the length from the vessel's register, or (2) measure the vessel.

##### (b) DOCKAGE CHARGES:

Dockage charges will be assessed per calendar day or portion thereof at the rate of \$2.27 per foot for the length of the vessel. A service charge of \$52 will be assessed to each vessel. These charges are applicable to the "outer face" and "trestle berth" of Deep Water Dock and to all berthing locations on Pioneer Dock. The "inside berth" (berth No.2) of Deep Water Dock will have a 4-hour minimum dockage charge of 1/6 the daily rate, and a half day (up to 12 hours) docking charge of 1/2 the daily rate, with no service charge applicable.

Cruise Ship dockage will be assessed per calendar day or portion thereof at the rate of \$2.27 per foot for the length of the vessel. A service charge of \$481.53 will be assessed for each Cruise Ship.

The crane at the inside of (berth No. 2) of Deep Water Dock shall be subject to same terms for charge and usage as for the cranes on Fish Dock (Rule 34.30).

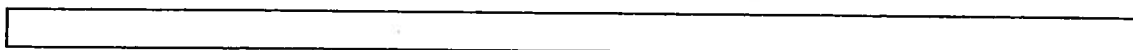
RULE: 34.20 - DEFINITIONS AND CHARGES WHARFAGE (A)  
EFF: 01JAN2011

#### SECTION II

#### SUBSECTION 210

##### (a) DEFINITION:

Wharfage is the charge assessed against any freight placed in transit shed or on a wharf, or passing through, over or under a wharf, or transferred between vessels, or loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other services.



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**RULE: 34.20 - DEFINITIONS AND CHARGES WHARFAGE**  
(continued)

Log quantities will be reported by manifest to the Port Office for subsequent billing. The basis for measuring 1,000 board feet (M.B.M.) log scale shall be the Scribner Rule or Scribner Dec. C Log Rule. All log scales will be performed by an independent log scaling bureau. Certified copies of log scale tickets and/or log scale books shall be provided to the Port for all logs shipped. The basis for the tariff payment to the City will be computed on a net log scale, with a maximum of a twenty five percent (25%) deduct factor for defects and taper; that is gross scale minus 25% total deduct.

A Bone Dry Unit (BDU) is defined as 1.2 bone dry tons of wood chips. A bone dry ton is that quantity of wood chips which would weigh 2,000 lbs when dry.

**(b) APPLICATION:**

Wharfage rates named in the Tariff will be charged for all merchandise or cargoes received inbound or shipped outbound over the city docks (except the Fish Dock for which wharfage rates are contained in Rule 34.30 Subsection 275, barge ramp, or barge beaching site within the Homer Port and Harbor and will be in addition to all other charges made under provisions of this Tariff, EXCEPT:

No wharfage shall be charged to ship's gear, such as strongbacks, lines, hatch covers, walking boards, etc., placed on wharf during unloading operations. Fuel handled over wharf will not be considered as ship stores and will be subject to wharfage and other charges that may be incurred. Logs that are unloaded at Port of Homer barge beaching site will be charged 50% of the wharfage rate applicable to outbound (export) shipment. However if these cargoes are not exported over Deep Water Dock with full payment of outbound wharfage within 60 days of unloading at the barge beaching site, then the additional 50% of wharfage will be owed and paid for the inbound product.

**(c) OVERSIDE:**

One-half of wharfage named herein will be charged to merchandise or cargo discharged or loaded overside of vessel directly to or from another vessel or to the water when vessel is berthed at wharf.

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RULE: 34.20 - DEFINITIONS AND CHARGES WHARFAGE  
(continued)

(d) OVERSTOWED CARGO:

Overstowed cargo destined for discharging at another port will be exempt of wharfage charges, provided such cargo is not removed from the wharf prior to re-loading to the vessel.

(e) SCHEDULE OF RATES:

Minimum wharfage on any shipment will be ten dollars (\$10). Except as otherwise specifically provided, rates are in dollars per short ton of 2000 lbs. or per 40 cu.ft.

COMMODITY	WHARFAGE RATE
Freight N.O. S.	\$7.96
Freight at Barge Ramp	\$5.14
Poles, logs, cants or cut	\$3.95/thousand board
Finished lumber per MBM	feet
(Note: Industry standard conversion formulas shall be used in converting pounds to board feet measure.)	

In absence of board feet measure on bill of lading, a loadout will be assessed a tariff by converting the weight of logs to board foot measure, for the average diameter of logs (small end diameter) in accordance with the following table for white spruce logs:

Scaling Diameter of Logs Inches	Weight per Board Feet Pounds
8"	14.5
12"	11.5
16"	9.5
20"	8.5
24"	7.8

Kiln dried lumber: Three pounds will equal one board foot measure.

Petroleum Products	\$.39/barrel
(inbound and outbound)	\$0.0103/gallon
Wood Chips (all grades)	\$ as per contract

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RULE: 34.20 - DEFINITIONS AND CHARGES WHARFAGE  
(continued)

Seafood/fish product:	Setting a tariff of \$4.76 per ton of seafood/fish Product across the dock, regardless of species.
Livestock: Horses, mules	
Cattle, hogs, sheep, goats	\$10.12 per head
All other livestock:	
Fowl: Any kind, crated:	\$10.12 per crate
Boats: Up to and including twenty feet L.O.A.	\$15.66 each
Over twenty feet L.O.A.:	\$1.60 per lineal foot
(Fishing boats, pleasure craft, skiffs, dinghies and other boats moved over the docks.)	

RULE: 34.21 - DEMURRAGE (A)

EFF: 01JAN2011

SUBSECTION 215

(a) DEFINITION:

The term "demurrage" as used in this tariff shall mean the charge assessed against cargo remaining in or on terminal facilities after the expiration of free time, unless arrangements have been made for storage.

(b) FREE TIME:

- (1) Definition: The specified period during which cargo may occupy space assigned to it on terminal property free of demurrage or terminal storage charges, immediately prior to the loading, or subsequent to the discharge, of such cargo off the vessel.
- (2) Computing free time: Free time is calculated inclusive of Saturdays, Sundays or holidays. Free time starts the first 7 A.M. after freight is received or unloaded onto wharf from car, truck, or, in the case of freight received from vessel, the first 7 A.M. after completion of vessel's discharge. On outbound traffic from vessel, delivery of which is made after the allotted time period, the day freight is loaded out or delivered to truck or car is to be included in the computation as storage day.

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RULE: 34.21 - DEMURRAGE (A)  
(continued)

When freight is transshipped between deep sea vessels and involves application of both a long and short time period, the longer period shall be allowed, but not the aggregate of any two free time periods.

- (3) Free time period: Free time of 3 days will be allowed on all inbound traffic.  
Free time of 3 days will be allowed on all outbound traffic.

(c) RATES:

Demurrage will be assessed at a rate of nine cents (\$.09) per square foot per day, based on the "foot print" occupied by cargo in the laydown area or for cargo with overhangs, the footprint plus the area under the overhang that the overhang renders unusable for other storage.

(d) LAY-DOWN AREAS:

All cargo is expected to vacate city docks, and piers as soon upon arrival as possible. Cargo is not to be stored on City piers awaiting pick up by vessels unless prior arrangements are made with the Harbormaster. The Harbormaster shall have the discretion to refuse all cargo activities and/or laydown, either in-bound or out-bound. Cargo that is allowed to wait for "beyond" transportation shall adhere to the following rules.

- (1) The Harbormaster shall designate laydown areas for cargo.
- (2) Cargo may not be placed on city docks or terminal facilities except in designated laydown areas.

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RULE: 34.21 - DEMURRAGE  
(continued)

- (3) Cargo and freight not placed in designated laydown area must be immediately removed from a city dock or terminal facility upon order of the Harbormaster.
- (4) A vessel, shipper or consignee who refuses to move cargo on demand will be assessed wharf demurrage at five times its applicable rate, starting at the time the vessel, shipper or consignee is notified to move the cargo.
- (5) In addition, the Harbormaster may, in his discretion move cargo or freight and any expense or damages, including damage to cargo or freight during such movement, shall be charged to the vessel, shipper or consignee except damages caused by the City's own negligence.

RULE: 34.22 - UPLAND STORAGE (A)

EFF: 01JAN2009

SUBSECTION 230

(a) AREA OF LAND AVAILABLE:

The City of Homer may make available a limited area of land for gear storage subject to the following conditions:

- (1) Space is made available on a first-come, first-served basis. All storage assignments must be approved by the Harbormaster.
- (2) This upland storage area is primarily for fishing related gear. No vehicle or boat trailers may be place on the upland storage area without prior permission of the Harbormaster.

(b) BOAT TRAILER STORAGE:

- (1) Short term storage of boat trailers not to exceed 7 days will be provided on a space available basis. Storage is allowed only in designated areas where posted.

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RULE: 34.22 - UPLAND STORAGE  
(continued)

- (2) Long term storage of boat trailers (8 or more days) is not available during the summer season beginning May 1 and ending September 30. Long term storage of boat trailers other than during the summer season must be approved and assigned by the Harbormaster. Long term boat storage is available commercially off the Spit.

(c) METHOD OF CALCULATIONS OF RATES:

Charges shall be based on type of storage required, vehicle, boat trailer, gear or equipment.

(d) STORAGE CHARGES:

No charge for storage should be generated for free time of 2 days or less. Storage time beyond 7 days shall generate one month charge.

(e) RATES:

All general storage is on a month-to-month basis unless otherwise provided. Charges for any particular lot shall begin at the receipt of the first unit of that particular lot in store and shall continue and include the storage month during which the last unit of the particular lot is removed from storage. Charges shall be made on the basis of square footage of units in any particular lot in store during the storage month. All charges for storage are due on the first day of a storage month.

A storage month shall extend from a date in one calendar month to, but not including, the same date of the next and all succeeding calendar months. Less than one month's storage will be charged for the full month. The Harbormaster may negotiate storage contracts for six months or longer.

Fees for general storage are as follows:

Open Areas, fishing gear	\$.12 per square foot
Open Areas, non fishing gear	.17 per square foot
Fenced Storage Yard	.24 per square foot

The fees for trailer parking area/long term storage Oct. 1 to May 1 are as follows:

Up to 30 feet	\$75.00 per month
Over 30 feet up to 40 feet	\$100.00 per month

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**RULE: 34.22 - UPLAND STORAGE**  
(continued)

There will be no storage of trailers of total length greater than 40 feet and no long term storage available from June 1 to Oct. 1.

Equipment and materials stored without proper registration and advance payment will be charged according to storage fees above.

**(f) EMPTY CRADLES/TRAILERS:**

For the purpose of this Tariff, a vessel trailer or cradle shall be treated as a vessel of the length of the vessel normally occupying the cradle.

**RULE: 34.23 - TIDAL GRIDS (A)**  
EFF: 01JAN2011

**SUBSECTION 235**

**(a) TIDAL GRIDS**

The City of Homer operates two tidal grids. The wooden grid is for vessels of less than 60 feet in length. The steel grid is generally for use by vessels of 60 feet or greater in length. Vessels over 60' may not use the wooden grid without specific approval of the Harbormaster. Vessels over 300 displacement tons or over 120' may not use the steel grid without specific approval of the Harbormaster. Vessels that remain on either grid after their scheduled tide may be assessed a 50% surcharge for each unscheduled tide. Use of the steel grid shall be charged at the minimum rate applicable for a 60' boat if a boat of less length is allowed to use this grid.

Sandblasting of vessel is not permitted on tidal grids; water blasting of vessel to remove barnacles or other marine growth is permitted provided that the water pressure used does not result in removal of paints onto the grid work platform or into the water of the harbor.

**(b) RATES:**

The rate per foot per tide is \$1.05 for vessels 0'-59'

The rate per foot per tide is \$2.55 for vessels 60'-80'

The rate per foot per tide is \$3.25 for vessels 81'-100'

The rate per foot per tide is \$3.82 for vessels 101'-120'

The rate per foot per tide is \$4.24 for vessels 121'-140'

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**RULE: 34.23 - TIDAL GRIDS**  
(continued)

**(c) USE OF TIDAL GRIDS**

Except in emergencies, use of tidal grids is limited to three tide cycles. Use of the tidal grids must be scheduled in advance and a deposit equal to one tide use must be paid. Deposit may be refunded if cancellation of reservation is at least forty-eight hours prior to scheduled use.

**(d) WRITTEN PERMISSION FOR USE OF GRIDS:**

No vessel shall be moored onto the tidal grids until permission has been granted by the Harbormaster and the appropriate Utilization Agreement/Waiver and Release forms completed by User.

**RULE: 34.24 - HANDLING, LOADING AND UNLOADING (I)**

EFF: 15SEP1995

**SUBSECTION 240**

**(a) HANDLING DEFINED:**

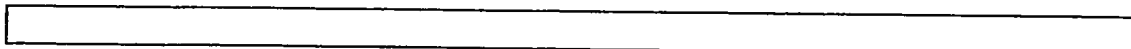
Handling means the service of physically moving cargo between point of rest and any place on the terminal facility other than the end of a ship's tackle.

**(b) LOADING AND UNLOADING DEFINED:**

Loading and unloading means the service of loading or unloading cargo between any place on the terminal and trucks lighter or barges or any other means of conveyance to or from the terminal facility.

**(c) TERMINAL USE PERMIT:**

Handling, loading and unloading services are provided by independent agents at all terminal facilities covered by this Tariff. A Terminal Use Permit or Fish Dock Use Permit is available to any qualified agent desiring to provide long shore services at the terminal facilities of the City of Homer.



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RULE: 34.25 - SERVICE CHARGES (A)

EFF: 01JAN2011

SUBSECTION 245

A service charge is assessed, in addition to any other charges set forth in this Tariff, for specific services provided by the City of Homer or its agents. Service charges do not include charges for dockage, wharfage, wharf demurrage and handling.

(a) SPECIFIC SERVICES:

The following rates shall apply for services provided by the City of Homer.

- (1) Potable water furnished to vessels at the Deep Water Dock and Main Dock:  
The following charges in dollars will be made for furnishing water to vessels berthed at docks or terminals subject to this Tariff:
  - a. Quantity charge, \$38.81 dollars per one thousand gallons (minimum five thousand gallons).
  - b. Scheduled deliveries will have a minimum charge of \$102.00 for combined connection and disconnection.
  - c. Unscheduled deliveries will have a minimum charge of \$139.32 dollars for combined connection and disconnection.
  
- (2) Electricity (per kilowatt):
  - (a) Reserved stalls having a meter base at the berth shall be charged a meter availability fee.
    1. The meter availability fee will be \$23.95 per month.
    2. There will be an electrical usage charge cost per kilowatt determined by the local public utility.
    3. Licensee shall notify the Harbormaster of any period when the assigned vessel will not occupy the stall and the Harbormaster, upon payment of a \$28.80 connect/disconnect fee, shall disconnect service to the license holder's stall.

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**RULE: 34.25 - SERVICE CHARGES**  
(continued)

- (b) Subject to availability, transient vessel may buy electrical power on a metered basis from October 15 to April 15.
1. There will be a \$28.80 connect/disconnect fee.
  2. Metered transient vessels will be charged a meter availability and connect/disconnect fee of \$28.80 per month with a one month minimum charge to be applied for shorter connection periods.
  3. There will be an electrical usage charge per kilowatt as determined by the local public utility.
- (c) Unless other arrangements have been made in writing with the Harbormaster, transient vessels shall be charged the following rates (where metered power is unavailable).

	110 volt	220 volt	208 volt 3 phase
Daily (or part thereof)	\$10.20	\$20.12	\$45.20
Monthly	\$152.67	\$341.70	Available meter only

If a transient vessel consumes more electricity than would be covered by these flat rates, then such transient vessel shall be charged for the actual consumption. If a transient vessel on the daily rate accrues daily charges that total for a 30 day period more than the monthly flat rate, then the monthly rate shall be billed.

- Vessels requiring conversion plugs may purchase them from the Harbormaster's office for a nominal fee.

- (d) 208 volt/3 phase electrical power is available at System 5 on a first come-first served basis, for which the vessel will be charged the following rates:
1. There will be an electrical usage charge per kilowatt hour as determined by the local public utility:
  2. Vessels will be charged a meter availability fee of \$28.80 per month with a one month minimum charge to be applied for shorter connection periods.
  3. There will be a \$28.80 connect/disconnect fee.
- (3) Towing inside small boat harbor: Skiff with operator ½ hour \$68.00, Skiff with operator 1 man hour \$102.00. Any additional personnel required will be charged at rate of \$99.00 per hour.

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**RULE: 34.25 - SERVICE CHARGES**

(continued)

- (4) Pumping vessel: \$40.79 per day or portion thereof for electrical pumps.  
\$69.97 per hour or portion thereof for gas pumps. (includes attendant time)

**(b) LABOR/PERSONNEL:**

- (1) When labor is furnished by the City at the request of a user it is expressly stipulated that the City acts as agent of the user. The City shall charge for labor provided by the City for the following services:
- (i) all services not specifically described in this Tariff.
  - (ii) Services of loading, unloading, or transferring cargo for which no specific commodity rates are provided and which cannot be performed at the rates named N.O.S. and cargo in packages or units of such unusual bulk, size, shape or weight as to preclude performing such services at rates named under individual items of this Tariff.
  - (iii) Services for which no specific commodity rates are provided and any other services for which specific rates are named in this Tariff because of unusual conditions or requirements of shippers not normally incidental to such services preclude the performance; and
  - (iv) Services of cleaning City docks or terminal facilities of dunnage, stevedore gear, and other equipment or material when the shipper, vessel owner or consignee fails to promptly clear the facility as requested by the Harbormaster.
- (2) When a user notifies the Harbormaster for labor for a specific time and labor is on the job ready for work at that time, the use shall be charged from the time the labor is ready for work until the work is concluded even if the work is delayed through no fault of the City.

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**RULE: 34.25 - SERVICE CHARGES**  
(continued)

- (3) All labor provided by City personnel shall be charged at \$102.00 per hour. ( ½ hour minimum at \$51.00. Work requiring call-outs shall be charged at a minimum of two hours.

**(c) EQUIPMENT:**

When the City utilizes city equipment to provide services under this Subsection, it will charge users for the cost of that equipment on an hourly basis at the rates charged capital projects within the City of Homer for similar equipment.

**(d) REGULATED GARBAGE HANDLING FEE:**

\$800.00 per round trip for certified truck pick up plus \$90.00 per one hundred pounds. Regulated garbage, as per the Code of Federal Regulations, is garbage from foreign going vessels that contains, or that is suspected of containing, food scraps or food waste.

**(e) SPECIAL SERVICES:**

Except where otherwise required by law, the Harbormaster has the authority to refuse or to provide or to arrange for the provision of services in addition to those set out in paragraph (a) above. Special services, including waste, bulk oil, or garbage disposal shall be billed at the City's actual cost (including city labor costs as determined in paragraph 2 above) plus 125% of city costs for services arranged and paid for by the City but provided by others. Waste oil in quantities greater than 5 gallons, shall be charged a \$3.35 per gallon handling and disposal fee.

Special services shall not include the taking or handling of sewage of any kind. Sewage disposal must be accomplished by the vessel owner or his agent pursuant to federal, state and municipal laws, codes and ordinances.

**RULE: 34.26 - PASSENGER FEES (C)**  
EFF: 15DEC1999

**SUBSECTION 250**

Vessels with a capacity in excess of eight passengers shall pay a fee of two dollars for each passenger disembarking either directly by shuttle or lighter at the Small Boat Harbor Float or launch ramp during the period May 01 to September 30 of each year.

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**RULE: 34.26 - PASSENGER FEES (C)**  
(continued)

The Harbormaster shall provide forms to be used by the vessel operators in logging passenger traffic off-loading at the harbor floats or ramp, and such completed forms shall be submitted with the appropriate fee to the Harbormaster.

**RULE: 34.27 - SEARCH AND RESCUE FEES (A)**

EFF: 01JAN2011

**SUBSECTION 255**

In addition to other Tariff provisions, when the City utilizes city equipment and personnel to provide search and rescue assistance to vessels outside of the Homer Port and Harbor, such as towing and rescue, the Harbormaster will charge users of those services \$102.00 per hour for skiff and operator for the first hour on any part thereof, and for additional search and rescue assistance beyond one hour. Additional personnel will be charged at the rate of \$99.00 per man hour.

**RULE: 34.28 - BOAT LAUNCH RAMP FEES (A)**

EFF: 01JAN2011

**SUBSECTION 260**

**(a) USE OF PUBLIC LAUNCH RAMPS:**

The City owns and provides access to public launch ramps, Access to those ramps is generally on a first come, first served basis, but the Harbormaster may deviate from that policy or refuse access to a ramp when, in his judgment, the public interest would be served and his consideration in that determination of the following factors:

- (1) The degree of existing or potential congestion in the harbor, including upland storage area, and whether the proposed launch or retrieval will affect that congestion, and
- (2) Whether the launch or retrieval poses a risk of loss of public or private property.

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**RULE: 34.28 - BOAT LAUNCH RAMP FEES (A)**  
(continued)

**(b) CHARGES FOR USE OF PUBLIC LAUNCH RAMPS:**

Vessels shall be charged \$13.00 per day to launch from the public launch ramps from April 1 through October 15 (Reserved stall lessees exempt for the boat assigned to and registered to the stall only, not for other boats owned by the same individual.) Vessel owners or operators may obtain a seasonal permit for \$130.00 entitling a specific vessel and owner to launch from April 1 through October 15. (Reserved stall lessees exempt for the boat assigned to and registered to the reserved stall only, not for other boats owned by the same individual.)

**(c) RAMP USE:**

The principal intended use of the launch ramp is the launch and recovery of small/trailable vessels. An authorized subsidiary use is the incidental, noncommercial, loading or unloading of goods, supplied or materials.

The principal intended use of the harbor barge ramp is the commercial loading or unloading of goods, materials, equipment or personnel. An authorized subsidiary use is the loading or unloading of fishing gear and equipment or other use approved by the Harbormaster.

At the Harbormaster's discretion, reasonable restrictions may be placed on the use of any ramp owned or operated by the City.

**RULE: 34.29 - BEACHES AND BARGE RAMP (A)**

EFF: 01JAN2011

**SUBSECTION 270**

The use of beaches and barge ramp under the City ownership or control for commercial barge vessel repair, equipment loading or similar purposes, must be approved by the Harbormaster. A beach use agreement will be filled out and signed by the user and Harbormaster prior to use of the beach.

The Harbormaster shall charge a fee per foot based on length overall of the vessel, for vessels landing or parking on the beaches under City ownership or control. This same rate shall apply to vessels using the barge ramp.

Vessels up to 50 ft.	per foot \$1.50
Vessels over 50 ft.	per foot \$1.50

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**RULE: 34.29 - BEACHES AND BARGE RAMP**  
(continued)

Charges for extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate circumstance.

The user of any beach area or barge ramp must repair any damage to the beach or ramp and remove all debris. Failure to make such repairs and removal will result in repairs and cleanup by harbor staff. The costs incurred by the harbor staff will be fully charged to the beach user. Labor rate for the harbor staff will be (\$90.00) per hour per person, plus appropriate equipment rental and material costs.

Sandblasting of vessels is not permitted on City beaches or barge ramps; water blasting using pressures that result in removal of paint is also prohibited. No paint chips or other paint materials are to be put into the water as a result of any maintenance done on the beach or ramp.

**RULE: 34.30 - FISH DOCK (A)**  
EFF: 01JAN2011

**SUBSECTION 275**

The Fish Dock is to be used primarily for the loading and unloading of fish, fish products and fishing gear. Any other use must be approved in advance by the Harbormaster.

Dock fees shall be those set at Subrule 34.19 Subsection 205;

Cranes located onboard the vessel moored at Fish Dock may be utilized for loading/unloading the vessel only with prior approval granted by the Harbor Officer on duty.

No non-City owner cranes or boom trucks may be brought onto Fish Dock for use in loading/unloading without advance Harbor Officer approval.

Every person using a crane on the Fish Dock shall first obtain a license from the City. A private user shall obtain a private license, which shall be the annual access card, and shall pay the annual access card fee set forth in this subsection. A private license shall entitle only the owner if an individual, and the master and crew of a vessel to load/unload the vessel at the Fish Dock. In addition to the annual license fee, all users of the Homer Fish Dock shall pay the user fees set forth herein.

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**RULE: 34.30 - FISH DOCK**  
(continued)

The Harbormaster shall designate one or more cranes on the Fish Dock open to public use (both private and commercial users) on a first-come first-served basis. All private licenses and food services are subject to a two-hour maximum time limit during the times when other private or food service licensees are waiting to use the crane. This time shall be the time that the licensees actually occupy the crane berthing space or otherwise has possession of the public use crane. Every other crane at the Fish Dock and the crane on the Main dock may be designated by the Harbormaster for preferential use. Preferential use of a crane shall entitle the holder to the exclusive right to use of the crane for loading and unloading fish and fish product during fish buying periods and to priority use of crane for all other uses; provided however, that a preferential user shall not be entitled to use of the crane until an actual and legal use of the crane by non-preferential user ends. The Harbormaster shall promulgate such additional rules as may be necessary to implement this section.

For an approved user's vessel blocking access to cranes other than those in use, a fee of one hundred fifty dollars (\$150.00) per hour will be assessed if such vessel is not immediately moved upon request of Harbor staff and if another vessel is thereby forced to wait.

Vessels are not to be left unattended at Fish Dock. Vessels moored at Fish Dock must have sufficient crew on board to move the vessel upon request or direction of Harbor staff. A fee of one hundred fifty dollars (\$150.00) per hour will be assessed against the owner or operator of a vessel per hour left unattended at Fish Dock that obstructs access by other vessels.

Failure to obtain prior approval for a use other than loading and unloading fish, fish products or fishing gear will result in the imposition of a surcharge of thirty dollars (\$30.00) per hour in addition to the regular fee.

No person shall use the Fish Dock in violation of this section.

Schedule of rates shall be set by City Council Resolution  
See also Subrule 34.20 Subsection 210 e.

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PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	53
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RULE: 34.30 - FISH DOCK  
(continued)

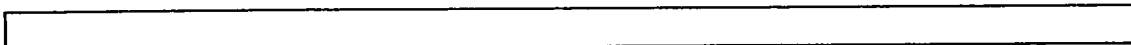
ITEM	FEE
Annual access	\$52.00 per year
Card (private license)	(annual renewal fee)
Card replacement fee	\$15.00 per occurrence
Cold Storage	\$334.75/month
(Cold storage rate structure is for storage area of eight feet by ten feet)	\$309/per month for two consecutive months
	\$283.25 per month for three consecutive months minimum one month rental
	inspection \$50/hour
	\$257.50 per month nine month season
Ice Plant Bin Storage (roofed-over, open-sided Storage bins at west end of ice plant building Sixteen feet by twelve feet)	
	\$200/month Minimum two months
Bait Storage Fee per bin (4x4x4)	
Per Day	\$5.15
Per Week	\$25.75
Per Month	\$77.25
Fish Dock Crane	\$90.64/hour
Minimum charge per hour for crane	Fifteen minutes
Ice	\$119.00 per ton

Seafood wharfage/Fish product:

Setting a tariff of \$4.76 per ton of seafood/fish product across the docks regardless of species. Bait in quantities greater than one (1) ton that is loaded onto a vessel at Fish Dock, shall be charged seafood wharfage.

Freight NOS, Non-fish Cargo:

\$14.50/T for cargo going over the Fish Dock. Fishing gear is free from wharfage. Except as otherwise provided under a lease agreement contract or operating agreement with the City of Homer, ice brought onto Fish Dock to be loaded into totes or transferred to boats at the dock, shall be charged wharfage at the Freight NOS rate, unless this is ice that was purchased from the City Ice Plant.



PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	54
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RULE: 34.31 - CONDITIONS OF BERTHING (C)

EFF: 15DEC1999

SUBSECTION 310

All applications for Bessel berthing shall be made in the form specified by the Harbormaster and may require the timely filing of the financial responsibility information called for by Supplement to Vessel Berthing Application, completed in accordance with, and otherwise governed by, the terms and conditions set forth below:

(1) Unless waived pursuant to paragraph 2 below, the terms of payment for all applicable terminal or dockage charges shall be cash in advance. A cash deposit or acceptable security in an amount equal to 125% of the estimated applicable charges will be required to be posted with the Harbormaster six days prior to the vessel's scheduled arrival, or at such time as may be authorized or directed by the Harbormaster, but in all cases in advance of actual services rendered.

When a cash deposit has been posted, any excess thereof after satisfaction of all applicable port charges, shall be promptly refunded by the Port of Homer to the party posting same.

(2) The Harbormaster may waive the requirement of cash in advance as to all or any category or categories of its anticipated port charges when the party responsible for such charges has been identified by berthing agent to the satisfaction of the Harbormaster, and:

- (i) That the party responsible has established credit worthiness acceptable to the Harbormaster; or
- (ii) Adequate security, acceptable to the Harbormaster in an amount equal to 125% of the applicable estimated port charges, has been posted; or
- (iii) The agent requesting the berth, or another entity, in each case applicable to the Harbormaster as credit worthy, has personally accepted financial responsibility for the applicable charges.

(3) The vessel agent or other person requesting a berth ("berthing agent") shall provide, as a part of the berthing process and to the extent of his knowledge, all information called for by any Supplement to Vessel Berthing Application respecting the vessel, its estimated arrival and departure, amount(s) and type(s) of cargo to be loaded or discharged.

--

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	55
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**RULE: 34.31 - CONDITIONS OF BERTHING**  
(continued)

The vessel agent or other person requesting a berth shall provide an estimate of the amount of each category of port charges, as enumerated, and the party responsible there for. The submission of this form, signed by the berthing agent, shall constitute the berthing agent's information supplied, based upon and to the extent of information made available to the berthing agent shall agent shall be held personally liable to the City of Homer as a result of the agent's failure to accurately report the above information.

Should the berthing agent, subsequent to submission of this form, receive information which materially differs from the information the agent reasonably believes is not equally know to the Harbormaster, it shall immediately notify the Harbormaster and if requested by the Harbormaster, promptly file an amended Supplement to Vessel Berthing Application with the Harbormaster.

All estimates of terminal and dockage charges are subject to approval and/or adjustment by the Harbormaster.

(4) The Harbormaster shall, promptly after receipt of this form, advise the berthing agent as to (i) its approval or adjusted estimate of terminal charge and (ii) whether posting of cash or security is required for any one or more categories of such charges and the amount thereof.

(5) In addition to the terms for berth reservation and establishment of financial responsibility as set forth herein, request for berth reservation and assignment of berths shall otherwise be in accordance with all local rules and regulations established by the City of Homer.

(6) The City of Homer retains the right in its sole discretion to determine whether a responsible party or agent is credit worthy and waive the cash-in-advance requirement. The City may establish guidelines for determining whether a responsible party or an agent is credit worthy. Compliance with these guidelines does not create a right to waiver of the cash-in-advance requirement.

(7) For safety or other reasons, the City of Homer in some circumstances may grant a vessel a temporary berth before the owner or agent has paid all applicable charges or otherwise complied with all applicable Tariff provisions of conditions of berthing.

--

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	56
		REVISED PAGE NO.	6th

**RULE: 34.31 - CONDITIONS OF BERTHING**  
(continued)

In such circumstances, the vessel may unload its cargo only if (i) the Harbormaster determines that a regular berth is available, and (ii) the owner pays all applicable charges and complies with all other applicable Tariff provisions and conditions of berthing. If no regular berth is available, or the vessel owner or agent does not pay all applicable charges and comply with other applicable provisions, the vessel may not unload its cargo and shall sail on the next tide. The vessel shall be assessed appropriate fees as set forth in this Tariff.

**RULE: 34.32 - PARKING FEES**  
EFF: 25APR2011

Parking fees to be collected at Ramp 1, Ramp 2, Ramp 3 and Ramp 4 seasonally (Memorial Day through Labor Day).

(a) DAY USE PARKING

- (1) Two (2) to four (4) spaces at each Ramp are reserved as a "No Fee Loading Zone".
- (2) Parking fee is \$5 per calendar day, with a time limit of one (1) day maximum stay.

(b) LONG TERM PARKING

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

- (1) Seasonal permits for day use parking (Ramps 1-4): \$250.00.
- (2) Long term parking annual permit fee available for legal vehicles 20' or less/trailers still subject to the seven (7) day rule: \$200.00.
- (3) Long term parking annual permit fee available for legal vehicles 20' or less parked in excess of seven (7) 24-hour days: \$200.00.
- (4) Long Term Parking annual permit fee for vessel owners paying annual moorage: \$100.00.
- (5) Long term parking enforcement year around. Parking lot restrictions for long term parking, May 1 through October 1.

PORT AND HARBOR OF HOMER 4350 HOMER SPIT ROAD HOMER, ALASKA 99603 PHONE: 907.235.3160  TERMINAL TARIFF NO. 600	FMC NO. 600	PAGE	57
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RULE: 34.32 – PARKING FEES  
(continued)

- (6) Existing code definitions for vehicles, junk vehicles, and fines for violations apply. Fines, \$25.00 per day.
- (7) Existing code definitions for restricted parking, vehicles, junk vehicles, and fines for violations apply. Fines, \$25.00 per calendar day, provided that the fine for overtime parking in long term area will be limited to \$250.00 fine per calendar year, with \$200.00 of the fine credited towards the long term parking annual permit.

**ORDINANCE REFERENCE SHEET**  
**2011 ORDINANCE**  
**ORDINANCE 11-42**

An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating State Department of Corrections Capital Project Funds in the Amount of \$3,500 to Purchase New Lockers for Prisoner's Personal Property and Authorizing the City Manager to Execute the Appropriate Documents.

Sponsor: City Manager/Police Chief

1. City Council Regular Meeting October 10, 2011 Introduction
  - a. Memorandum 11-138 from Police Chief as backup





CITY OF HOMER  
HOMER, ALASKA

City Manager/  
Police Chief

ORDINANCE 11-42

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, ACCEPTING AND APPROPRIATING STATE DEPARTMENT OF CORRECTIONS CAPITAL PROJECT FUNDS IN THE AMOUNT OF \$3,500 TO PURCHASE NEW LOCKERS FOR PRISONER'S PERSONAL PROPERTY AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The State Department of Corrections has awarded \$3,500 to the Police Department in Capital Project Funds; and

WHEREAS, The Capital Project Funds are provided for community jails to purchase equipment, perform maintenance, or for other needs related to the confinement of prisoners; and

WHEREAS, The funds will be utilized to purchase new lockers for prisoner's personal property.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby accepts and appropriates State Department of Corrections Capital Project Funds in the amount of \$3,500 to purchase new lockers for prisoner's personal property as follows:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
Revenue:		
100-030-4512	State Department of Corrections Capital Project Funds	\$3,500
Expenditure:		
100-164-5231	Lockers for Prisoner's Personal Property	\$3,500

Section 2. The City Manager is authorized to execute the appropriate documents.

Section 3. This is a budget amendment ordinance, is temporary in nature, and shall not be codified.

ENACTED BY THE HOMER CITY COUNCIL this \_\_\_\_ day of \_\_\_\_\_, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

YES:

NO:

ABSENT:

ABSTAIN:

First Reading:

Public Hearing:

Second reading:

Effective Date:

Reviewed and approved as to form:

Walt Wrede, City Manager

Date: \_\_\_\_\_

Thomas F. Klinkner, City Attorney

Date: \_\_\_\_\_



# CITY OF HOMER

## POLICE DEPARTMENT

4060 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911  
TELEPHONE (907) 235-3150  
TELECOPIER (907) 235-3151

### MEMORANDUM 11-138

DATE: September 29, 2011  
TO: Walt Wrede, City Manager  
FROM: Mark Robl, Chief of Police  
SUBJECT: Capital Funds Acceptance

The State Department of Corrections has agreed to give us \$3,500 to purchase new lockers for holding prisoner's personal property. (Our current lockers are over 25 years old.) These are capital project funds that are given out to community jails to purchase equipment, perform maintenance or for other needs that are related to the confinement of prisoners. We requested funding for the locker replacement during the capital funds budget process and have just been notified of the award.

I request that we advise the council of this funding award and ask for permission to accept and obligate these funds for the purchase of the lockers.



# CITY MANAGER'S REPORT



THE WRITTEN MANAGER'S REPORT  
WILL CONSIST OF THE FY 2012 BUDGET  
MESSAGE  
AND IT WILL BE E-MAILED TO COUNCIL  
AND PLACED EITHER IN THEIR PACKETS,  
OR MAIL BOXES, PRIOR TO FRIDAY.





## Director's Report

### September 28, 2011

It's been a wild and crazy five-year anniversary month at the library. Weed warriors, including our own lopper-wielding city manager, attacked dandelions and alders to spruce up the grounds before the big party. Two professional photographers volunteered their time and talents for a week-long "cardholder pride" project celebrating the community of people all around Homer who came together to build the new facility -- and who now enjoy it. The beautiful photos that resulted are on display at the library, as will soon be available online as a library fundraiser at [www.smugmug.com](http://www.smugmug.com).

The anniversary festivities included a popular fine-free weekend in celebration of "five fine years" and a public barbecue on Saturday Sept. 17, complete with the Singing Bookworms, a special Story Time for children, a group photo in front of the library and, last but not least, cake.

The following Saturday was Community Preparedness Day at the library. Volunteers distributed information, handouts and 70 disaster kits (bright orange buckets containing wind-up radio/flashlights and first aid kits), which were funded by a grant from the National Library of Medicine. Presenters from various emergency-service organizations were on hand to share their knowledge.

We rounded out the month with Survivor Stories, an evening program featuring first-hand accounts by local people who experienced the '64 Earthquake.

The library also gained several improvements in the technology arena. First, GCI installed a broadband cable, funded by the Alaska State Library's OWL (Online With Libraries) Project. This cable will be dedicated for use with videoconferencing equipment (also provided by OWL) and for use as a soon-to-be-implemented Download Station for audiobooks and ebooks. Second, we received seven computers from the OWL Project, which will be utilized as follows: public use computer in the teen area (1); public access catalog in the stacks (2); children's room (2), one for Internet access and one for a listening/reading online storybook station; an assistive technology station with software for visual and hearing impairment (1); and a Download Station for audio and ebooks (1). And finally, Tomasz rebuilt a work station computer for me to replace the frustratingly slow computer I had been using.

We also posted a short survey on our public use computers to assess if and how library computers and other resources (books, databases, magazines, copiers, etc.) are being used for business or employment purposes. I haven't had time to analyze the data closely but did note that 20% of respondents replied that they do use the library for business/employment purposes. The survey was also available in paper copies.

Staff and I have been reviewing several questions of policy regarding library cards and confidentiality of patron records in order to clarify procedures. I am in discussion with the State

Library on our questions and have been asked by them to bring up the topics at the DIR-LEAD conference in October for Alaska public library directors, which I will be attending, as these policies encompass issues that every public library struggles with. Any recommended changes will be referred to the Library Advisory Board for approval.

Story Time attendees were treated to a storytelling session with Julie Pasqual, a professional storyteller from New Jersey who was vacationing in Alaska and asked if she might tell some tales in our library. Her performance was stellar and enjoyed by all, including me.

On Monday September 19 our attendance counter registered 765 people using the library in an eight-hour period. We aren't sure, but this may be a new record.

I'll close with a comment from a visitor this month. He said that he and his wife always visit libraries when they travel "Because you can tell a lot about a community by its library." He had nothing but compliments for Homer Public Library and was clearly impressed with both our library and our town.

Ann Dixon  
Library Director  
Homer Public Library

# Office of the City Clerk

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



491 E. Pioneer Avenue  
Homer, Alaska 99603  
(907) 235-3130  
(907) 235-8121  
ext: 2224, 2226, or 2227  
Fax: (907) 235-3143  
Email: clerk@ci.homer.ak.us

## MEMORANDUM - REPORT

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL  
FROM: MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK *M*  
DATE: OCTOBER 5, 2011  
SUBJECT: CURRENT BID(S) AND REQUEST FOR PROPOSALS

### Incorporating Art In The Newly Renovated And Expanded City Hall Complex-

The City of Homer, Alaska is requesting proposals from artists and other interested parties to provide art, artist services or ideas for incorporating art into the newly renovated and expanded City Hall Complex. Proposals will be received at the City Clerk's Office, City Hall until 4:30 p.m., Thursday, October 27, 2011. All firms submitting proposals must be listed on the "Plan Holder's List" maintained by the City Clerk. Proposals received after this date and time will not be accepted. The City reserves the right to accept or reject any or all proposals, to waive irregularities or informalities in the proposals and to enter into an agreement with the respondent(s) that best meet the selection criteria as determined by the Art Selection Committee.



# CITY ATTORNEY REPORT



# COMMITTEE REPORT(S)





# PENDING BUSINESS



# Office of the City Clerk


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



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## MEMORANDUM 11-136

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: OCTOBER 3, 2011

SUBJECT: REQUEST FOR EXECUTIVE SESSION PURSUANT TO AS  
§44.62.310(C)(1 & 2), MATTERS, THE IMMEDIATE KNOWLEDGE  
OF WHICH WOULD CLEARLY HAVE AN ADVERSE EFFECT  
UPON THE FINANCES OF THE GOVERNMENT UNIT AND  
SUBJECTS THAT TEND TO PREJUDICE THE REPUTATION AND  
CHARACTER OF ANY PERSON, PROVIDED THE PERSON MAY  
REQUEST A PUBLIC DISCUSSION. (CITY LOBBYIST CONTRACT)

Pursuant to Council's Operating Manual – "Any Councilmember, the Mayor or City Manager may place consideration of an executive session on the agenda..."

City Manager Wrede requested an Executive Session regarding "City Lobbyist Contract" for the Special Meeting of October 10, 2011. This has been publicly and internally noticed since that time.

Attorney Klinkner will be present.

### RECOMMENDATION:

Approve the request for Executive Session and conduct immediately in the Council Chambers.



# Office of the City Clerk

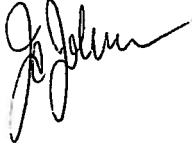
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## MEMORANDUM 11-137

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: OCTOBER 3, 2011

SUBJECT: REQUEST FOR EXECUTIVE SESSION PURSUANT TO AS §44.62.310(C)(1 & 5), MATTERS, THE IMMEDIATE KNOWLEDGE OF WHICH WOULD CLEARLY HAVE AN ADVERSE EFFECT UPON THE FINANCES OF THE GOVERNMENT UNIT AND ATTORNEY/CLIENT PRIVILEGE. (LEGAL ISSUES REGARDING SEAWALL)

Pursuant to Council's Operating Manual – "Any Councilmember, the Mayor or City Manager may place consideration of an executive session on the agenda..."

City Manager Wrede requested an Executive Session regarding "Legal Issues Regarding Seawall" for the Special Meeting of October 10, 2011. This has been publicly and internally noticed since that time.

Attorney Klinkner will be present.

### RECOMMENDATION:

Approve the request for Executive Session and conduct immediately in the Council Chambers.



# NEW BUSINESS





# Office of the City Clerk

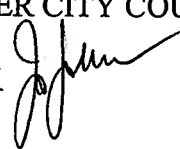
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## MEMORANDUM 11-139

TO: MAYOR HORNADAY AND HOMER CITY COUNCIL

FROM: JO JOHNSON, CMC, CITY CLERK 

DATE: OCTOBER 4, 2011

SUBJECT: TRAVEL AUTHORIZATION FOR COUNCILMEMBER ZAK'S  
ATTENDANCE AT ALASKA MUNICIPAL LEAGUE 61<sup>st</sup> ANNUAL  
LOCAL GOVERNMENT CONFERENCE IN FAIRBANKS,  
ALASKA, NOVEMBER 7 – 11, 2011.

Councilmember Bryan Zak would like to attend the Alaska Municipal League (AML) 61<sup>st</sup> Annual Local Government Conference in Fairbanks, Alaska, November 7 – 11, 2011.

The AML is a voluntary, nonprofit, nonpartisan, statewide organization of 140 cities, boroughs, and unified municipalities, representing over 97 percent of Alaska's residents. Originally organized in 1950, the League of Alaska Cities became the Alaska Municipal League in 1962 when boroughs joined the League.

Meetings include Alaska Conference of Mayors, board committees and meeting with Legislators.

Cost estimates for travel include round trip airfare from Homer to Fairbanks at \$450.00 and room rates at \$120.00 per night. Per diem is \$58.00 per day, for three meals.

For FY 2011 Council budgeted zero dollars for transportation and \$2,000 for subsistence. To date \$424.34 has been expended from Subsistence Acct. No. 100.100.5237, with a balance of \$1,575.66 remaining.

### RECOMMENDATION:

Discuss the travel and if approved allocate funds for transportation.

Fiscal Note: Mayor and Council 2011 Budget: 100.100.5236 - Transportation: \$0 and 100.100.5237 - Subsistence: \$2,000.00.



**RESOLUTION(S)**



**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 11-096**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2012-2017 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2013.

WHEREAS, A duly published hearing was held on September 26, 2011 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 2012-2017" 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 2013 State Legislative Request:

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Homer Area Natural Gas Pipeline, Phase 2
3. Harbor Improvement Revenue Bond Projects (Bundled Projects)
4. Skyline Fire Station
5. Fishing Lagoon Improvements
6. Karen Hornaday Park Improvements, Phase I
7. Tanker 2 Refurbishment – HVFD and/or Fire Engine 4 Refurbishment
8. Homer High School Track Renovation
9. Harbor Float Replacement/Ramp 3 Gangway and Approach & Alternative Water Source (tie vote)
10. Deep Water/Cruise Ship Dock Expansion, Phase I
11. Homer Intersection Improvements
12. Ocean Drive Reconstruction with Turn Lane
13. Mariner Park Restroom
14. Kachemak Drive Rehabilitation/Pathway
15. Truck Loading Facility Upgrades at Fish Dock

BE IT FURTHER RESOLVED that projects for the FY 2013 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 2013 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 10<sup>th</sup> day of October, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

# RESULTS OF CIP PROJECT RANKING EXERCISE – HOMER CITY COUNCIL MEMBERS – SEPTEMBER 2011

Points are assigned as follows: 15 points for projects ranked #1, 14 points for projects ranked #2, 13 points for projects ranked #3, and so on, with only 1 point assigned to projects ranked #15. Then all the points for each project are added up, providing an indication of group ranking.

	ZAK	LEWIS	WYTHE	HOWARD	ROBERTS	HOGAN	TOTALS	Ranking
Natural Gas Line	15	14		12	15	9	65	2
P&H: bundled projects	14		13	15	12		54	3
DWD Expansion	13		7		7		27	10
Sewer Treatment Plant Improvements	12	13	14	11	14	8	72	1
Homer High School Track****	11	3		1	1	15	31	8
Harbor Entrance Erosion Control	10						10	
Harbor Floats / Ramp 3****	9				9	12	30	9 (tie)
Tanker 2 and/or 4 - HVFD**	8	6	9	5	6		34	7
Kachemak Drive Pathway	7	11					18	14
Ocean Drive Turn Lane	6			14	2		22	12
Pratt Museum	5				3		8	
Karen Hornaday Park Improvements	4	8	8	13	11		44	6
Skyline Fire Station	3		12	8	13	14	50	4
Fishing Lagoon Improvements	2	15	10	9	10		46	5
Homer Spit Dredge Material Projects	1	9					10	
Haven House Sustainability Projects		12					12	
HVFD Aerial Truck		10					10	
Mariner Park Improvements/Restroom***		7	6	3	4		20	13
Alternative Water Source		5	15	10			30	9 (tie)
Community Soccer Fields & B-Ball Court		2					2	
Rogers Loop Trailhead Land Acquisition		1					1	
Homer Intersection Improvements			11	7	5		23	11
Main Street Improvement				6			6	
Sterling Hwy. MP 150-157				4		6	10	
Jack Gist Park Improvements					8		8	
Downtown Restrooms*		4		2			6	
Truck Loading Upgrades at Fish Dock						13	13	15
Upgrade System 5 - Power and Water****						10	10	
Pioneer Avenue Upgrade						7	7	

## NOTES:

\*This project has been funded as part of the Cruise Ship enhancement project approved by the Legislature for FY 2012.

\*\*Two Council members specified Tanker 2; one specified both as a single project, and two specified Tanker 4.

\*\*\*Two Council members specified Mariner Park restroom (reflecting current draft CIP), two others used the term "improvements."

\*\*\*\*Harbor Floats/Ramp 3 is one of the P&H "bundled projects" also on this list. Same for System 5 Upgrades.  
\*\*\*\*\*One Council member specified "High School Sports Infrastructure" to include the track, baseball field, and football field.



10/5/11 Draft

## PROPOSED NEW PROJECTS

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

City projects:

- Harbor Improvement Revenue Bond Projects
- Farmers Market in Town Center
- Community Soccer Fields and Basketball Court
- Harbor Sheet Pile Loading Dock
- Truck Loading Facility Upgrades at Fish Dock
- HH Float Improvements
- Barge Mooring Facility
- Marine Ways Large Vessel Haulout Facility
- Ice Plant Upgrade
- Tanker 2 Refurbishment - HVFD

Other projects:

- Ocean Drive Reconstruction with Turn Lane
- Homer High School Track Renovation



## City of Homer Capital Improvement Plan • 2012 – 2017

### Harbor Improvement Revenue Bond Projects

**PROJECT DESCRIPTION & BENEFIT:** This project will utilize municipal revenue bonds along with state and federal grant funds to accomplish six significant harbor improvement projects:

- **Port & Harbor Building**—will replace the existing Port & Harbor building (Harbormaster's Office) constructed in 1983. The building is substandard with electrical, lighting, and heating deficiencies, and does not meet codes and standards for occupancy as an office building. The new building is being planned as overslope development. Cost: \$2,875,000.
- **Harbor Entrance Erosion Control**—will construct a rock revetment to replace the badly damaged and disintegrating log cribbing that was installed as a temporary erosion control measure in 1995. Rip-rap revetment would extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal, providing critical shore/infrastructure protection. Cost: \$600,000.
- **Ramp 3 Gangway and Approach**—will replace the existing Ramp 3 which dates back to the mid-1960s. This ramp is the steepest ramp in the harbor and difficult to use during very low tides. At 100 feet long, the new ramp will be less steep and therefore ADA compliant. It will be constructed of aluminum and covered by an awning to keep it snow and ice-free for year-round access. The existing Ramp 3 approach, a long narrow wooden structure in poor condition, will also be replaced. Cost: \$1,700,000.
- **Harbor Float Replacement**—will replace some of the oldest and most badly damaged floats in the harbor. These floats are plagued by worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalks with exposed flotation. A total of 1,706 linear feet will be replaced: A Float, connecting E-J; J Float, R Float, and S Float. Cost: \$3,500,000.
- **Upgrade System 5 – Vessel Shore Power and Water**—will provide System 5, the large vessel float system in the Homer Harbor, with additional power pedestals and a year-round fresh water supply to meet the needs of the large vessel fleet and attract new vessels to be home-ported in Homer. Cost: \$530,000.
- **Load and Launch Ramp**—will reconstruct the entire Load and Launch Ramp facility, replacing all five lanes along with the floats and piles. The existing ramp is suffering from age-related wear and tear and has been judged by the Alaska Dept. of Fish and Game to be in need of replacement. The facility serves small boaters from all over south-central Alaska. Cost: \$3,350,000.

**PLANS & PROGRESS:** 80% of design and engineering funds have been procured through a Denali Commission Waterfront Development grant for three of the projects: Ramp 3 Gangway and Approach, Harbor Float Replacement, and System 5 Upgrade. The same three projects are also eligible for an Alaska Municipal Harbor Facility grant, which would cover 50% of construction costs. Local revenue bonds can be used to meet the 50% match requirement for this grant program. Load and Launch Ramp reconstruction may be accomplished with a Federal Aid in Sport Fish Restoration Act grant together with state matching funds (provided through the Dept. of Fish and Game).

Total Project Cost: \$12,555,000

Amount covered by existing or projected grant funds = \$6,380,000 as follows:

\$440,000 (Denali Commission grant – already secured)

\$2,590,000 (Municipal Harbor Facility grant – to be requested after revenue bond sale is approved)

\$3,350,000 (Federal Aid in Sport Fish Restoration Act funds plus state Fish and Game funds)

Remaining (local responsibility) = \$6,175,000

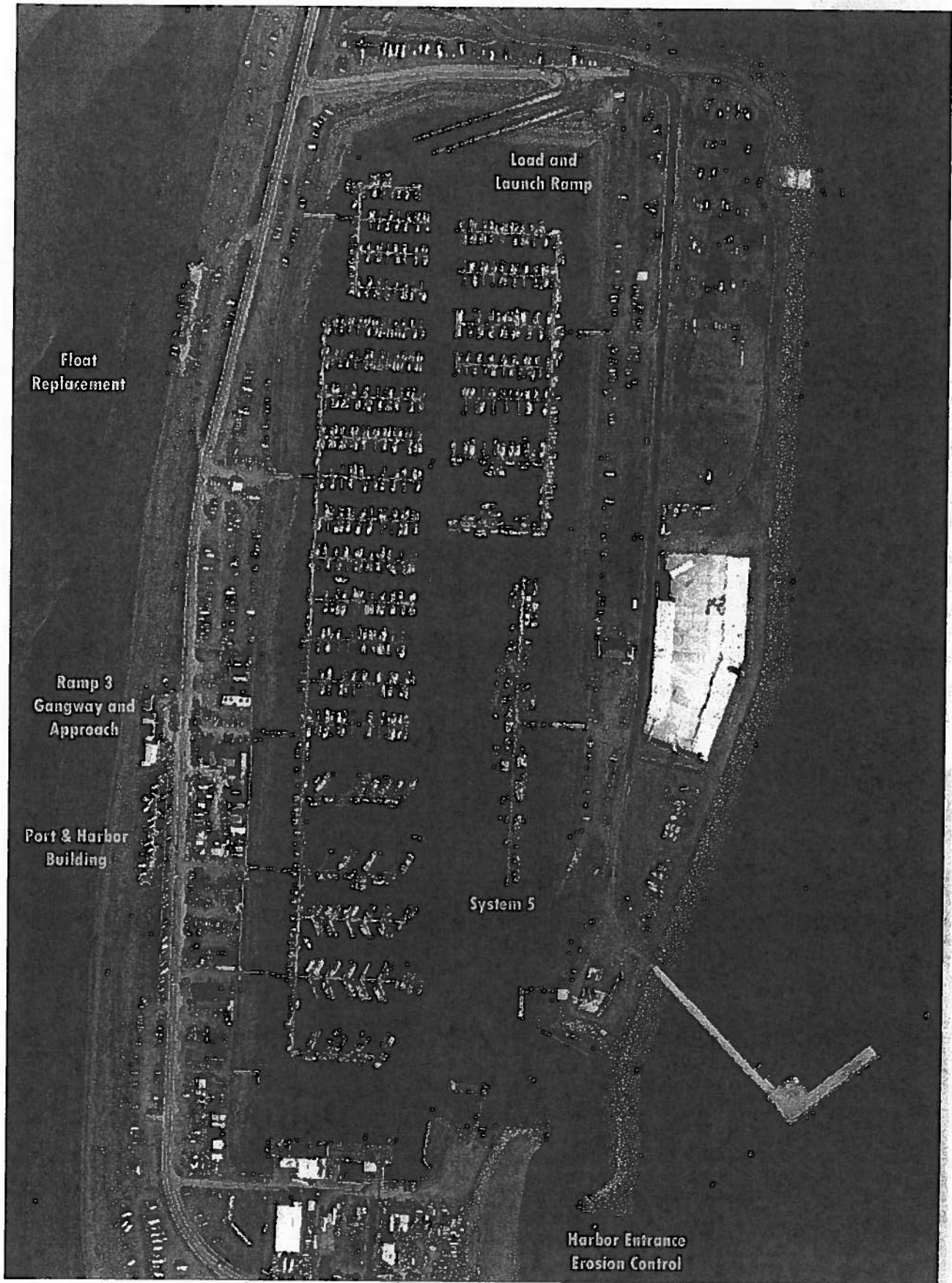
Schedule: 2012-2014

Priority Level: 1

*These \$ numbers  
may be revised -*

**NOTE: 4 of the 5 projects described above have previously been approved for the CIP (all but Load and Launch Ramp)**

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





## Farmers Market in Town Center

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

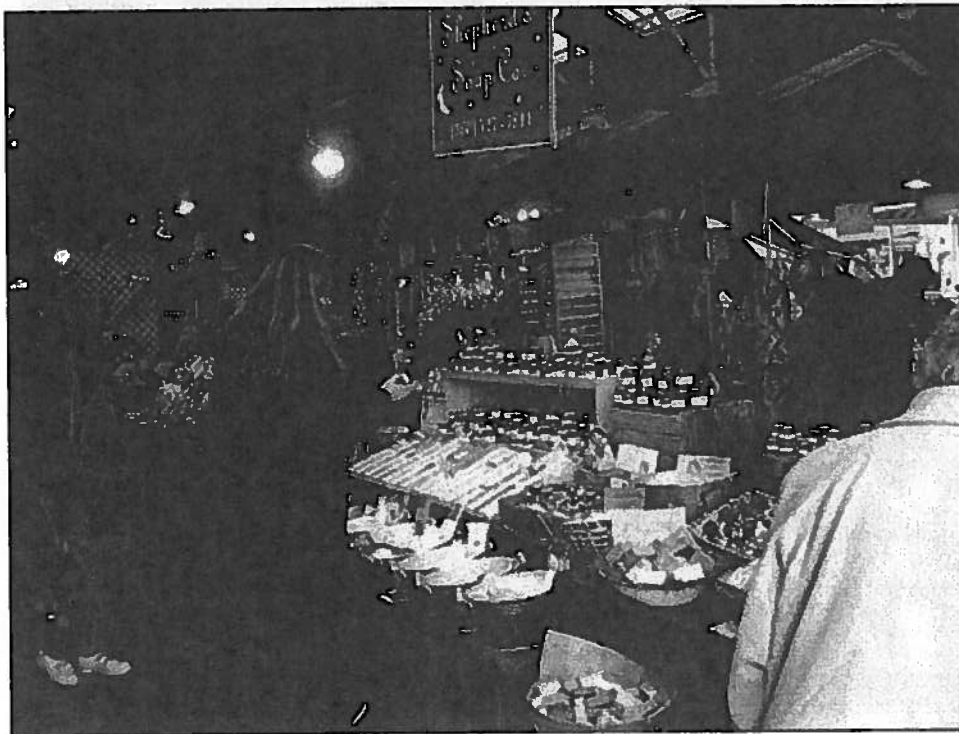
Although the term "Farmers Market" is used here, many communities use the term "Public Market" to refer to year-round venues where market-goers can find a variety of locally crafted products in addition to local produce, seafood, and the like. The Pike Street Public Market in Seattle is a particularly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

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

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

Schedule: 2012-2014

Priority Level: 1



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

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



## Ocean Drive Reconstruction with Turn Lane

**PROJECT DESCRIPTION & BENEFIT:** This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Ocean Drive, which is a segment of the Sterling Highway (state road) connecting Lake Street with the Homer Spit Road, sees a great deal of traffic, particularly in the summer, and has become a source of concern for drivers, bicyclists, pedestrians, and tour bus operators.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for cars and trucks to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane in order to make a left turn. Some frustrated drivers swing around at fairly high speeds, presenting a significant risk to bicyclists and pedestrians who may be using the bike lane.

In recent years, the Homer Farmers Market has become a popular attraction on the south side of Ocean Drive during the summer season, contributing to traffic congestion in the area. In addition, Homer is seeing more cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.

The City of Homer recommends that this project be added to the Statewide Transportation Improvement Program and completed as soon as possible.



Looking east on Ocean Drive near the Farmers Market on a relatively quiet day.

PROPOSED NEW PROJECT





## Community Soccer Fields and Basketball Court

**PROJECT DESCRIPTION & BENEFIT:** This project will provide Homer youth and adults with two new soccer fields and a basketball court. The largest recreational user group in the Homer area is comprised of soccer players, followed by basketball enthusiasts. Currently the only soccer fields available within the Homer community are those managed by the Kenai Peninsula Borough School District, which means school use has priority over all other uses. This priority use arrangement has led to a summer maintenance schedule that creates confusion and makes it very difficult for non-school district user groups to reserve the fields. The City of Homer Parks and Recreation program does not have access to the school district fields.

An outdoor regulation-size basketball court is another significant need in the community. Currently there are a few half-court basketball hoops at Homer High School and a small basketball court at Homer Middle School. These are Kenai Peninsula Borough School District facilities and are over 25 years old. They are not sufficient for pickup basketball games either logistically or structurally.

With the construction of two community soccer fields and a basketball court, community residents of all ages will have access to safe, convenient, and readily available facilities, addressing a long-recognized need for such facilities in Homer.

Phase 1 of the project will identify one or more optimum locations for the new facilities. Phase 2 will develop a cost estimate, identify potential partners and funding sources, and raise the money needed. Phase 3 will design and construct the facilities.

Cost: \$125,000 each for soccer fields; \$50,000 for basketball court.  
(not including land acquisition)

Schedule: 2012-2014

Priority Level: 2



Soccer can be enjoyed by players of all ages and is very popular in Homer.



## Harbor Sheet Pile Loading Dock

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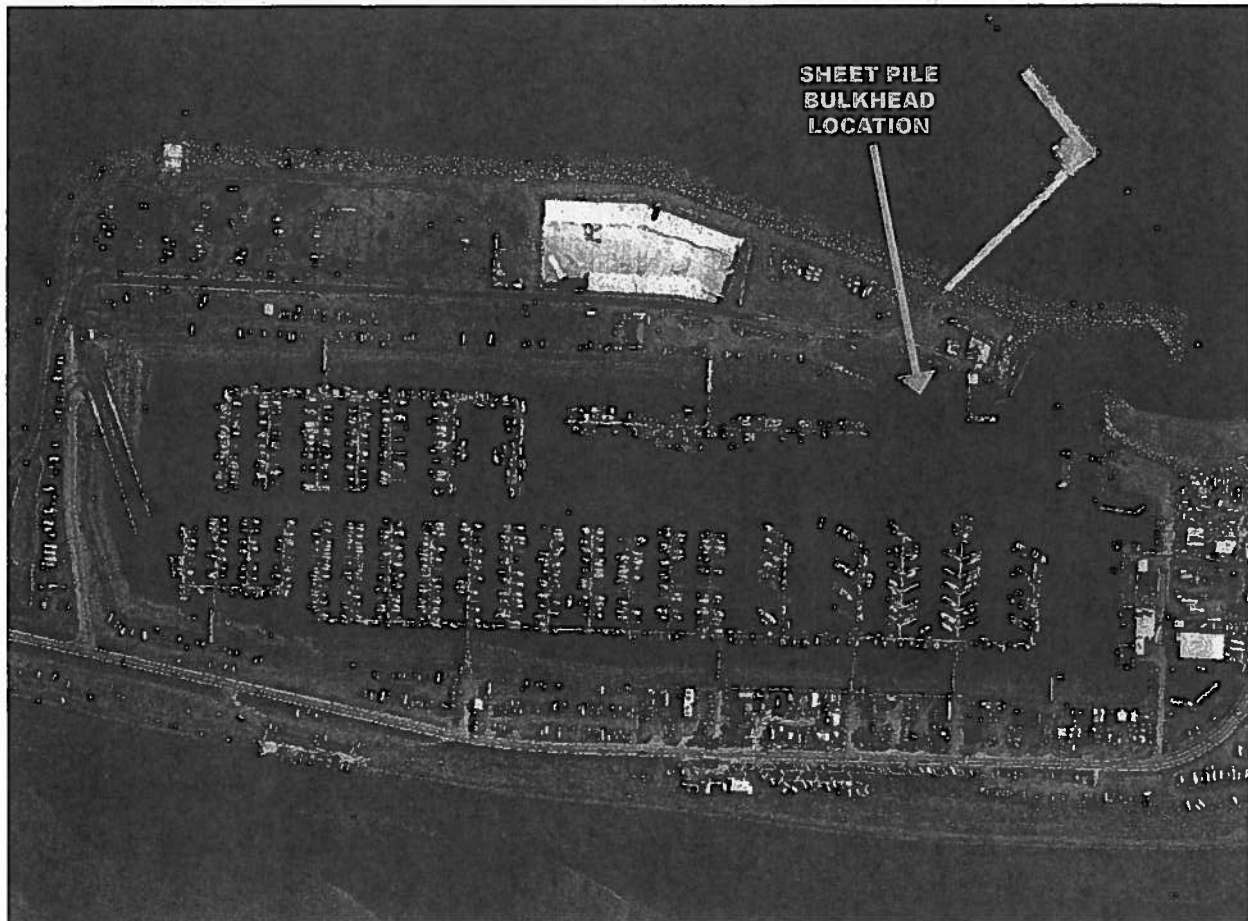
**PROJECT DESCRIPTION & BENEFIT:** This project will construct a sheet pile loading pier between the existing barge ramp and the fuel dock on the east side of the Small Boat Harbor. It is estimated that the dock will be 225 feet long and dredged to -17 feet. This dock would be used to transfer heavy loads by crane onto barges and landing crafts. It would also serve as mooring for large shallow-draft vessels that are now mooring on the System 5 float. The project will stimulate the shipping and freight sectors of the local economy, creating jobs and providing revenues for Port & Harbor operations.

This project was first identified as a need at the time the State of Alaska transferred ownership of the harbor to the City of Homer in 1999. However, it was dropped from the TORA harbor improvement project list because it was not a repair or replacement item but rather a completely new facility.

Cost: \$400,000

Schedule: 2013

Priority: 2



PROPOSED NEW PROJECT



## Truck Loading Facility Upgrades at Fish Dock

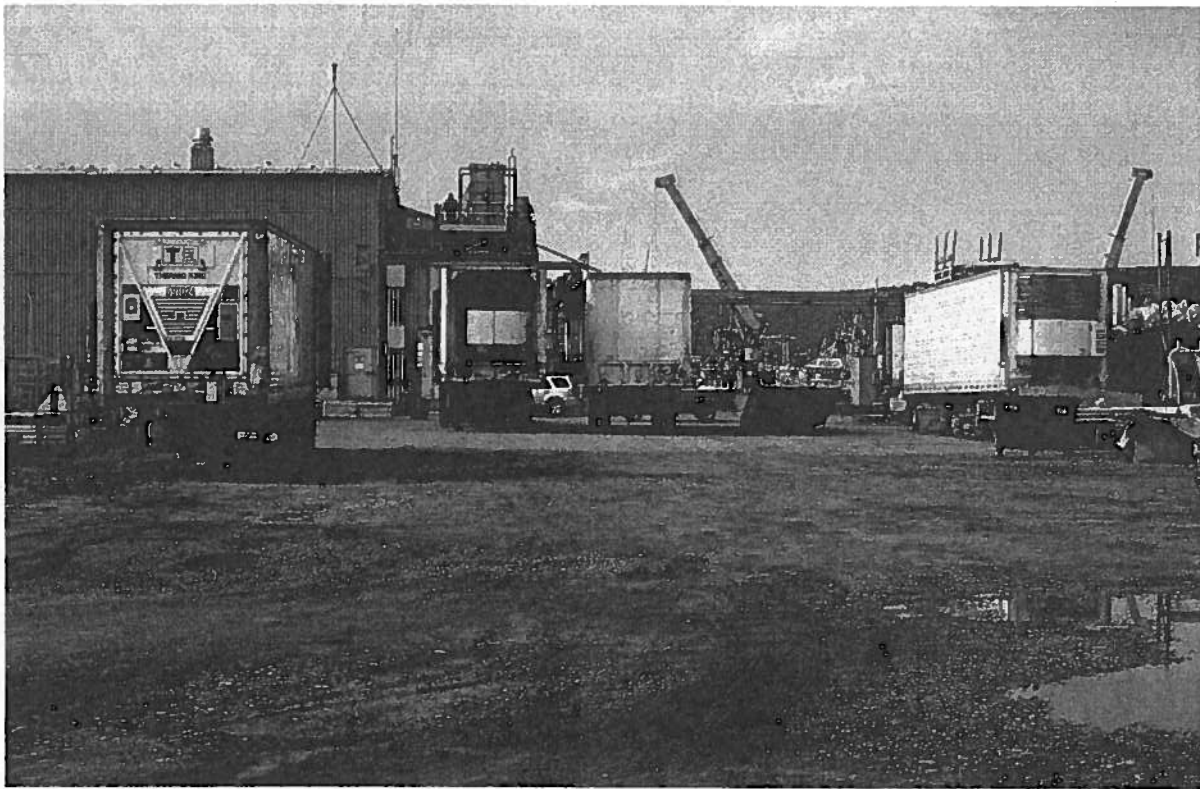
**PROJECT DESCRIPTION & BENEFIT:** Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck traffic, fork lift traffic, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate drainage in the area creates further problems as the vehicles must maneuver in soft and often muddy conditions.

This project will construct a loading dock to facilitate the loading of fish onto trucks. In addition, it will provide for paving of Lot 12-B and other improvements to address the drainage problems that impact the area now.

Cost: \$300,000

Schedule: 2014

Priority: 2



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.

PROPOSED NEW PROJECT





## HH Float Improvements

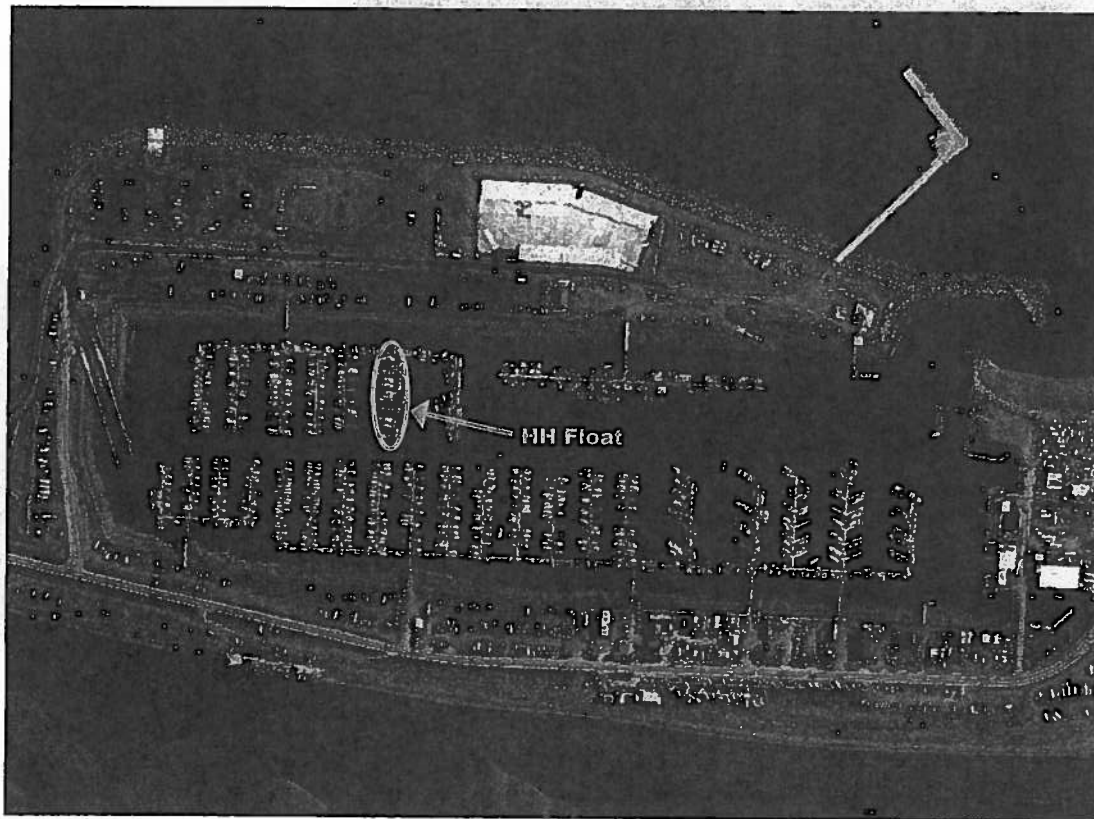
**PROJECT DESCRIPTION & BENEFIT:** The HH Float in the Homer Small Boat Harbor was part of the original harbor construction in 1964 and is in very poor condition. This project will replace HH with a new float system that provides 50-foot stalls on one side (same as existing HH float) and 60-foot stalls on the other side. The 60-foot stalls would also be extra wide to accommodate wider specialty fishing vessels (e.g., 58-foot super longliners) and pleasure craft that are appearing with increased frequency in the harbor. Deeper dredging will likely be required to accommodate the deeper-draft vessels.

It can be expected that the larger stalls will help attract additional boats and encourage them to home-port in Homer, thus increasing Port & Harbor revenues. The new float will be equipped with modern amenities; e.g., shore power and water. Stall fees for the wide-berth stalls will reflect the increased size and amenities.

Cost: \$3 million

Schedule: 2015

Priority: 2



PROPOSED NEW PROJECT



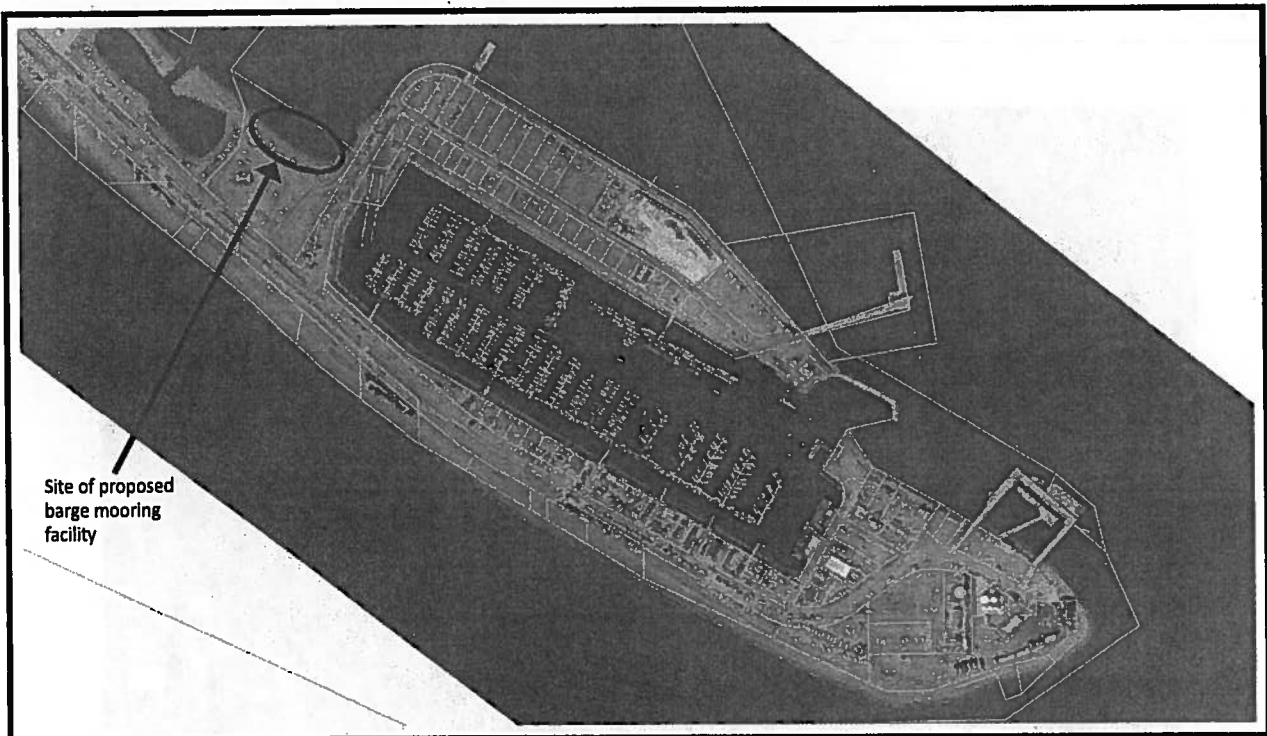
## Barge Mooring Facility

**PROJECT DESCRIPTION & BENEFIT:** This project will meet the needs of existing Homer businesses and attract additional business by constructing a barge mooring facility at Lot TR 1A (east of the Fishing Lagoon). The mooring facility will consist of a row of four or five piles driven perpendicular to the beach, extending down through the tidal area, eliminating the necessity of an offshore anchor and allowing use at various tide levels. Barges and other large shallow-draft vessels will be able to moor at the site while undergoing maintenance/repair work. When used in conjunction with bollard moorings on the beach, the pile moorings will also allow long-term storage at the site.

Cost: \$400,000

Schedule: 2013

Priority: 2



Site of proposed  
barge mooring  
facility

PROPOSED NEW PROJECT



## City of Homer Capital Improvement Plan • 2012 - 2017

### Marine Ways Large Vessel Haulout Facility

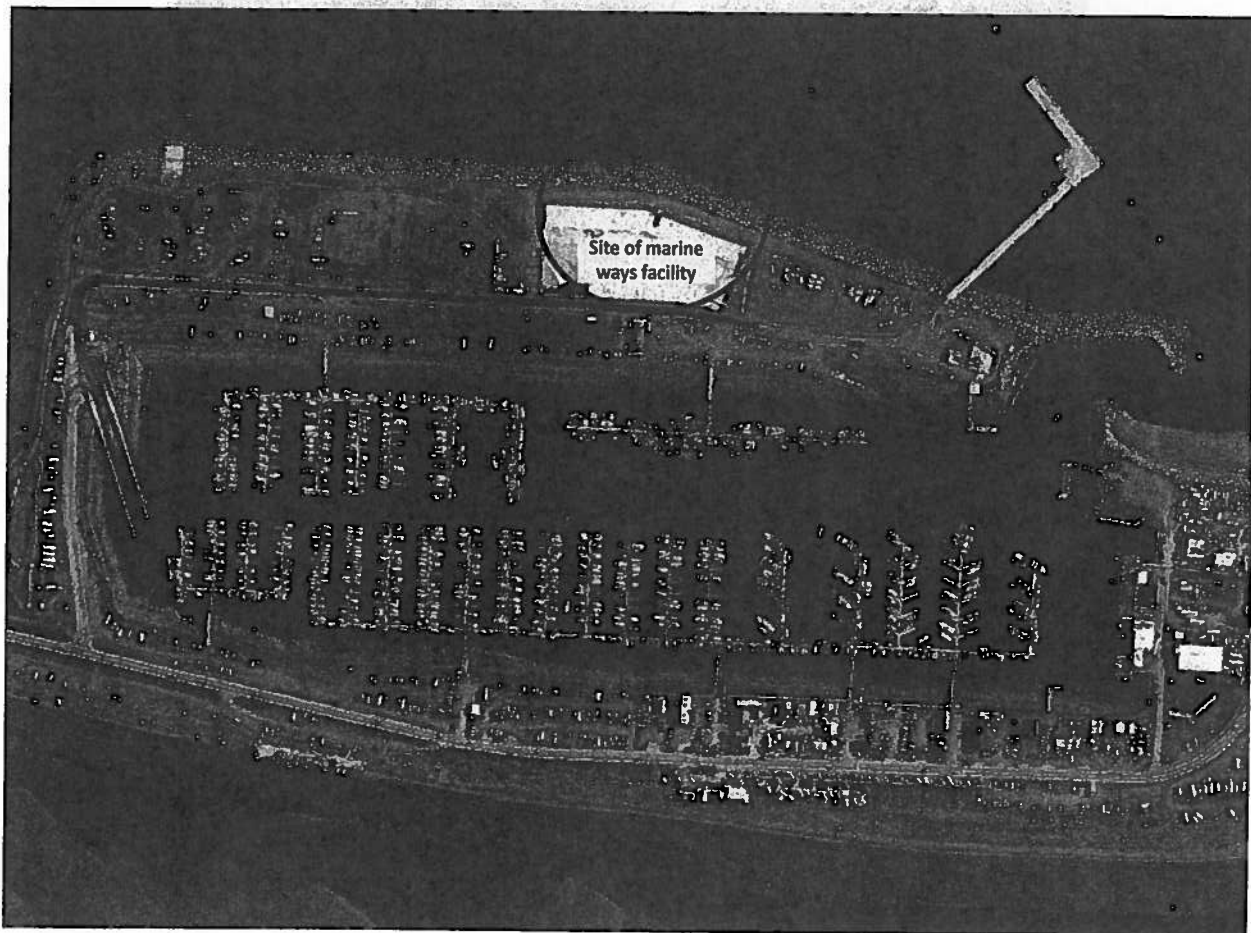
**PROJECT DESCRIPTION & BENEFIT:** This project will construct a "marine ways" ramp by which large vessels (over 70 tons) can be pulled from the water on rails and dry-docked for maintenance, inspection, and repairs; utilizing the existing 5-acre concrete pad at Lot 12. Currently there are no private facilities in Homer capable of hauling out vessels of this size. With construction of the marine ways facility, the Port of Homer would also be able to serve large freight barges that require inspections in order to be Coast Guard certified for their trade.

Since the wood chip business that formerly used Lot 12 left Homer, the lot and its concrete pad have been underutilized. Construction of the marine ways facility will accomplish a project that has been discussed for years and capitalize on the marine trades skill set that already exists in Homer. It is estimated that the facility would eventually support at least 50 full-time, long-term jobs.

Cost: \$3 million

Schedule: 2013

Priority: 2



PROPOSED NEW PROJECT



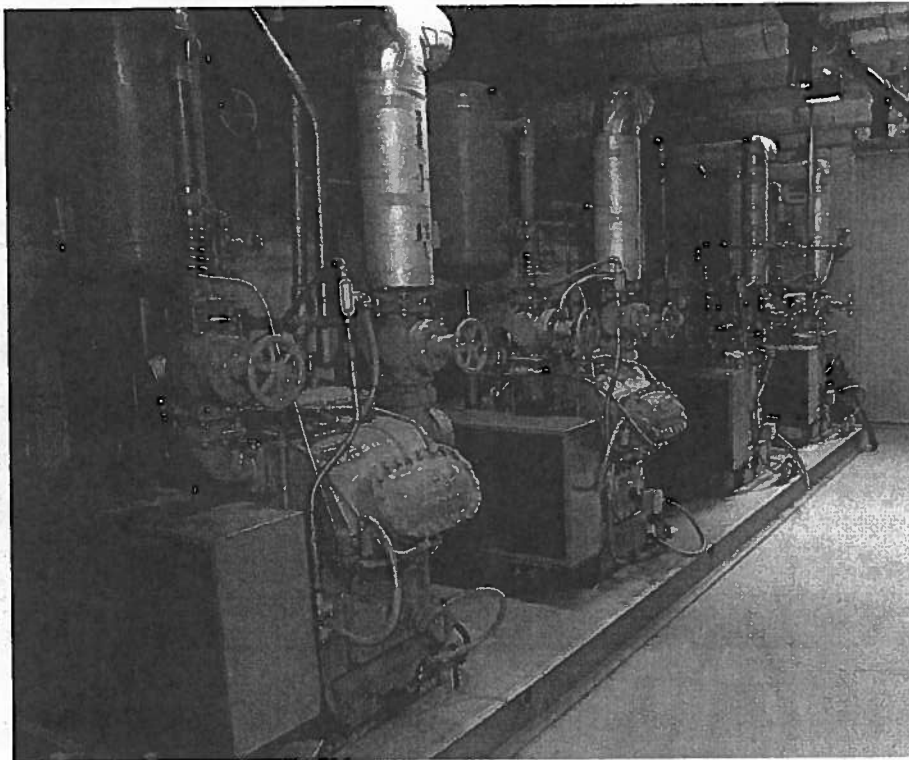
## Ice Plant Upgrade

**PROJECT DESCRIPTION & BENEFIT:** The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 4 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer. Built in 1983, the ice plant is in serious need of an upgrade to increase efficiency and reduce operating costs. This project will replace six of the seven old compressors within the ice plant with two new state-of-the-art high efficiency refrigeration compressors.

Cost: \$500,000

Schedule: 2013

Priority: 2



Four of the Ice Plant's aging compressors are shown here.

PROPOSED NEW PROJECT



## City of Homer Capital Improvement Plan • 2012 - 2017

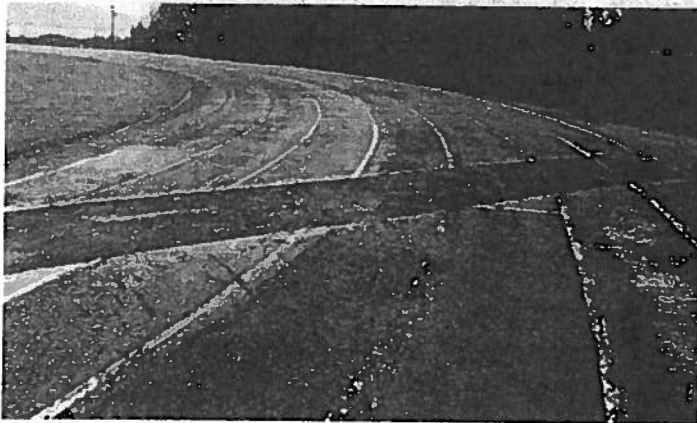
### Homer High School Track Renovation

**PROJECT DESCRIPTION & BENEFIT:** The track at Homer High School is in need of total renovation. Its current poor condition means that the school is not able to host any meets; the track has been declared unsafe by High School administration. The track is plagued by many potholes and some sink holes. Most of the painted lines have vanished. If the track is not fixed, the High School principal has expressed his intention to cancel the 2013 Track and Field season.

Once the track is resurfaced, it will allow the Middle School and High School to host a minimum of two meets a year along with the Region and Borough Championships every other year. This will bring up to 400 athletes to town bringing in significant income (\$2,500 - \$10,000) to the community. Many members of the Homer community walk on the track and enjoy the health benefits of exercise. The students, athletes, and staff of the local schools would benefit by using a track that is in good condition. Statistics show that students who exercise at a young age will continue as an adult. The community as a whole would benefit from a solid track where many people feel comfortable exercising. Other significant users include the American Cancer Society's Relay for Life, Neuro Fibromatosis' (NF Endurance) Run for Leo, and the Community Track Program.

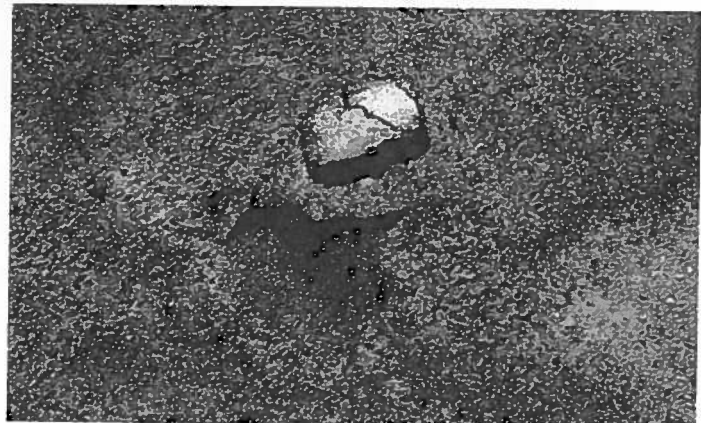
**PLANS & PROGRESS:** The track was built in 1985 and suffered through a major flood in the fall of 2002. Other than very minimal maintenance, there has not been any attention paid to this facility. A committee of interested people is now working diligently to secure state funding to support this cause, with the goal of obtaining city, borough, and state recognition on Capital Improvement Project priority lists in the hope of obtaining a legislative appropriation from the State of Alaska. Many other tracks in the state have been funded and built based on this model.

Cost: \$750,000



Left: The area of the track that was patched after the 2002 floods is not level.

Below: Example of where pieces of the track surface are flaking apart.



PROPOSED NEW PROJECT





## Tanker 2 Refurbishment - HVFD

**PROJECT DESCRIPTION & BENEFIT:** The Homer Volunteer Fire Department's Tanker 2 is an E-One Pumper Tanker purchased in 1989. The maintenance schedule for Tanker 2 calls for refurbishment or retirement after 20 years, which means Tanker 2 is overdue for an overhaul. A new tanker-pumper would cost in the range of \$800,000. A Level 2 refurbishment (similar to what was performed on Tanker 1 after it was purchased by Kachemak City) would be far less expensive and will improve safety and extend the useful life of the tanker. Refurbishment would include inspection and repair if needed of the fire pump, vehicle engine and other systems; upgrade obsolete lighting systems to convert to LED systems; redesign and upgrade of the portable water tank compartment; replacement of corroded plumbing and valves; upgrade of the interior compartment for safety; and repair and repainting of the body.

Cost: \$200,000

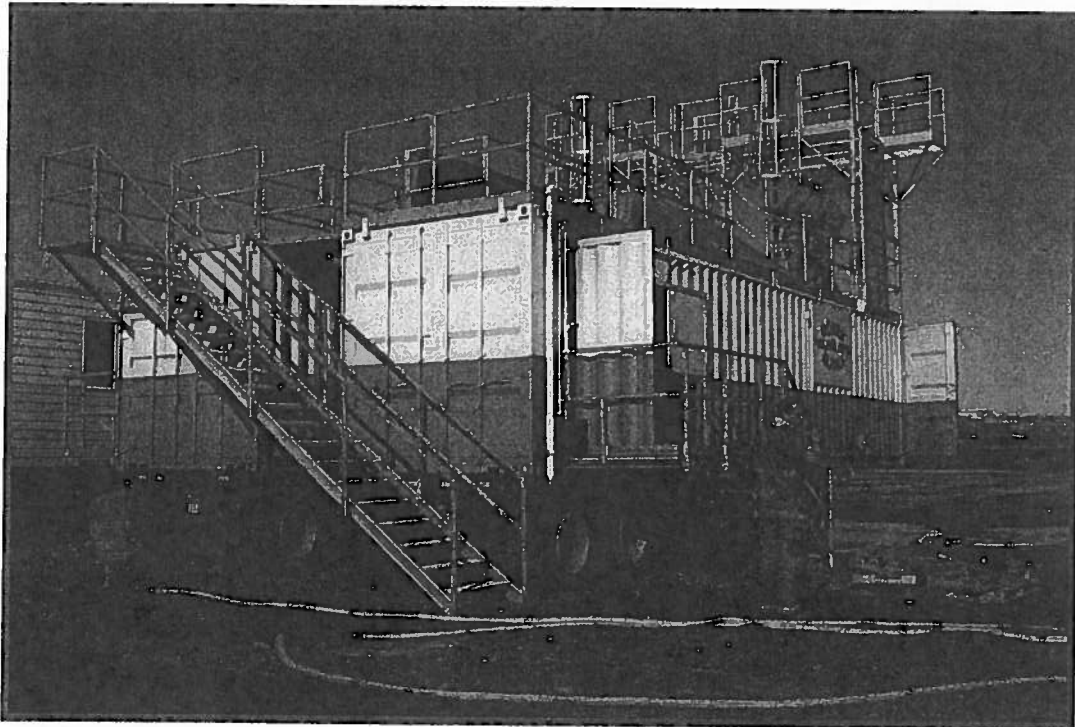
Schedule: 2013

Priority: 2



PROPOSED NEW PROJECT

# 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**  
10/5/11

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







## *City of Homer*

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

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Fax: (907) 235-3148 E-mail: [wwrede@ci.homer.ak.us](mailto:wwrede@ci.homer.ak.us) Web Site: [www.ci.homer.ak.us](http://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...**

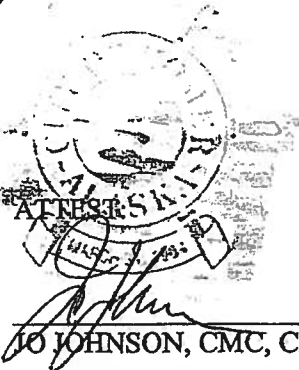
BE IT FURTHER RESOLVED that projects for the FY 2012 Federal Legislative Request will be selected from this list.

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 11<sup>th</sup> day of October, 2010.

CITY OF HOMER

  
MARY E. WYTHE, MAYOR PRO TEMPORE

  
JO JOHNSON, CMC, CITY CLERK

## **Funded Projects from 2011-2016 CIP List**

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

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

**Downtown Restroom**

**East End Road Rehabilitation - Kachemak Drive to Waterman Road**

**Outside Dock Fenders**

# **DRAFT project list for 2012-2017 CIP - Does not include proposed new projects**

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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*



## 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
<b>TOTAL \$</b>	<b>500,000</b>	<b>650,000</b>	<b>5,350,000</b>				<b>6,500,000</b>

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



## Heath Street - Pioneer to Anderson

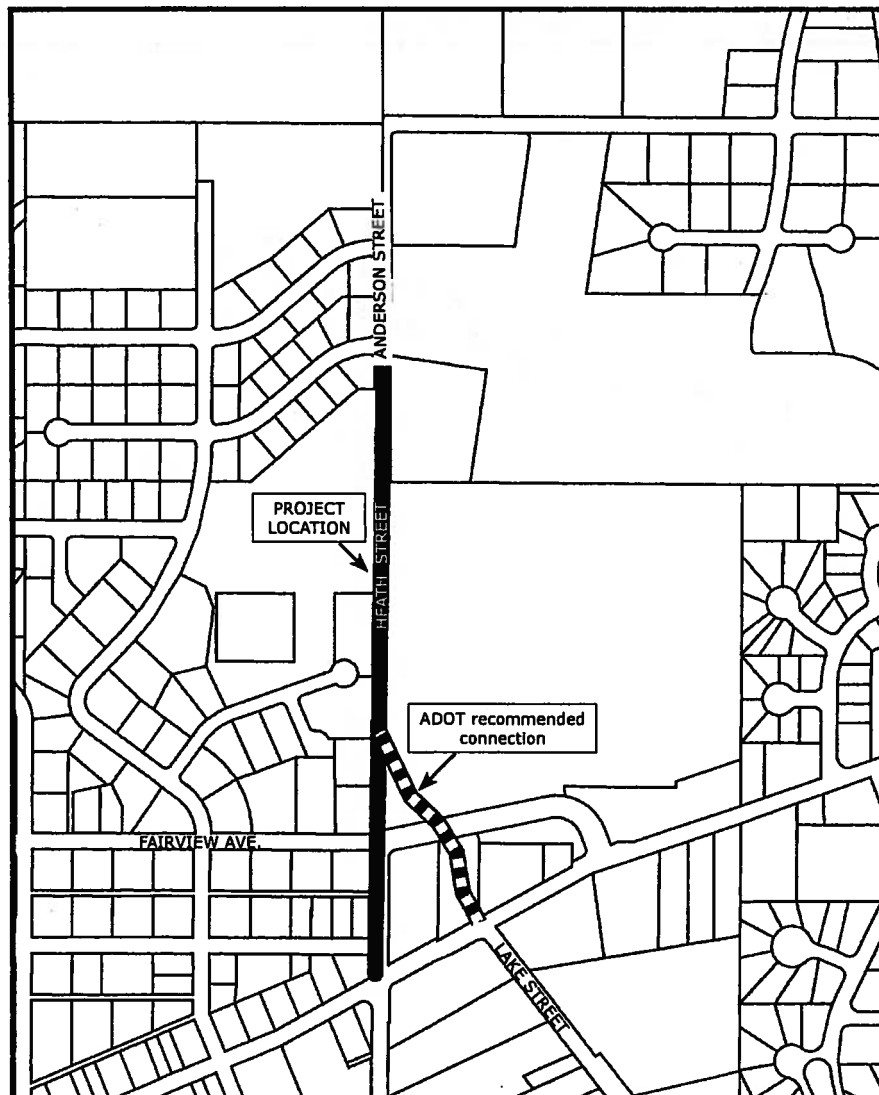
**PROJECT DESCRIPTION & BENEFIT:** This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska DOT/PF regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from 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, provide for pedestrian access from the high school to a hillside trail system, 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

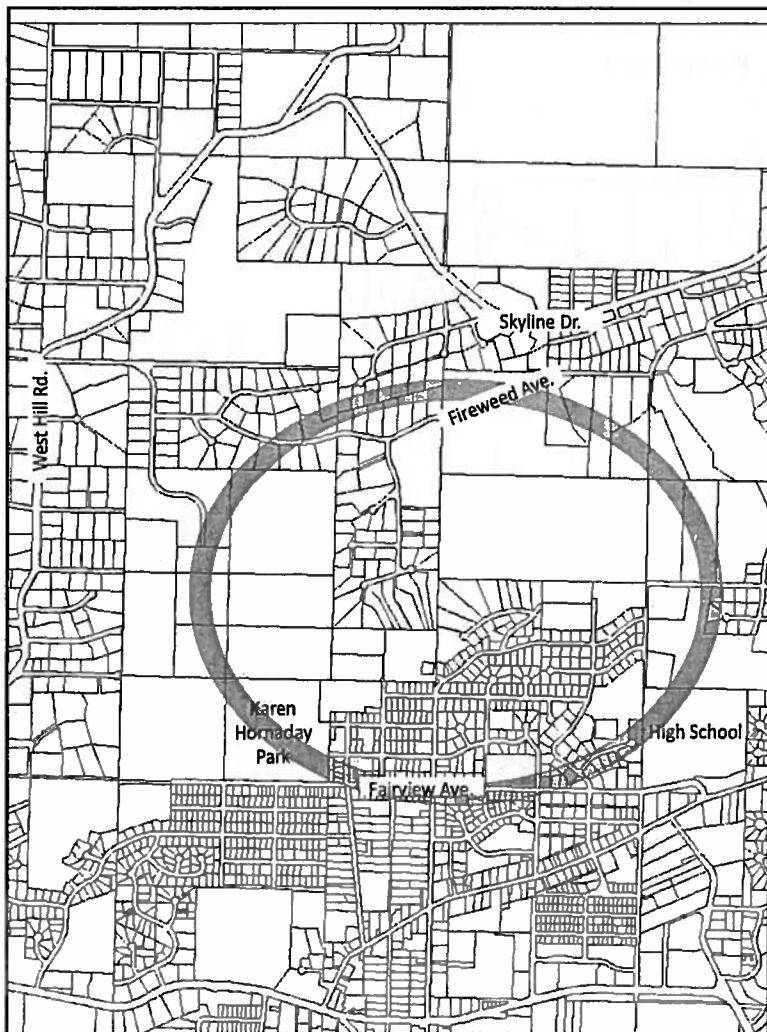




## Horizon Loop Trail Phase 1: Feasibility and Conceptual Design

**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, 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: 2012 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

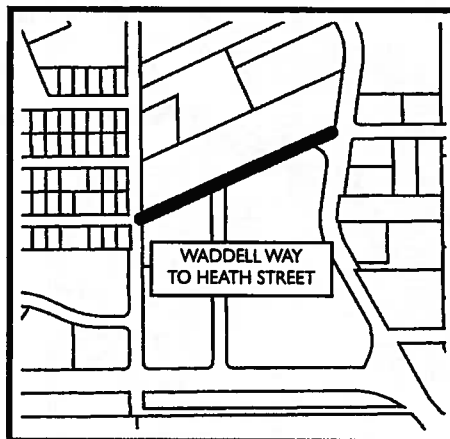
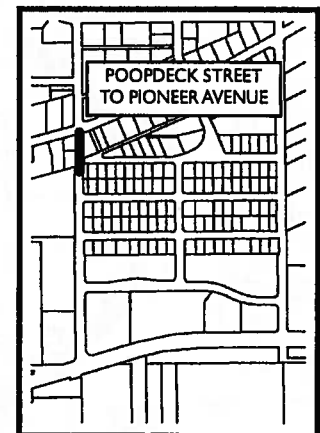
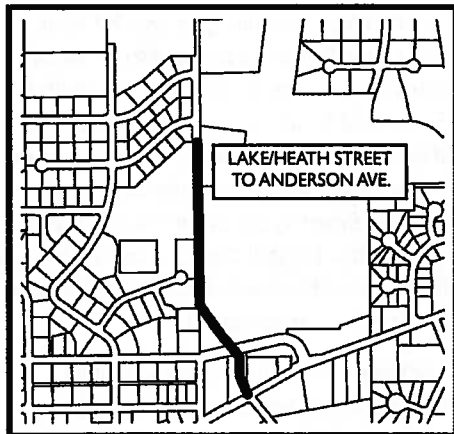
- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

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

Cost: \$500,000

Schedule: 2012-14

Priority Level 1





## Town Center Infrastructure

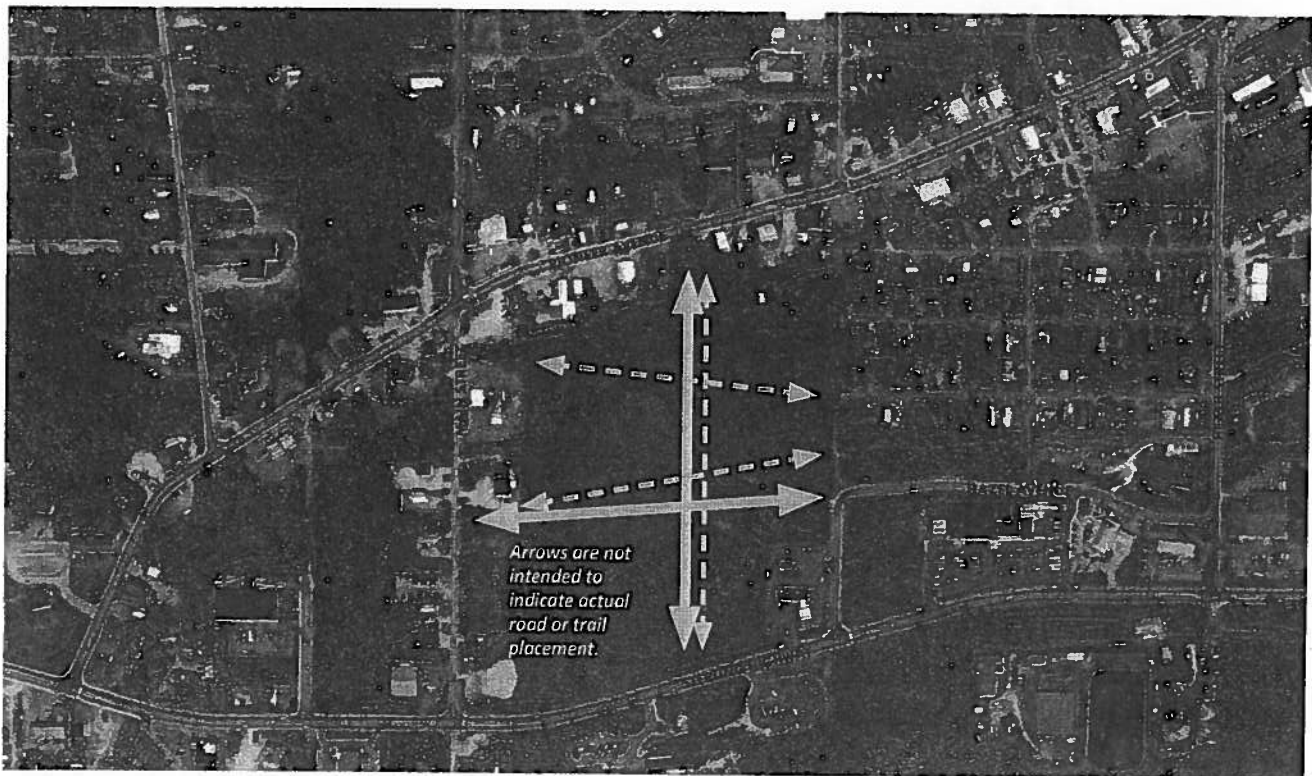
**PROJECT DESCRIPTION & BENEFIT:** In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. The Homer Comprehensive Plan, Town Center Development Plan, and Comprehensive Economic Development Strategy all call for careful development of Town Center. 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. This planning should be carried out in conjunction with an overall master plan for Town Center that will also identify areas for commercial development, public space, and parks. It could coincide with the Farmers Market project proposed for Town Center.

Specifically, the project 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." The Town Center Development Plan was adopted by the City Council in 2006 as part of Homer's 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.



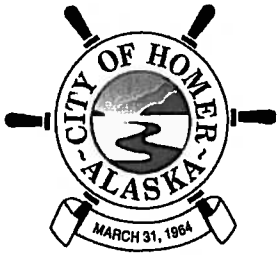


## Structures

### 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 Hornaday 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
<b>TOTAL \$</b>	<b>9,410,000</b>	<b>9,225,000</b>	<b>106,675,000</b>	<b>20,925,000</b>	<b>-</b>	<b>175,000</b>	<b>146,410,000</b>

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



## Ben Walters Park Improvements, Phase 2

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**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: 2013

Priority Level 2



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



## City of Homer Capital Improvement Plan • 2012 - 2017

# Deep Water/Cruise Ship Dock Expansion, Phase 1

**PROJECT DESCRIPTION & BENEFIT:** The City of Homer is in the process of completing major infrastructure improvements that will help position Homer as the economic and transportation hub for the Kenai Peninsula.

To provide a full complement of cargo handling facilities at the Port of Homer, upgrades to the Deep Water Dock are necessary. Phase 1 of the project will widen the existing dock to 88 feet and increase overall length to 744 feet, and widen and strengthen the existing trestle. Later phases will expand the dock further, add a terminal building and other upland improvements, and add a rail for a 100-foot gauge gantry crane.

The facility will be capable of handling containerized freight delivery to the Kenai Peninsula, thus reducing cost of delivering materials and supplies to much of the Peninsula. In addition, it will provide staging for barged freight service to the Lake and Peninsula Borough via the Williamsport-Pile Bay Road or other facilities built to meet the needs of future resource development. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations.

This expanded dock facility will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which passes 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, the Port of Homer would become even more important as an unloading, staging, and transshipping port.

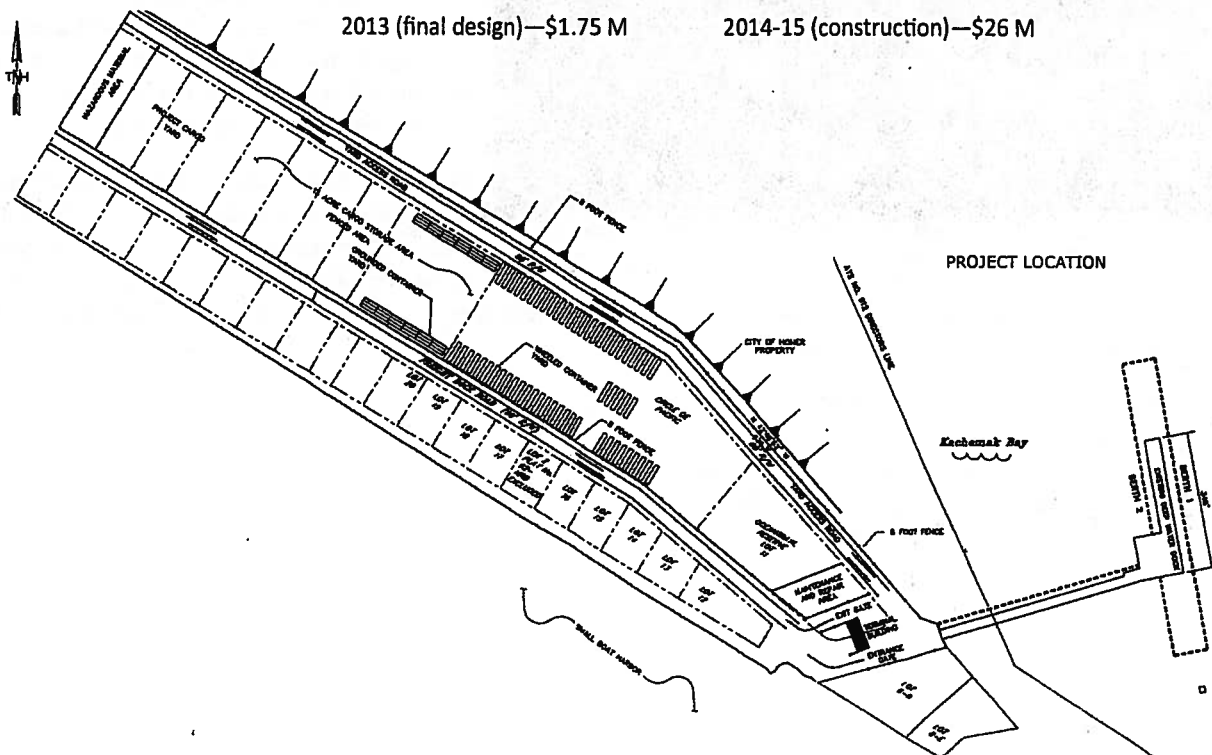
The dock expansion will also enhance cruise ship-based tourism in Homer, by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

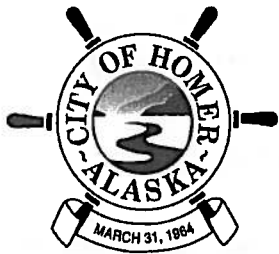
**PLANS & PROGRESS:** In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds was appropriated for the project for FY 2006, to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY 2011. The Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project.

Schedule and Cost: 2012 (feasibility/preliminary design)—\$1.25 M

2013 (final design)—\$1.75 M

2014-15 (construction)—\$26 M



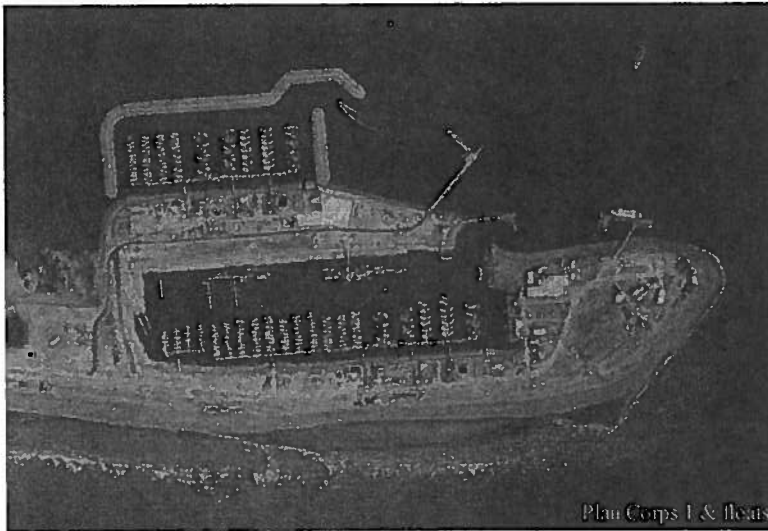


## East Boat Harbor

**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: 2012- economic analysis  
2013 (design and permitting)—\$1.52 million  
2014 (breakwater construction and dredging)—\$78.5 million  
2015-2016 (inner harbor improvements)—\$20.6 million

Priority Level 2



## End of the Road Wayside, Phase 1

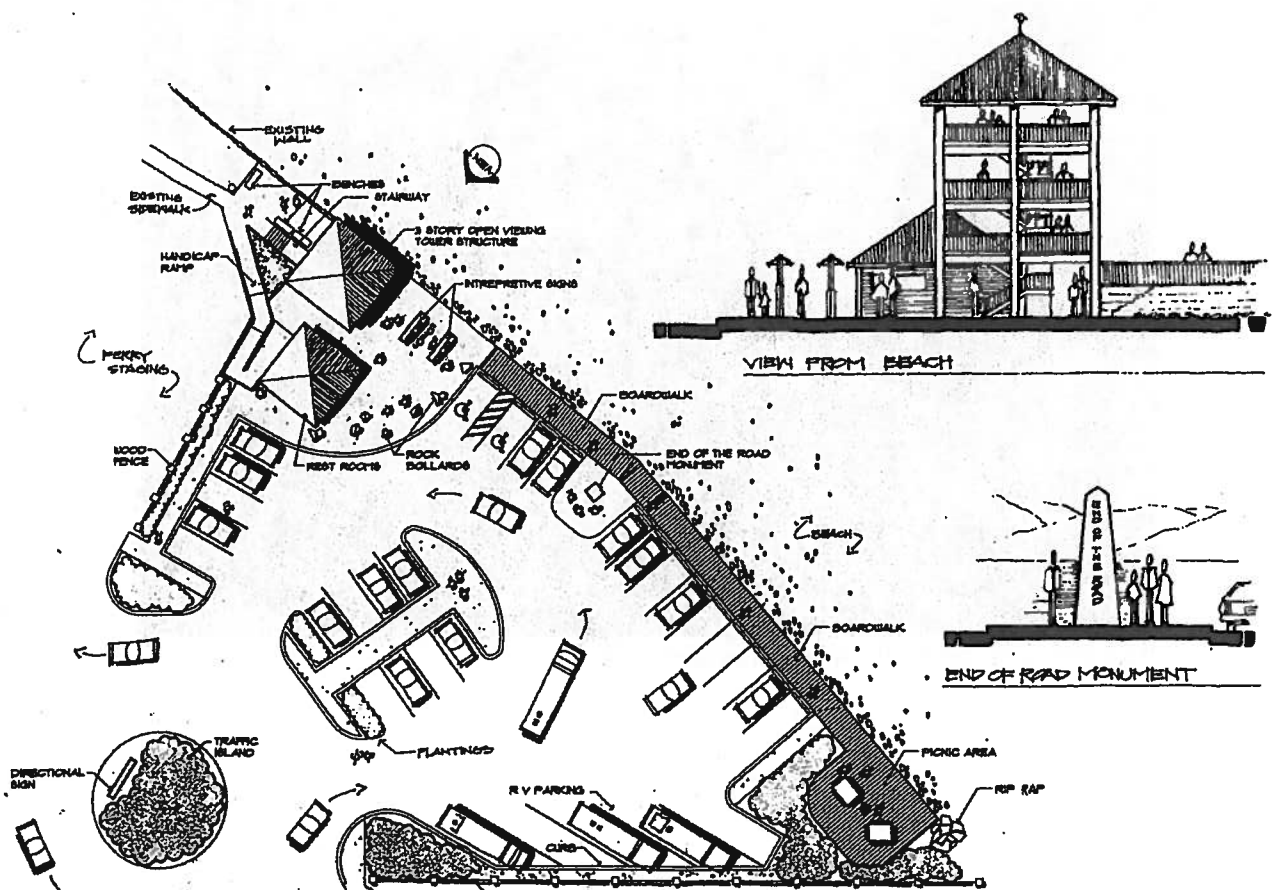
**PROJECT DESCRIPTION & BENEFIT:** An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction 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 Expansion

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**PROJECT DESCRIPTION & BENEFIT:** This project will take advantage of new space available on the Fish Dock to meet the need for expanded restroom facilities used by 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.

In 2011, a new crane access (card reader) system was installed at the Fish Dock, completely replacing the old system which occupied approximately 86 square feet next to the existing restroom. This space is now available for expansion of the restroom.

**PLANS & PROGRESS:** \$86,000 is available in grant funds to cover project costs.

Cost: \$86,000

Schedule: 2012

Priority Level 1



The Homer Fish Dock is one of the busiest places in the Homer harbor.



## Fishing Lagoon Improvements

**PROJECT DESCRIPTION & BENEFIT:** The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. This proposed dredging and bank stabilization project is needed to improve water conditions and salmon returns to the Fishing Lagoon.

The stocking program provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been 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 have worked to ensure robust salmon runs in the lagoon. In 1990, the City of Homer, South Peninsula Sportsman's Association, and Alaska Department of Fish and Game were co-recipients of a national award recognizing the Nick Dudiak Fishing Lagoon as the best fishery enhancement project in the nation.

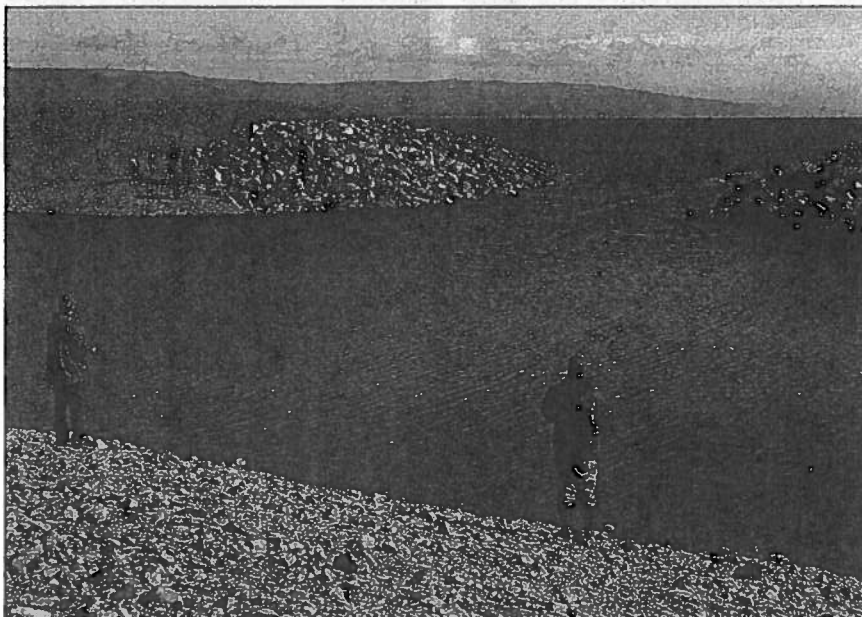
The Nick Dudiak Fishing Lagoon must be dredged to restore the original depth profile of the lagoon and stabilize the inner basin slope to mitigate future sediment filling. The conditions inside the lagoon now favor algal blooms harmful to young fish imprinting to the area while being held in net pens. Recent below-average salmon runs to the lagoon and associated decrease in sport fishing effort are partially attributed to these harmful blooms. In 2009, 2010, and 2011, algal blooms caused young fish to die and delayed stocking, which negatively impacts success of the stocking program.

Hardening of the outer banks and dredging of some small areas of the lagoon occurred in the past 12 years. Now approximately 3 feet of sediment needs to be dredged from the entire lagoon to improve water conditions and fish health.

Total cost: \$255,000

Schedule: 2013

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.

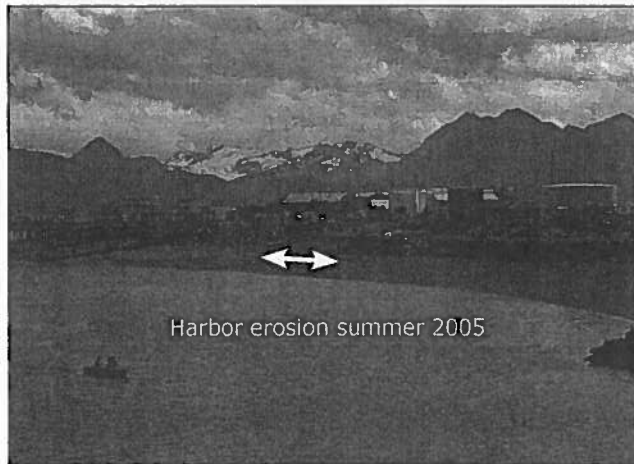
Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be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

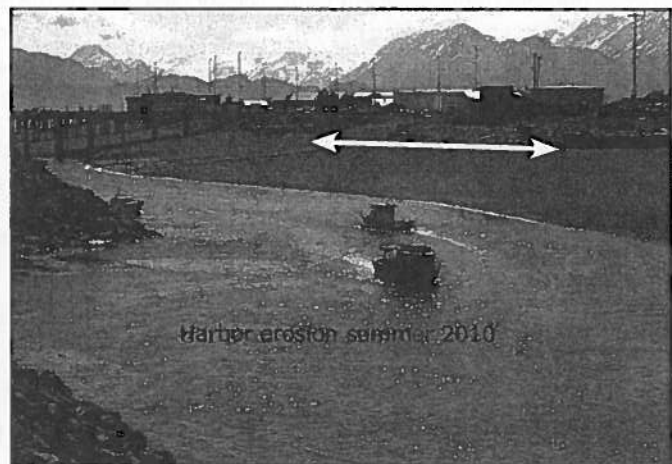
Cost: \$600,000

Schedule: 2013

Priority Level 2



Harbor erosion summer 2005



Harbor erosion summer 2010

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:** In fall 2011, the City of Homer was awarded a Denali Commission Waterfront Development grant of \$440,000 to help cover design and engineering costs for this project and the System 5 Upgrade project.

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

**Schedule:** 2012-2013

**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.



## City of Homer Capital Improvement Plan • 2012 - 2017

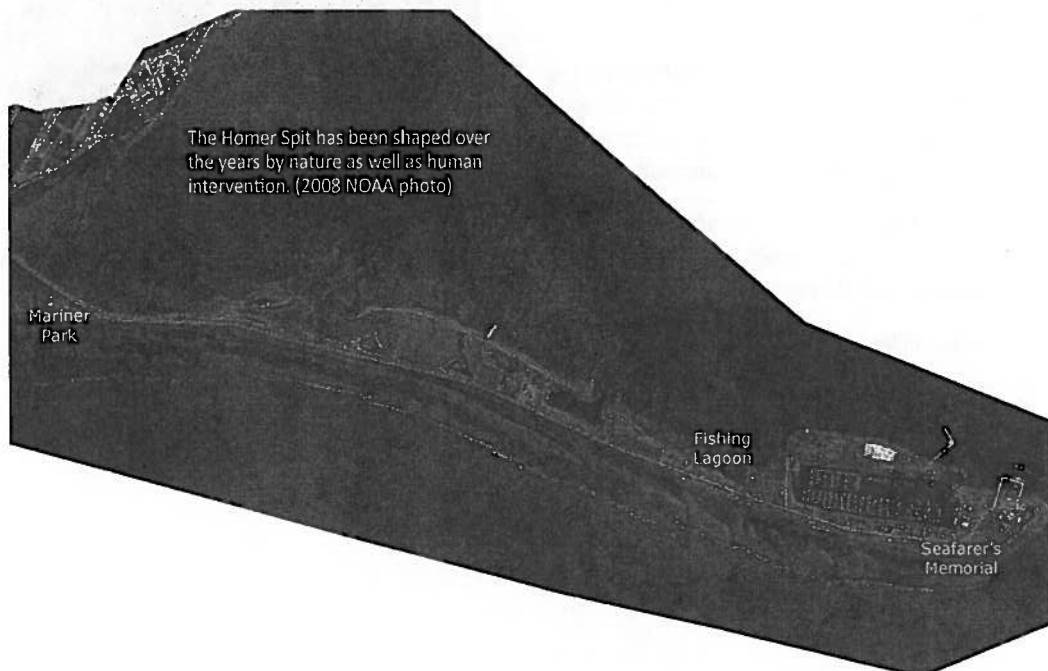
### Homer Spit Dredged Material Beneficial Use Project

**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 2012 and be completed by 2021.

Cost:	2012	\$ 10,000 – Spread available material in upland parking pad areas
	2013-14	\$ 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





## City of Homer Capital Improvement Plan • 2012 – 2017

### Jack Gist Park Improvements, Phase 1

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**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 proposed project will complete Phase 1 of Jack Gist Park by expanding the parking lot, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Later phases will be to provide potable water (water main extension), construct a plumbed restroom, and develop soccer fields.

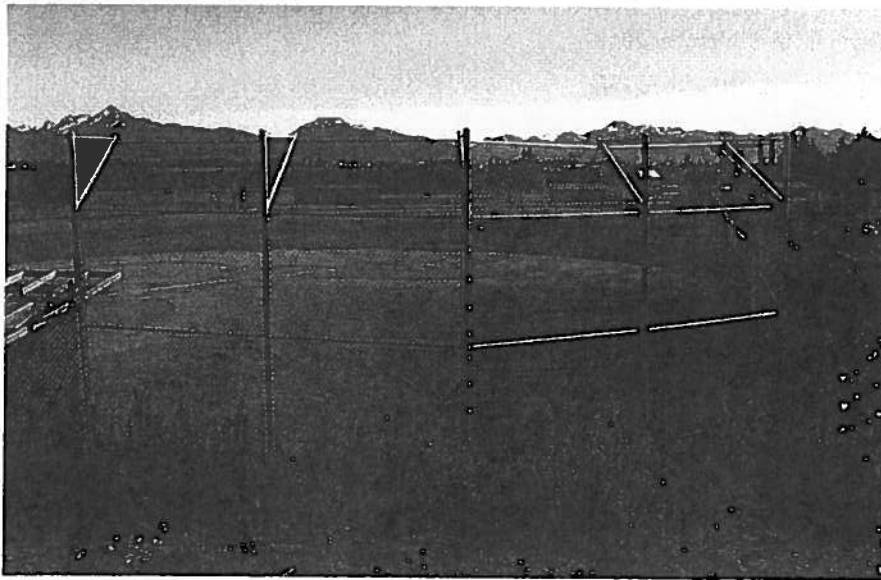
**PLANS & PROGRESS:** In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, 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. In 2011, drainage work was completed on the outside perimeter (right and left field lines) of the third ball field, material was imported to improve the infield, and the outfield was improved with topsoil and seeding.

Cost: \$155,000

Schedule: 2013

Priority Level 2

(Costs are estimated as \$25,000 for a sewer line extension, \$75,000 for concession stand/equipment storage, \$35,000 for irrigation system, and \$20,000 for parking lot expansion)



One of the new softball fields at Jack Gist Park



## Karen Hornaday Park Improvements, Phase 1

**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/day use area, improvements to the ballfields, and initial work on the proposed Woodard Creek Trail.

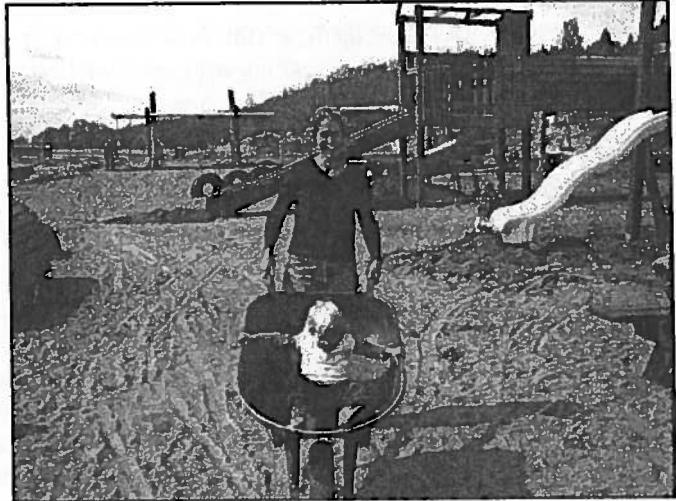
**PLANS & PROGRESS:** The Alaska Legislature appropriated \$250,000 for the park improvement project for FY 2011. The Homer City Council committed an additional \$55,000 via Ordinance 10-23(A). Since then, the City Council has allocated \$5,000 for playground improvements, \$10,000 for ballfield work, and \$70,000 for preliminary engineering/survey/drainage work at the park. Some of the funds already in hand (at least \$75,000) will be reserved as match for a Land and Water Conservation Fund grant application to be submitted in spring 2012.

An independent effort by a volunteer group (Homer Playground Project) was launched in June 2011 to raise money and community support to replace the Karen Hornaday Park playground with a new community-built playground. The goal is to raise \$200,000 and complete the new playground by September 2012.

Total Cost of Phase 1 park improvements: \$750,000

Schedule: 2012 - 2014

Priority Level 1



The Karen Hornaday Park Playground was the site of a work party in June 2011 and is the focus of a volunteer-led effort to provide Homer kids and families with new playground facilities at the park.



## City of Homer Capital Improvement Plan • 2012 - 2017

### Mariner Park Restroom

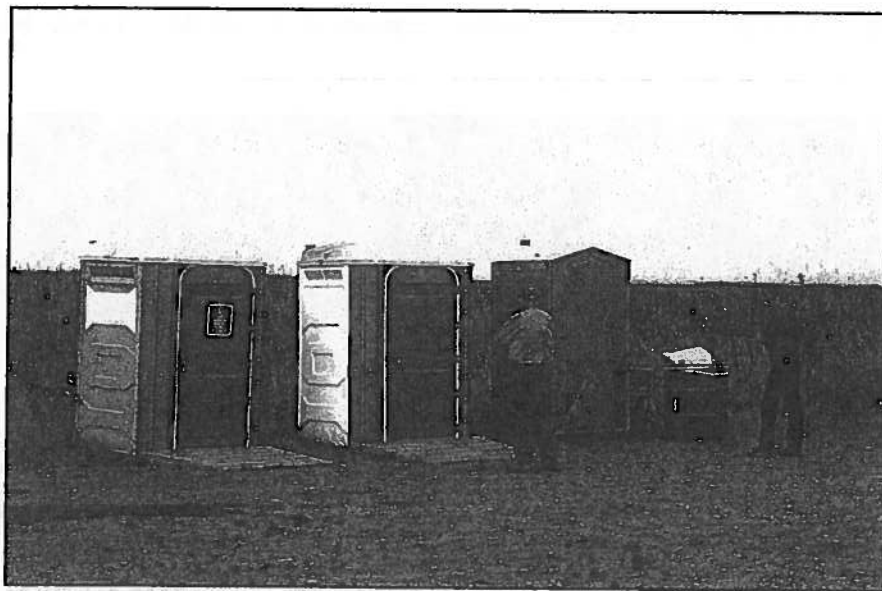
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**PROJECT DESCRIPTION & BENEFIT:** As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. This project will accomplish the most pressing need at Mariner Park: the construction of a plumbed restroom to better meet the needs of campers and beach walkers during the busy summer months.

Cost: \$475,000

Schedule: 2013

Priority Level 1



The outhouses at Mariner Park campground get heavy use during the summer season.



## City of Homer Capital Improvement Plan • 2012 - 2017

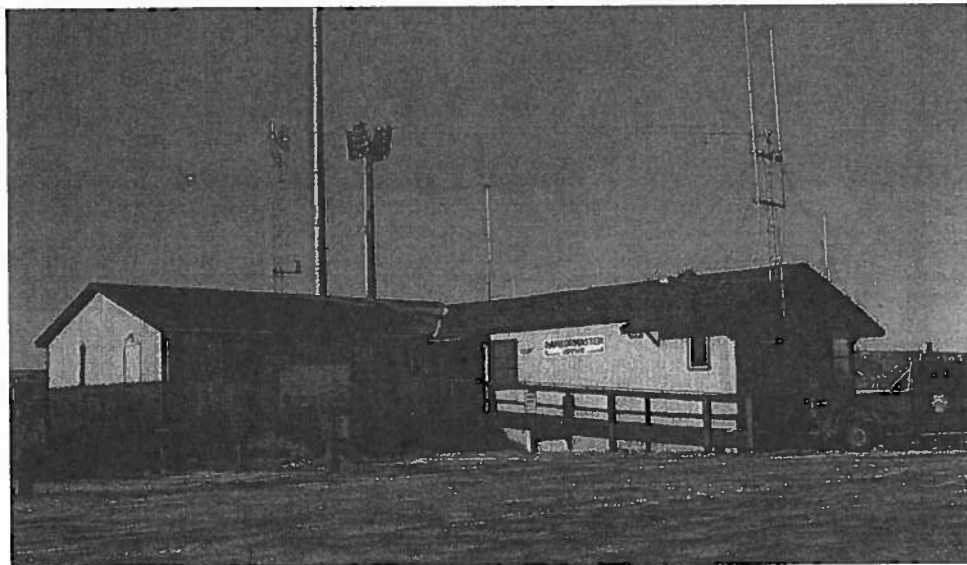
### Port and Harbor Building

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**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: 2012-2013 (design)—\$375,000      2013-2014 (construction)—\$2,500,000      Priority Level 1



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



## City of Homer Capital Improvement Plan • 2012 - 2017

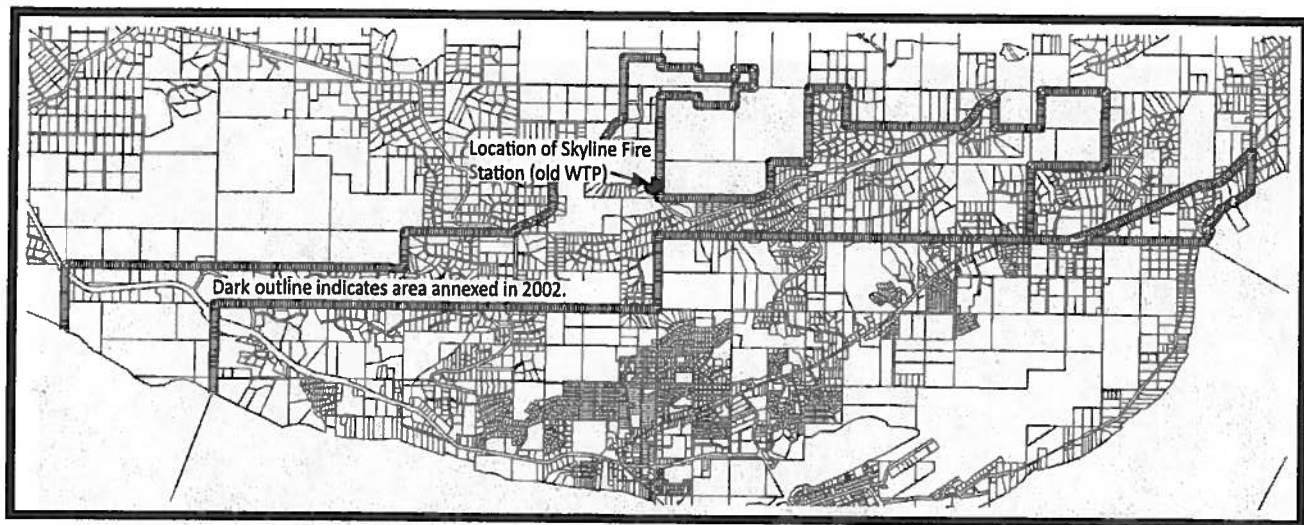
### Skyline Fire Station

**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: 2012 (engineering and design)—\$150,000

2013 (construction)—\$1.2 million

Priority Level 1







## Upgrade System 5: Vessel Shore Power and Water

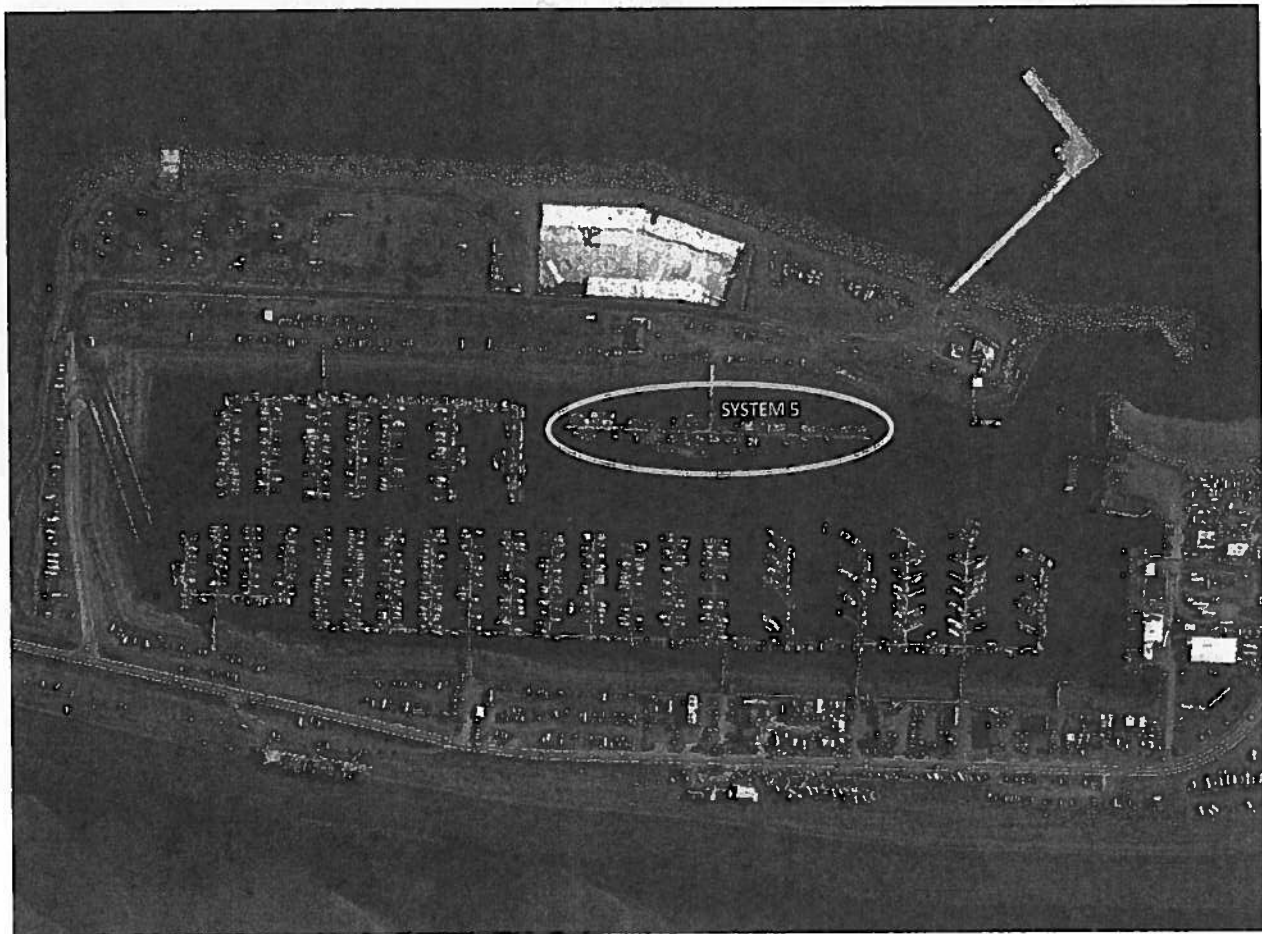
**PROJECT DESCRIPTION & BENEFIT:** System 5 is the large vessel float system in the Homer harbor. The Port and Harbor Commission has recognized the need to improve and add additional power pedestals to the system to provide adequate power for our large vessel fleet. In addition, this project will install 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:** In fall 2011, the City of Homer was awarded a Denali Commission Waterfront Development grant of \$440,000 to help cover design and engineering costs for this project and the Harbor Floats/Ramp 3 project.

Cost: \$530,000

Schedule: 2013

Priority Level: 1





## 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
<b>TOTAL \$</b>	<b>11,280,000</b>	<b>6,310,000</b>	<b>18,710,000</b>	<b>200,000</b>	<b>200,000</b>		<b>36,700,000</b>

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



## Alternative Water Source

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**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: 2012 (feasibility study)—\$750,000

2013 (design and permitting)—\$1,000,000

2015 (construction)—\$15 million

Priority Level 1



## Bridge Creek Watershed Land Acquisition

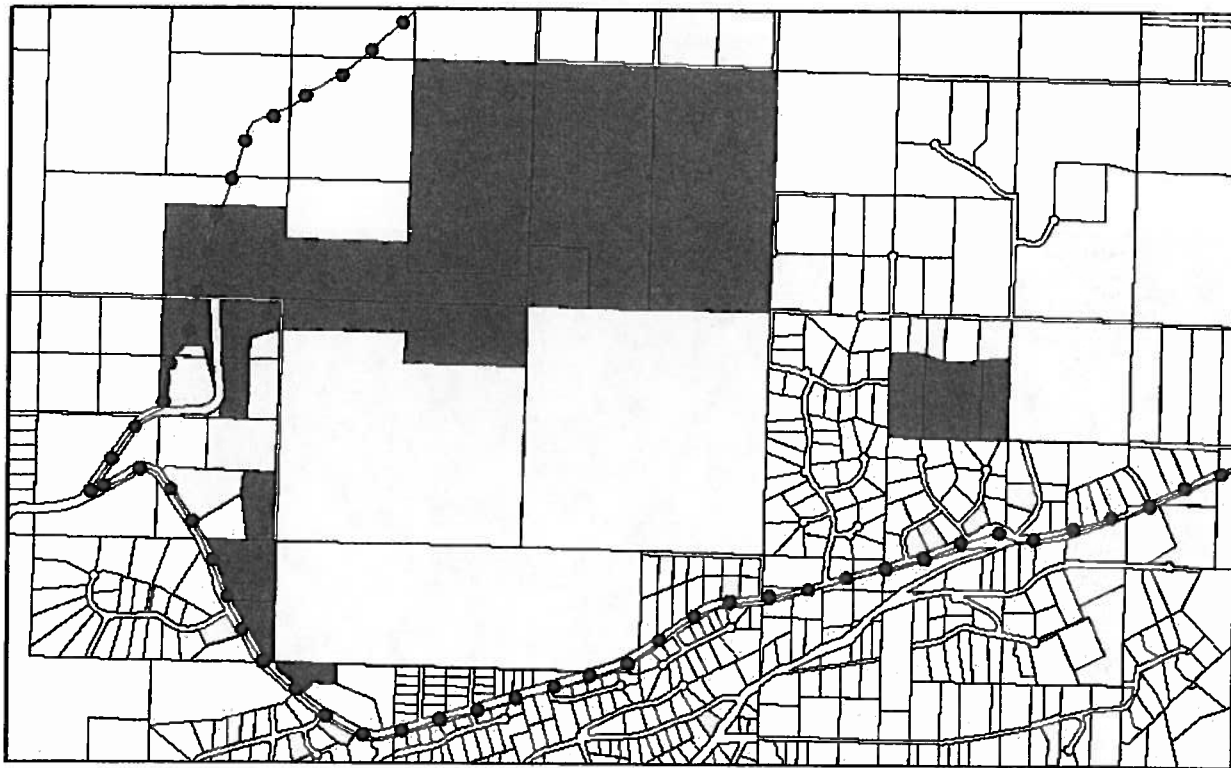
**PROJECT DESCRIPTION & BENEFIT:** Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the 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.

Cost: \$1 million

Schedule: 2012 - 2016

Priority Level 1



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed.



## Homer Area Natural Gas Pipeline, Phase 2

**PROJECT DESCRIPTION & BENEFIT:** The goal of the Homer Area Natural Gas Pipeline Project is to provide natural gas to Anchor Point, Homer, and Kachemak City from the North Fork field east of Anchor Point. Natural gas is expected to provide significant cost savings to homeowners, businesses, and major institutions including state, local, and federal agencies, as compared to fuel oil, electricity, or propane. The transmission line will 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.

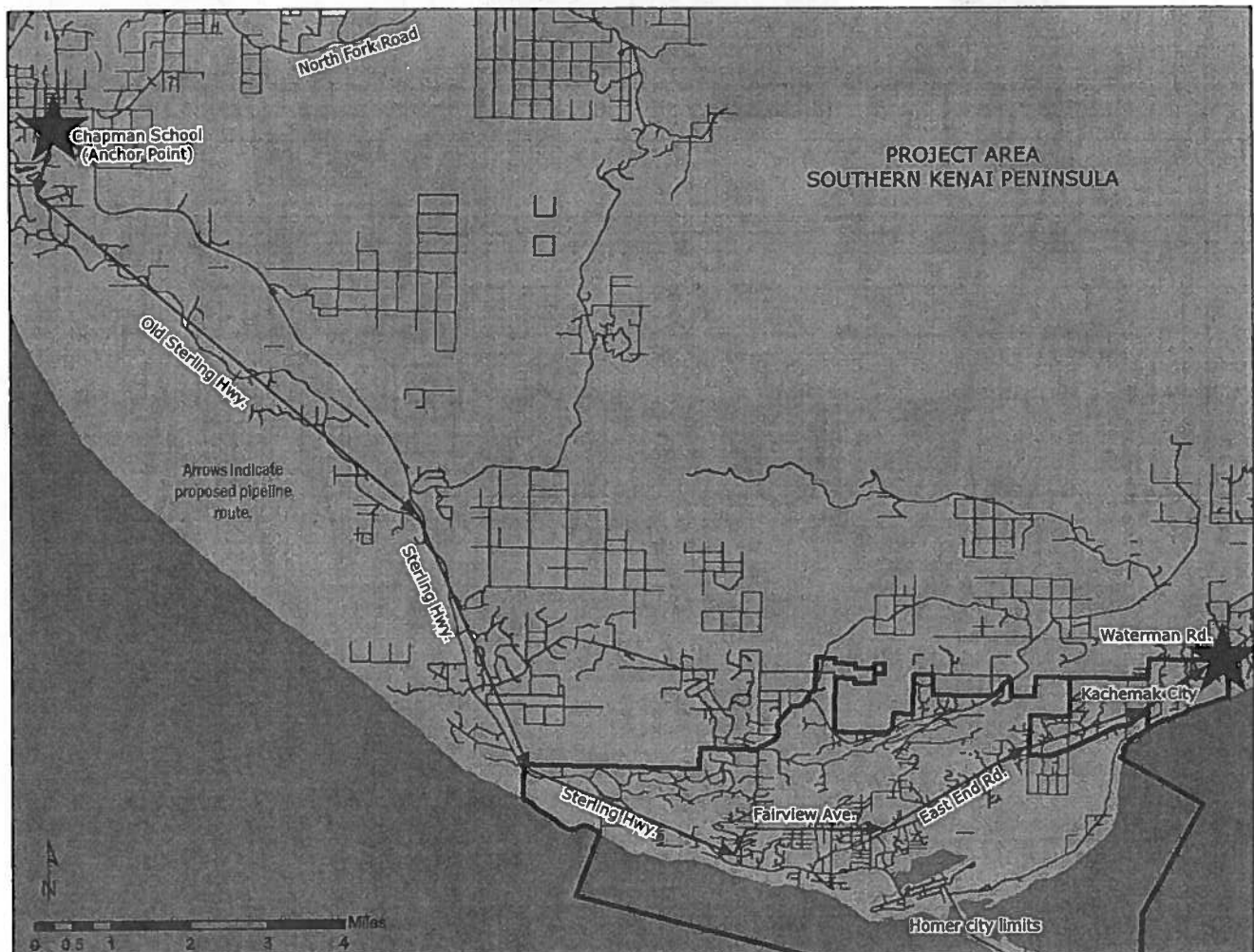
**PLANS & PROGRESS:** The first phase of the project, construction of a pressure reducing station on North Fork Road and approximately 3600 feet of 8-inch plastic pipe into Anchor Point, was completed in 2011 with funding approved by the Alaska Legislature. The Legislature approved additional funding for FY 2012 to extend the natural gas line to Nikolaevsk, Homer and Kachemak City; however, the Governor vetoed all but the Nikolaevsk portion.

Buildout of distribution lines to neighborhoods within Anchor Point, Homer, and Kachemak City will be a local responsibility. The estimated contribution of residents in the greater Homer area for a full build-out (110 miles of streets and roads), not including service lines to individual homes and businesses, will be \$10,396,320 using Enstar's current rate of \$17.90/mile. The City of Homer continues to research and evaluate financing options for both the main transmission line and neighborhood distribution lines.

Cost: \$10,053,000

Schedule: 2012-13

Priority: 1





## City of Homer Capital Improvement Plan • 2012 - 2017

# Sewer Treatment Plant Bio-solids Treatment Improvements

**PROJECT DESCRIPTION & BENEFIT:** Currently the Homer sewer treatment plant produces more sludge than the facility can treat or dispose. During wet weather, the collection system delivers more wastewater than the plant is designed to treat. This project is designed to solve both problems, with the following strategies:

- Install mechanical sludge de-watering equipment to provide adequate capacity to treat and dispose of sludge.
- Install a digester, allowing Public Works to abandon the existing sludge lagoon. Abandoning the lagoon will provide for the creation of a wastewater equalization basin, freeing up space for other sewer treatment support and operation activities. In addition, use of a digester opens up new possibilities for energy recovery.
- Slip-line the aging asbestos cement sewer collection mains to reduce infiltration and peak flows to the sewer treatment plant. This will prevent violations of the City's NPDES permit related to unacceptable flow and fecal coliform levels.

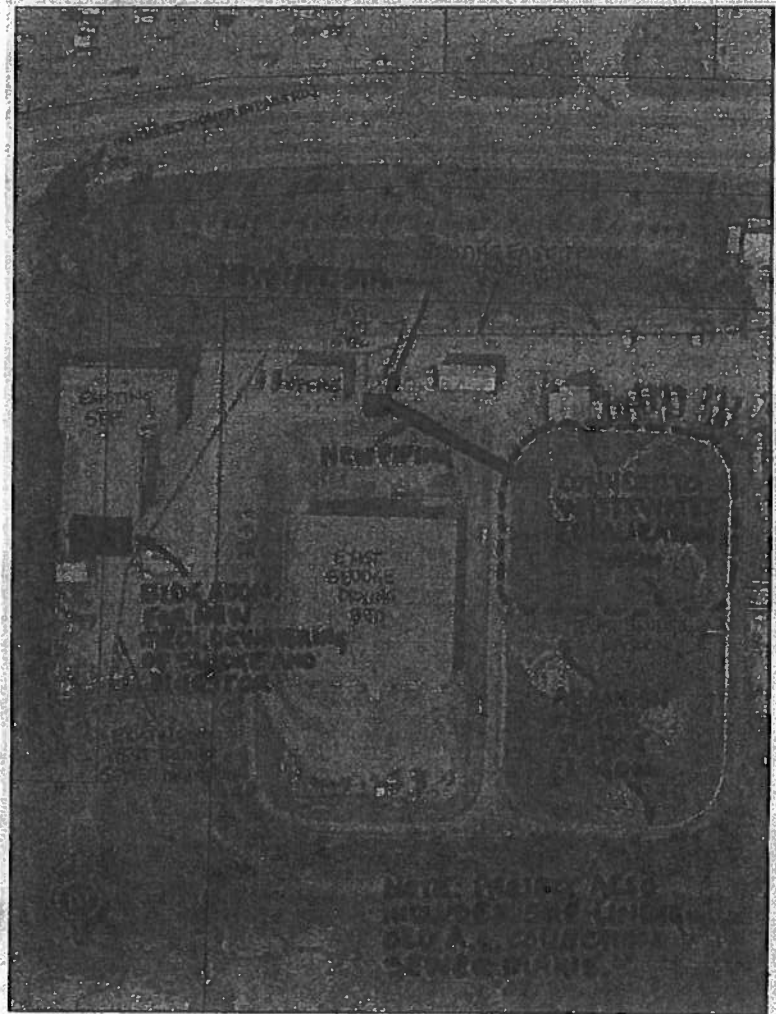
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

**Schedule and Cost:**

2012-2013 (Design)—\$525,000

2013-2014 (Construction)—\$4.72 million

Priority Level 1





## 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.

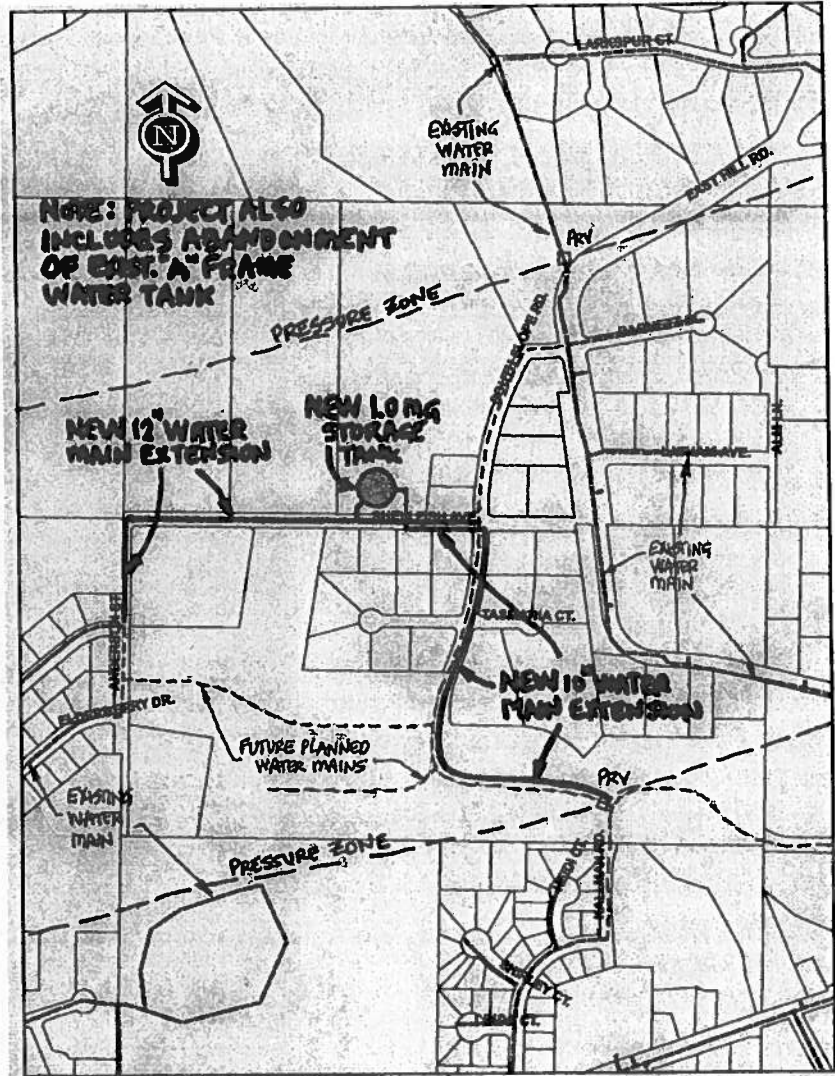
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006).

**Schedule and Cost:**

2013 (Design)—\$390,000

2014-2015 (Construction)—\$3.51 million

Priority Level 2



## 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
<b>TOTAL \$</b>	<b>950,000</b>	<b>270,000</b>	<b>210,000</b>				<b>1,430,000</b>

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





## City of Homer Capital Improvement Plan • 2012 - 2017

### Brush/Wildland Firefighting Truck

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**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.

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. A mechanical assessment of the existing truck found it to be severely deficient due to age-related wear and lack of capacity to handle the weight of firefighting equipment. 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.

Cost: \$120,000

Schedule: 2012

Priority Level 1







## City of Homer Capital Improvement Plan • 2012 - 2017

### *Fire Engine 4 Refurbishment*

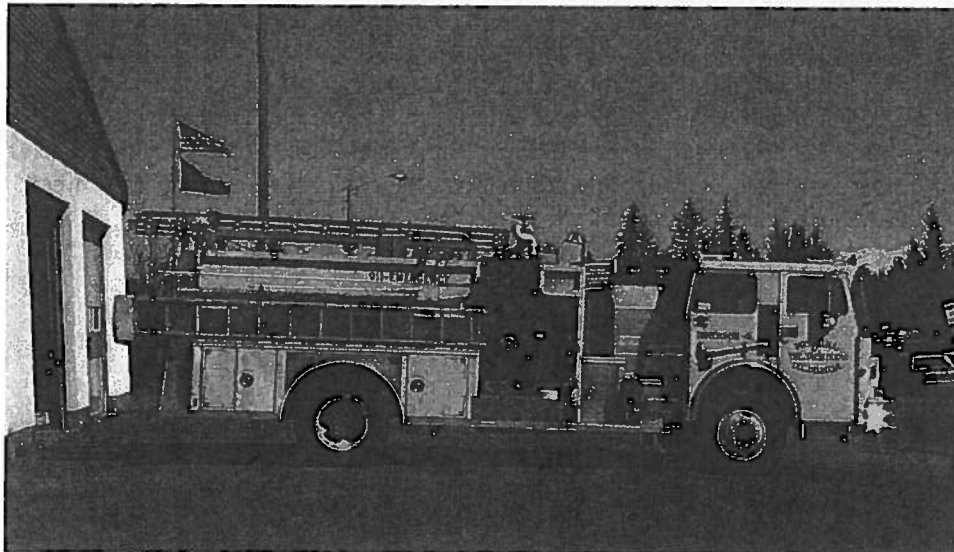
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**PROJECT DESCRIPTION & BENEFIT:** With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, 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: 2012

Priority Level 1





## Firefighting Enhancement - Aerial Truck

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**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



## **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:**

Sterling Highway Reconstruction, Anchor Point to Baycrest Hill  
Sterling Highway Realignment, MP 150-157

**Non-transportation projects:**

Alaska Maritime Academy

See following pages for project descriptions.



## Homer Intersection Improvements

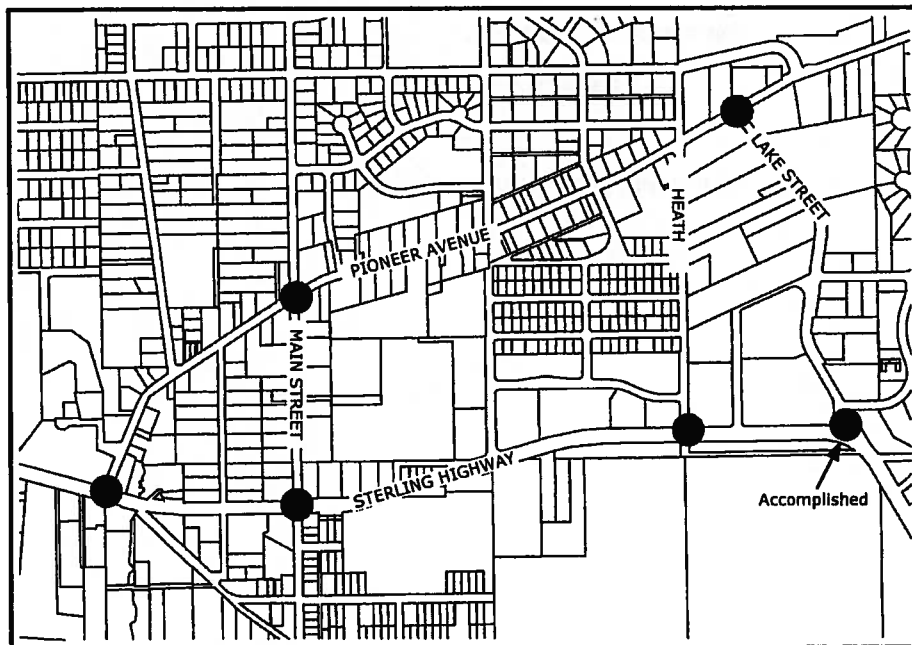
**PROJECT DESCRIPTION & BENEFIT:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focused on 12 intersections, involved traffic forecasts and analysis of intersection 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 but yet to be funded are as follows:

Sterling Highway and Heath Street	Roundabout or traffic signal
Sterling Highway and Main Street	Roundabout or traffic signal (This project has been partially funded.)
Pioneer Ave. and Lake Street/East End Road	Roundabout or traffic signal
Sterling Highway and Pioneer Ave.	Roundabout or traffic signal
Pioneer Avenue and Main Street	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.



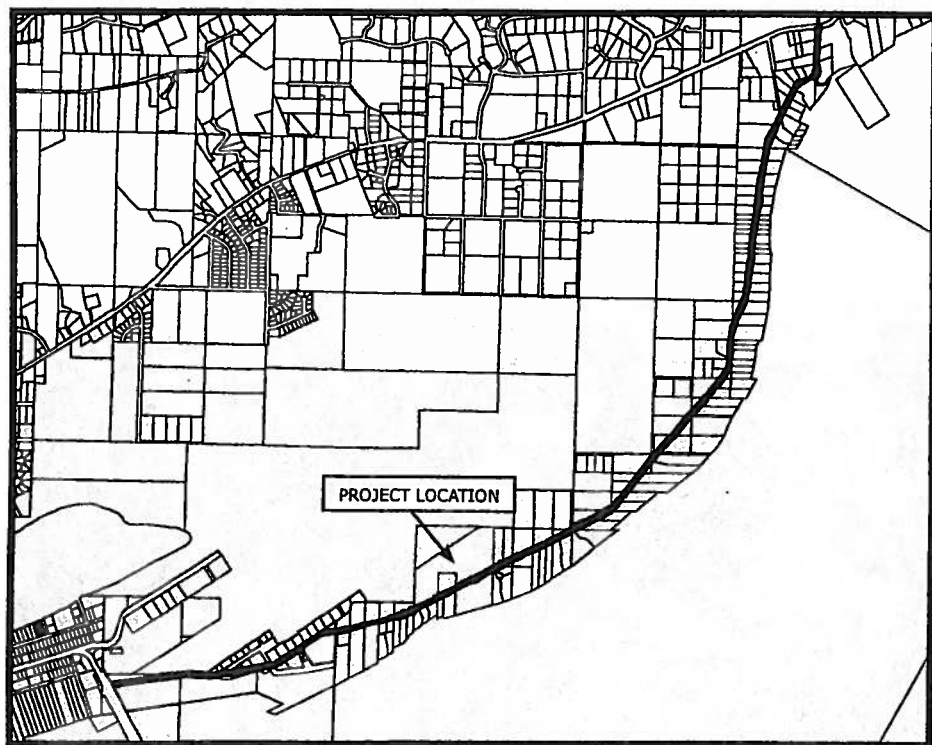
ADOT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.



## 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

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**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.

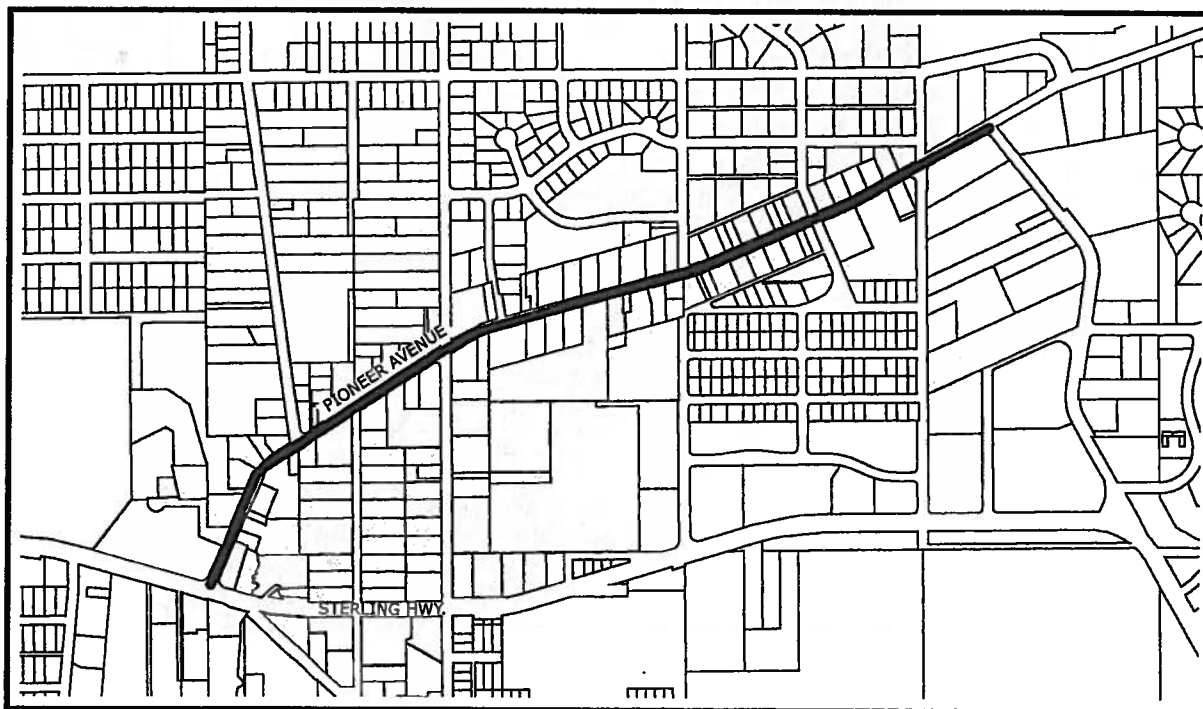


## Pioneer Avenue Upgrade

**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

### Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

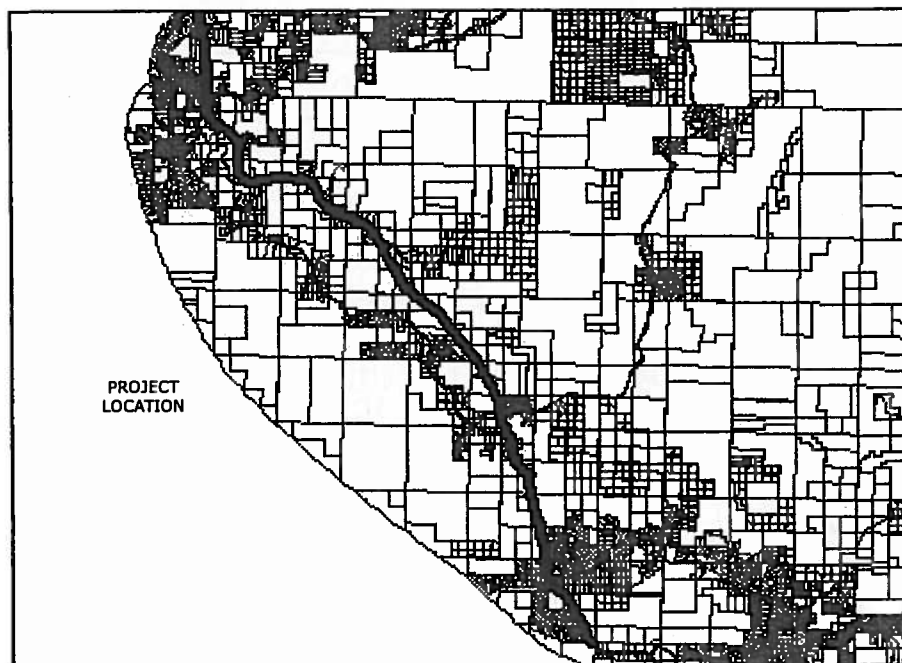
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**PROJECT DESCRIPTION & BENEFIT:** This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills, and blind spots 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.







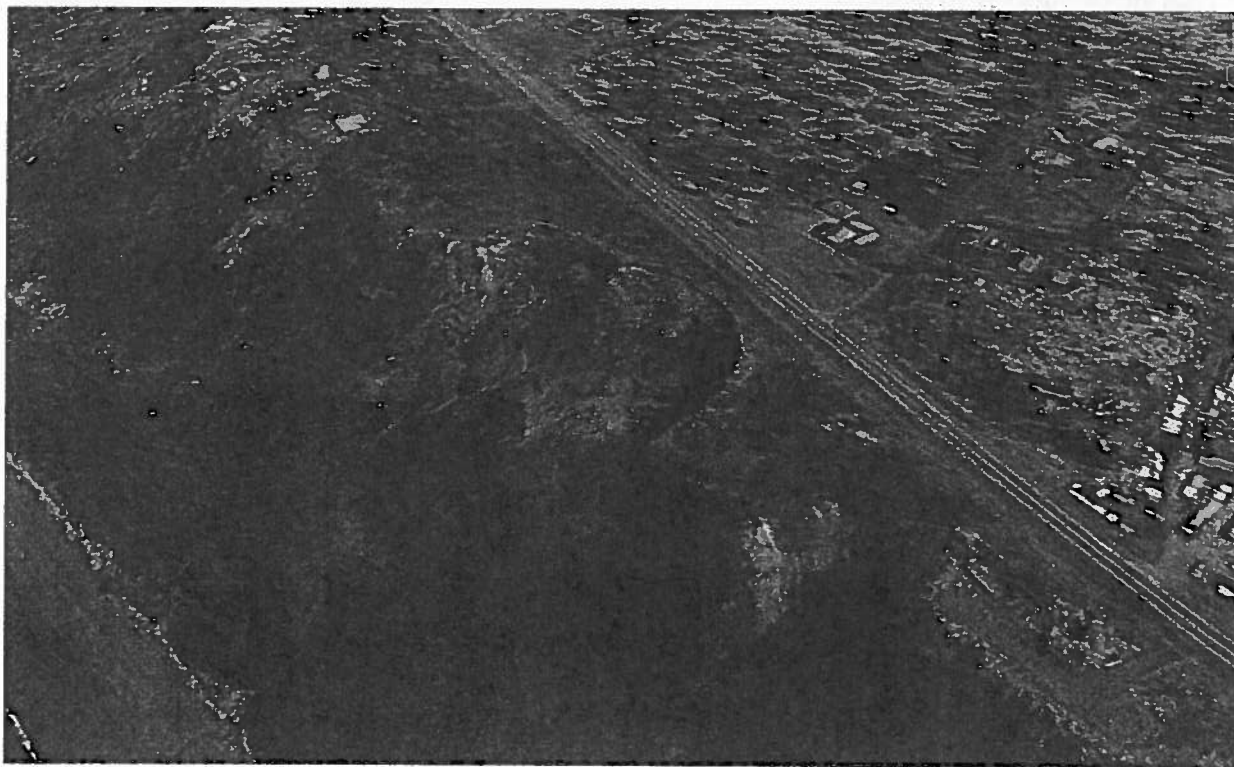
## City of Homer Capital Improvement Plan • 2011 - 2016

### 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.



## City of Homer Capital Improvement Plan • 2011 - 2016

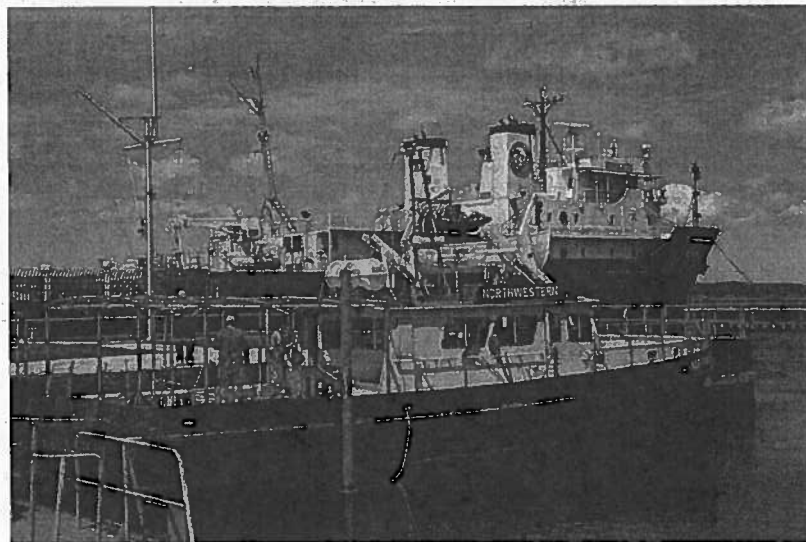
### Alaska Maritime Academy

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**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.

## ***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  
Pratt Museum Renovation  
Rogers Loop Trailhead Land Acquisition  
South Peninsula Hospital: Fire Suppression System Booster Pump  
Visitor Information Center Parking Lot

See following pages for project descriptions.



## City of Homer Capital Improvement Plan • 2012 – 2017

### Cottonwood Horse Park

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**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



## City of Homer Capital Improvement Plan • 2012 - 2017

### *Haven House Sustainability/ Energy Efficiency Projects*

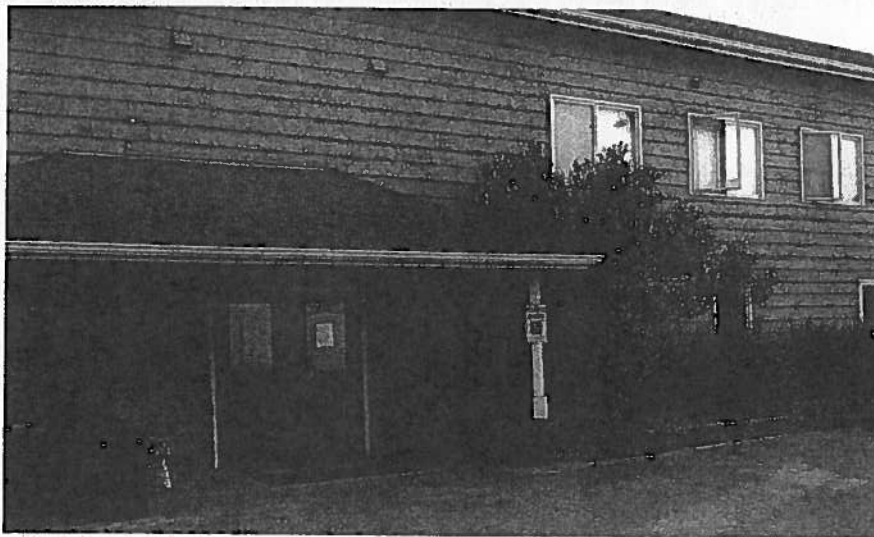
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**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven 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 through replacement/repair of the existing roof, including updated the attic insulation; and modification of the current entry way and replacement of 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 windows, and the addition of a greenhouse.

Cost: \$18,000 for roof replacement/repair and attic insulation; \$8,000 for entry way modifications. Total: \$26,000.



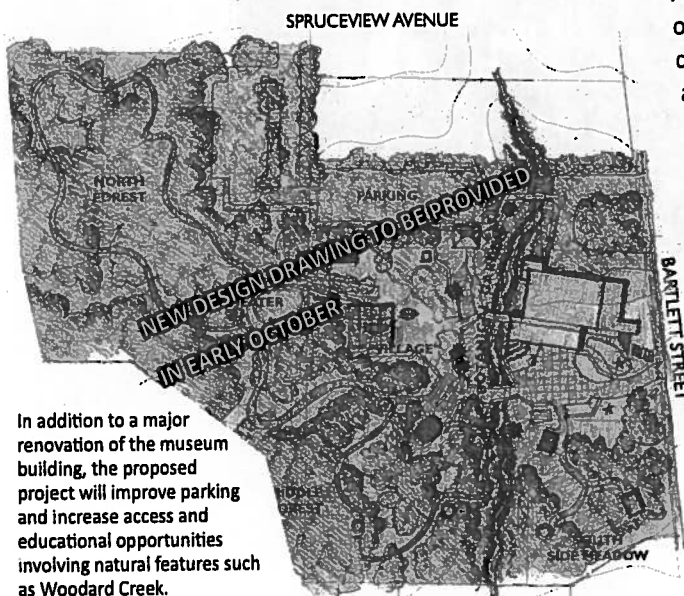


## City of Homer Capital Improvement Plan • 2012 - 2017

# 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 43 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. A survey of the property has been completed and the building site has been selected. The architecture firm of Livingston Slone has been hired and has begun working on the design for the new building. Now in the Design Phase, the Pratt has secured cash and pledges that represent more than 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 \$1.9 million 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 Legislature, a leadership gift from an individual donor of \$105,000, \$100,000 for planning support from the Patrons of the Pratt Society, and \$500,000 more pledged for the project. 4) The Pratt participated 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. 5) The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities. 6) 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

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



## 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 Baycrest Ski Trails maintained by the Kachemak Nordic Ski Club (KNSC). The trailhead is also used to access the Homestead summer hiking trails in the Homer Demonstration Forest.

KNSC hopes to purchase land on Rogers Loop Road. The property would be developed to provide trailhead parking and space for equipment storage.

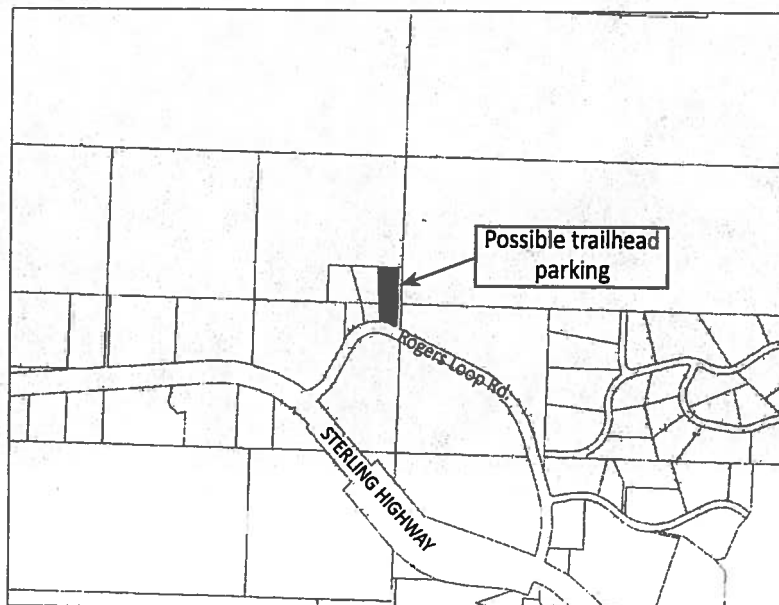
Currently the only parking on the popular Roger's Loop trailhead is on the shoulder of Rogers Loop Road. The limited parking creates problems even for typical everyday use by skiers and hikers and makes the trailhead impractical as an access point for ski events or ski team practice.

In addition to winter use, the property would provide summer parking for the Homestead hiking trail, the nature trail boardwalk, and arboretum trails maintained by the Home Soil and Water Conservation District. Community members of all ages and abilities use the Baycrest/Homestead Trail system, as do visitors to Homer.

In recent years, Kachemak Nordic Ski Club and Kachemak Heritage Land Trust have undertaken successful campaigns to acquire property in the Baycrest/Diamond Creek area. The City of Homer has ultimately accepted ownership of these parcels for the benefit of the entire community. It is KNSC's intent to transfer ownership of the Rogers Loop property to the City of Homer as well

**PLANS AND PROGRESS:** KNSC board members have met with the landowners and discussed purchase of a parcel adjacent to the section line that leads to the public land. The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop. Board members have presented the information to interested parties and stakeholders such as the City of Homer, Kachemak Heritage Land Trust, Soil and Water Conservation District, and Kenai Peninsula Borough representatives. The board has designated \$1,500 for a fundraising/grant writing effort.

Cost: \$250,000 for purchase and improvements to the land.







## City of Homer Capital Improvement Plan • 2012 - 2017

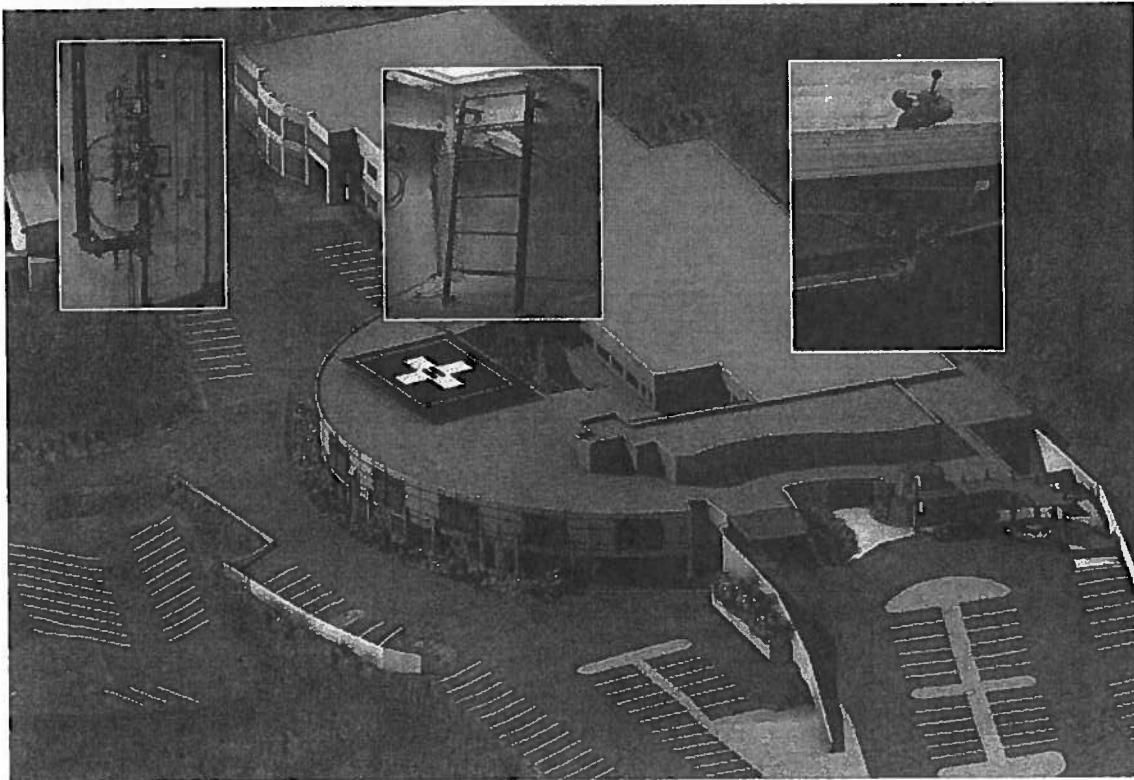
# South Peninsula Hospital Fire Suppression System Booster Pump

**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.

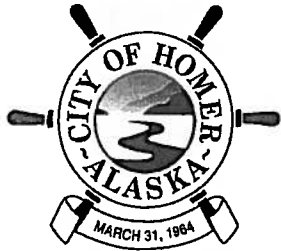
**PLANS & PROGRESS:** The helipad opened for use in November 2009. The AFFF system has been designed and all components have been pre-built and/or installed, with the exception of the booster pump and valve work. No remodel work will be required to accommodate this. Space for the pump is reserved.

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.





## City of Homer Capital Improvement Plan • 2012 - 2017

### Visitor Information Center Beautification Phase 1: Parking Lot

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**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



At various times of year, the Visitor Information Center parking lot is plagued by dirt, dust, mud, and potholes — sometimes all at once.



# *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



## PROJECT TABLE – EXPLANATION

<b>NOTE:</b>	Project table contains City of Homer projects only.
<b>Category:</b>	Type of project: Road/Trail, Structure, Utility, Equipment
<b>Project:</b>	Title of project
<b>Cost:</b>	Total project cost
<b>Priority Level:</b>	<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"><li>• Will the project correct a problem that poses a clear danger to human health and safety?</li><li>• Will the project significantly enhance City revenues or prevent significant financial loss?</li><li>• Is the project widely supported within the community?</li><li>• Has the project already been partially funded?</li><li>• Is it likely that the project will be funded only if it is identified as being of highest priority?</li><li>• Has the project been in the CIP for a long time?</li><li>• Is the project specifically recommended in other City of Homer long-range plans?</li><li>• Will the project provide significant economic benefits to the community?</li><li>• Is the project strongly supported by one or more City advisory bodies?</li></ul> <p>These factors are weighed in combination to arrive at a priority determination.</p>
<b>Year:</b>	An X in one or more years indicates when the project is scheduled for implementation.
<b>Year to CIP:</b>	Year when project was first included in the City of Homer Capital Improvement Plan

**TABLES WILL BE UPDATED AT THE END OF THE  
CIP DEVELOPMENT PROCESS**

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	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		2005
Bridge Creek Watershed Land Acquisition	1 M	1	X	X	X	X	X		1992
Kachemak Bay Tidal Power – Feasibility and Conceptual Design	1.28 M	1	X	X	X	X			2009
Natural Gas Pipeline – Anchor Point to Homer	8.53 M	1	X	X	X				2010
Sewer Treatment Plant Bio-solids Treatment Improvements	5.245 M	1	X	X	X	X			2009
Water Storage/Distribution Improvements	3.9 M	2		X	X	X	X		2009
EQUIPMENT									
Brush/Wildland Firefighting Truck	120,000	2		X					2009
Fire Engine 4 Refurbishment	150,000	1	X						2009
Firefighting Enhancement /Aerial Truck	800,000	1		X					1992
Fire Pump Testing Trailer	70,000	2		X					2009
Outside Dock Fenders	80,000	2		X					2003
Tide Gauge/Meteorological Station	210,000	3			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 2012-2017 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

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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

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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

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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

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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

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## STRUCTURES

Community Recreation Center. This project will provide Homer with a publicly owned and operated (municipal) recreation center which would likely include a gym/basketball court, swimming pool, workout room with weights and machines, room for aerobics classes, and locker rooms. The Rec Center could function as a Community Center for other events and would serve as a cornerstone of the City's Parks and Recreation program. The Old Intermediate School is a possible site for the facility.

Cost: \$5 million      Priority Level 3

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

Cost: \$400,000      Priority Level 3

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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

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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.

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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 the Farmers Market facility 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:

- 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 Improvements, Phases 2 and 3. 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. Phase 2 development will construct a plumbed restroom at the park. Phase 3 will be to develop soccer fields.

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, further parking upgrades, completion of the Woodard Creek Trail, and additional landscaping improvements.

Cost: \$570,000    Priority Level 2

Mariner Park Improvements This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); expand the park and move the vehicle entrance to the north (\$175,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$725,000    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

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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

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## 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.

**CITY OF HOMER**  
**2012-2017 CAPITAL IMPROVEMENT PLANNING PROCESS**  
**FY 2013 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIMEFRAME
City Council approval of schedule	May 23, 2011
Solicit new/revised project information from City departments, local agencies and non-profits	May 24
Input for new draft requested by	June 17
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission July 6, July 20, August 3, August 17
	Parks and Recreation Commission July 21 or August 18
	Port and Harbor Commission June 22, July 27, or August 24
	Library Advisory Board July 5 or August 2
	Economic Development Commission July 12 or August 9
	Transportation Advisory Committee August 16
Administrative review and compilation	August 29-September 2
City Council worksession to review proposed projects	September 12
Public Hearing on CIP/Legislative request	September 26
Local Election	October 4 (First regular meeting for new Council members: 10/24)
Adoption of resolutions by City Council	October 10
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 2011
Compilation/distribution of Federal Request	February 2012

**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](mailto:clerk@ci.homer.ak.us) or fax 235-3143.

*To be replaced...*

**DRAFT**  
A-13 239-





1 CITY OF HOMER  
2 HOMER, ALASKA

3 City Clerk/Canvass Board

4 RESOLUTION 11-097

5  
6 A RESOLUTION OF THE CITY COUNCIL CERTIFYING THE  
7 RESULTS OF THE CITY OF HOMER REGULAR CITY  
8 ELECTION HELD OCTOBER 4, 2011 TO ELECT TWO  
9 COUNCIL MEMBERS.  
10

11 WHEREAS, In compliance with the Homer City Code 4.35, the Canvass Board of the  
12 City of Homer has opened, counted and tallied the votes on absentee ballots, including special  
13 needs ballots, found to be valid and made determination on questioned ballots, and has opened,  
14 counted and tallied those questioned ballots found to be valid, cast in the Regular City Election  
15 held on October 4, 2011; and  
16

17 WHEREAS, The total number of voters voting in the City Election was \_\_\_\_\_ and  
18 reflects the number of voters, not the number of votes cast or ballots counted; and  
19

20 WHEREAS, In accordance with Homer City Code 4.35, the Canvass Board of the City of  
21 Homer has opened and inspected the precinct reports, Election Central Logs and entered the  
22 results of the absent and questioned ballots on the Certification of Election along with the results  
23 of the precinct counts.  
24

25 NOW, THEREFORE, BE IT RESOLVED that the City Council hereby certifies the  
26 results of the Regular City Election held October 4, 2011, as presented in the Canvass Board's  
27 Certificate of Election, attached as Exhibit A, in accordance with the Homer City Code; and  
28

29 BE IT FURTHER RESOLVED that the following candidates are declared elected to  
30 Office of Councilmember, having received at least 40% of the votes cast for a three-year term of  
31 office:  
32

33 COUNCILMEMBERS (TWO THREE-YEAR TERMS)  
34  
35  
36  
37

38 BE IT FURTHER RESOLVED that the Canvass Board's Certificate of Election (Exhibit  
39 A) be attached permanently as part of this Resolution.  
40

41 PASSED AND ADOPTED by the Homer City Council this 10<sup>th</sup> day of October,  
42 2011.  
43  
44  
45  
46

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

**CITY OF HOMER  
HOMER, ALASKA**

Howard

**RESOLUTION 11-098**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, URGING FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) TO SCHEDULE A FLOOD STUDY REVIEW MEETING IN HOMER TO DISCUSS WITH THE PUBLIC THE NEWLY PROPOSED DIGITAL FLOOD INSURANCE RATE MAPS (DFIRMS) AND FLOOD INSURANCE STUDY (FIS) REPORT FOR THE CITY OF HOMER, ALASKA, PRIOR TO THE COMMENCEMENT OF THE STATUTORY 90-DAY APPEAL PERIOD FOR MODIFIED BASE FLOOD ELEVATIONS (BFEs).

WHEREAS, The City of Homer currently participates in the National Flood Insurance Program (NFIP); and

WHEREAS, FEMA administers the NFIP and has presented the City with Preliminary copies of DFIRMS and FIS; and

WHEREAS, The adoption of modified BFEs is compulsory for continued participation in the NFIP; and

WHEREAS, The City of Homer recognizes that the documents mentioned above are highly technical and may have significant impacts on current and future developments on the Homer Spit; and

WHEREAS, The City of Homer wishes to provide the best information possible to citizens prior to adoption of new regulations; and

WHEREAS, The City of Homer has notified those potentially affected by the modification; and

WHEREAS, FEMA has the obligation to explain technical determinations in a manner understandable to the average citizen so they may properly evaluate how they may be affected.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby urges FEMA to come to Homer for a Flood Study Review meeting prior to the commencement of any appeal period required to adopt the modified BFE's.

PASSED AND ADOPTED by the Homer City Council this 10<sup>th</sup> day of October, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

COMMENTS OF THE AUDIENCE  
COMMENTS OF THE CITY ATTORNEY  
COMMENTS OF THE CITY CLERK  
COMMENTS OF THE CITY MANAGER  
COMMENTS OF THE MAYOR  
COMMENTS OF THE CITY COUNCIL  
ADJOURNMENT





