



Agenda

Port & Harbor Advisory Commission Regular Meeting

Wednesday, September 25, 2024 at 5:30 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

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

Zoom Webinar ID: 954 2610 1220 Password: 556404

<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

APPROVAL OF MINUTES

- [A.](#) Unapproved August 28, 2024 PHC Minutes

VISITORS / PRESENTATIONS

- [A.](#) Ryan Foster, Comprehensive Plan Update

STAFF & COUNCIL REPORT / COMMITTEE REPORTS

- [A.](#) Port & Harbor FY25 YTD
- [B.](#) Port & Harbor Staff Report - September 2024
- C. Homer Marine Trades Association (HMTA) Report

PUBLIC HEARING

PENDING BUSINESS

- [A.](#) Annual Revision of Bylaws
Memorandum PHC-24-019 from Deputy City Clerk as backup
- [B.](#) Large Vessel Haul Out Facility Draft Response
Memorandum PHC-24-020 from Port Administrative Supervisor as backup

NEW BUSINESS

A. Request Addition to Lands Available for Lease - Home Run Oil

Memorandum PHC-24-022 from Port Administrative Supervisor as backup

B. Requested Addition to Lands Available for Lease - Mike Yourkowski

Memorandum PHC-24-023 from Port Administrative Supervisor as backup

C. Tariff Edits for 2025

Memorandum from Port Administrative Supervisor as backup

INFORMATIONAL MATERIALS

A. September 2024 Port Operations Report
August 2024 Statistics

B. September City Manager's Reports to Council

CM's Report for September 9, 2024

CM's Report for September 23, 2024

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE MAYOR

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **Wednesday, November 20th, 2024 at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

1. CALL TO ORDER, 5:30 P.M.

Session 24-07, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Casey Siekaniec at 5:30 p.m. on August 28, 2024 in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS BRADSHAW, PITZMAN, SIEKANIEC, SHAVELSON, VELSKO, ZEISET & STUDENT REPRESENTATIVE ROGERS

ABSENT: COMMISSIONER FRIEND (EXCUSED)

CONSULTING: PORT DIRECTOR HAWKINS, PORT ADMINISTRATIVE SUPERVISOR WOODRUFF

STAFF: DEPUTY CITY CLERK PETTIT

2. AGENDA APPROVAL

Chair Siekaniec read the supplemental items into the agenda: **Visitor/Presentations Item A. Homer Harbor Fuel Dock Presentation – Homerun Oil Co., Inc., and New Business Item A. Joint Resolution JR2024-002 Supporting 2026-2027 Finfish Meeting on KP.**

Chair Siekaniec requested a motion and a second to approve the agenda as amended.

ZEISET/SHAVELSON MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

4. RECONSIDERATION

5. APPROVAL OF MINUTES

5.A. Unapproved July 24, 2024 PHC Minutes

ZEISET/VELSKO MOVED TO APPROVE THE JULY 24, 2024 MEETING MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

6. VISITORS/PRESENTATIONS

- 6.A. Jeff Erickson – Spit Lease Information
Homer Harbor Fuel Dock Presentation – Homerun Oil Co., Inc.

Chair Siekaniec introduced the item by reading of the title and opened the floor for Jeff Erickson for his presentation. Mr. Erickson covered the following topics throughout his presentation:

- The history and vision of Homerun Oil
- Benefits that their proposed fuel dock would provide
- What specifically is being requested by Homerun oil
- Dimensions and location of the proposed fuel dock

Mr. Erickson also fielded questions regarding the following topics:

- Anticipated volume and refueling traffic
- Impact of the proposed fuel dock on the launch ramp
- Dimensions and locations of the fuel tanks
- Desired start time for the project

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- 7.A. Port & Harbor FY25 YTD

Port Administrative Supervisor Woodruff noted that the insurance exceeded what was budgeted for. There was also brief discussion regarding the transfer budget.

- 7.B. Port & Harbor Staff Report – July 2024

Port Administrative Supervisor Woodruff explained that there is a good deal of activity happening at the Corps level in terms of the harbor expansion project. She noted the geophysical and environmental data that has been collected thus far. She added that Commissioner Shavelson is advocating to the public regarding the importance of the harbor to the community. Other topics covered included:

- Updates on the float replacement project
- Accessible parking on the Spit
- Potential Joint Worksession with the ADA Advisory Board
- Tariff updates
- Other project updates

- 7.C. Homer Marine Trades Association (HMTA) Report

Commissioner Zeiset noted that the Marine Trades will be going into the high school to conduct classes again this year, and asked for Commissioners to assist him with finding presenters for the classes. He alerted everyone to keep an eye out for the Kenai Peninsula College courses, noting that there's typically a 100-ton class, an able seaman class, as well as a few others. Lastly, he provided that the annual meeting that will be taking place on Saturday, September 28th at Odin Mead.

8. PUBLIC HEARING(S)

9. PENDING BUSINESS

- 9.A. Large Vessel Haul Out Facility
Memorandum PHC-24-017 from Port Administrative Supervisor as backup

Port Administrative Supervisor Woodruff noted that these questions were put before the Commission previously in June, but added that Commissioner Pitzman wasn't in attendance which is why it's on the agenda again. Discussion topics included:

- Land, approach, and access to deep water
- Energizing and making electricity available
- Opportunity cost if camping is removed or temporarily displaced
- Improvements that would make this location inadequate for camping
- Potential economic impact the Large Vessel Haul Out Facility would provide

10. NEW BUSINESS

- 10.A. Alaska Board of Fisheries
Memorandum PHC-24-018 from Port Administrative Supervisor as backup
Joint Resolution JR2024-002 Supporting 2026-2027 Finfish Meeting on KP

Port Administrative Supervisor Woodruff noted that the Port and Harbor has received correspondence from the Kenai Economic Development District regarding a proposal in partnership with Central Peninsula folks to request that the Board of Fish have the 2026 and 2027 Upper Cook Inlet Finfish Meetings in Soldotna. She acknowledged the joint resolution that was included in the supplemental packet.

SHAVELSON/VELSKO MOVED TO RECOMMEND THAT CITY COUNCIL PASS A RESOLUTION SHOWING SUPPORT FOR HOLDING THE 2026 AND 2027 COOK INLET FINFISH REGULATORY MEETINGS IN SOLDOTNA.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

11. INFORMATIONAL MATERIALS

- 11.A. August 2024 Port Operations Report
July 2024 Statistics
- 11.B. August City Manager's Report to Council

August 12, 2024

August 26, 2024

Chair Siekaniec noted the informational materials. There was brief discussion on a boat that capsized in the harbor. Port Administrative Supervisor Woodruff thanked the Commission for taking the time to read the City Manager's reports.

12. COMMENTS OF THE AUDIENCE (3 minute time limit)

13. COMMENTS OF THE CITY STAFF

Deputy City Clerk noted that the bylaws needed to come back in front of the Commission in order for them to be submitted for Council approval. He added that it was a good meeting.

Port Director Hawkins noted that it was a busy but great summer. He spoke briefly to the harbor expansion project.

Port Administrative Supervisor Woodruff stated that it was a good meeting.

14. COMMENTS OF THE MAYOR

15. COMMENTS OF THE COMMISSION

Student Representative Rogers thanked everyone for a good meeting.

Commissioner Bradshaw thanked the Commission, and noted the good discussion on the Large Vessel Haul Out Facility.

Commissioner Zeiset thanked everyone for a good meeting.

Commissioner Velsko thanked everyone for a good meeting, and thanked Mr. Erickson for coming to present earlier in the meeting.

Commissioner Pitzman thanked everyone for a good meeting and for everyone's work on getting the background information for the Large Vessel Haul Out Facility.

Commissioner Shavelson thanked the Commissioners for a good meeting, and also thanked City Staff for their work.

Chair Siekaniec noted that it was a good meeting, and thanked everyone for their input.

16. ADJOURNMENT

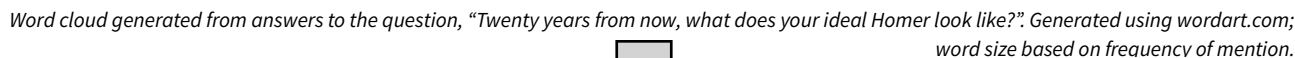
There being no further business to come before the Commission Chair Siekaniec adjourned the meeting at 7:06 p.m. The next Regular Meeting is Wednesday, September 25, 2024 at 5:30 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Zach Pettit, Deputy City Clerk

Approved: _____



September 6, 2024

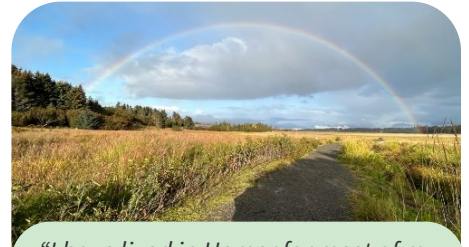




"Thank you for gathering this input! Homer has been an amazingly connected and healthy place for me, and I want it to remain so for my kids and any who are drawn to our engaged, connected community."



"I came here to work a seasonal job... I stayed because Homer gave me the space and support to be who I am. I love this place deeply; I love the fun and quirky community that I've found."



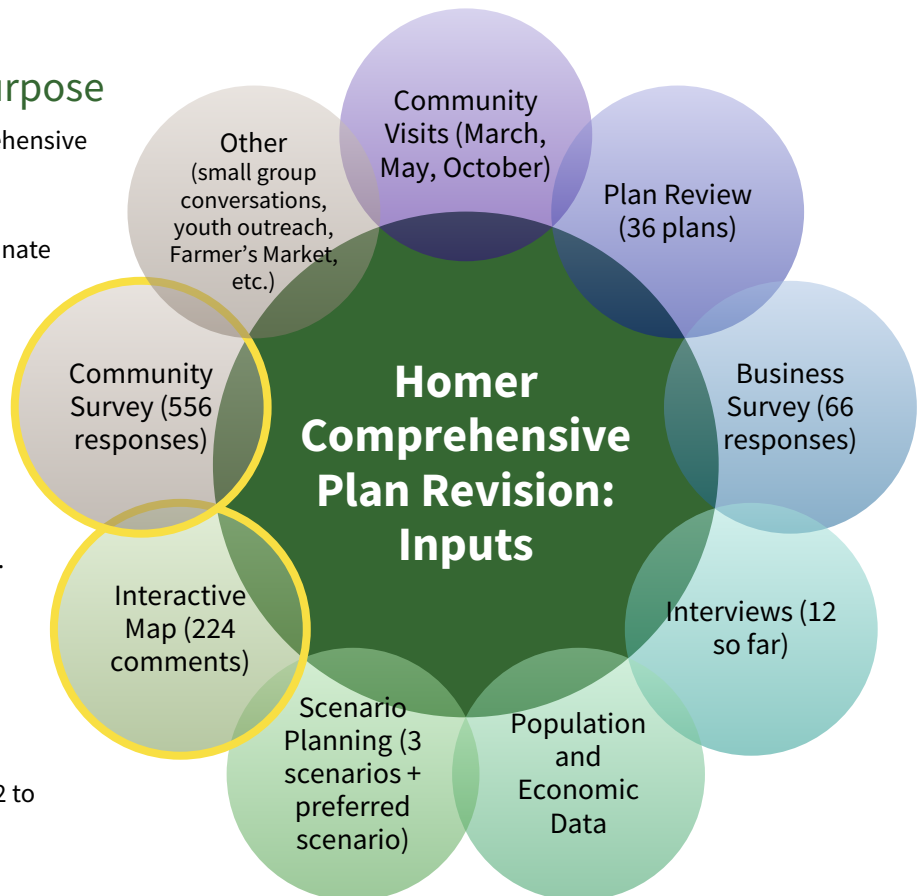
"I have lived in Homer for most of my life and absolutely love this town and its surrounding areas. It is the most beautiful place I have ever seen. This community is just as beautiful as the land... Homer is my Home <3"

Executive Summary

Survey and Comment Map Purpose

The City of Homer is updating the 2018 Comprehensive Plan to recognize and celebrate what we have accomplished, to address new challenges and opportunities for our community, and to coordinate efforts to achieve our shared vision for a future Homer.

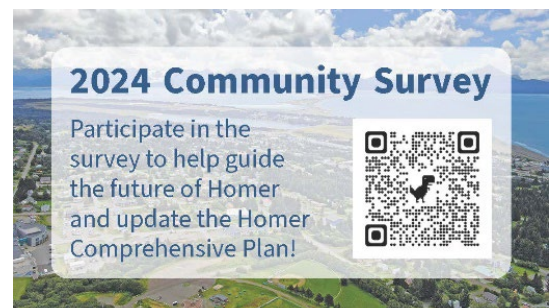
A community survey and interactive comment map were created to gather Homer residents' ideas and concerns about Homer's future. Survey results help the project team understand community priorities and develop strategies for the updated Comprehensive Plan.



Process

- **DATES:** The survey and interactive comment map were open from April 22 to July 1, 2024.
- **OUTREACH:** The survey and map were promoted via:
 - Facebook
 - E-blasts to the project distribution list
 - Announcements at City Council and other public meetings
 - Outreach by the Project Steering Committee
 - Through business cards featuring the survey and comment map QR code and links at business, local events, and to individuals.

See example business card →



Who Responded?

556 people participated in the survey, exceeding our goal of 500 participants.

224 comments were received on the interactive map.

Of the 556 survey participants:

- 70% of have lived in Homer more than a decade.
- 91% live in Homer year-round.
- 39% reside within the City of Homer limits.

Highlight of Results



Top 3 themes: What three things do you **value most** about living in Homer?

- Community, small town feel, family and friends
- Natural beauty and scenery
- Access to outdoor activities and ocean



Top 3 themes: What three things do you find **most challenging** about living in Homer?

- Overall cost of living
- Infrastructure and transportation challenges
- Lack of affordable housing



Top 3 themes: 20 years from now, what does your **ideal Homer** look like?

- Homer has retained its small-town character
- Affordable housing and reasonable cost of living
- Walkable, vibrant downtown



Quality of Life

- A combined 82% rate the quality of life in Homer as good/excellent.
- A combined 88% rate Homer as a good/excellent place to raise a family.

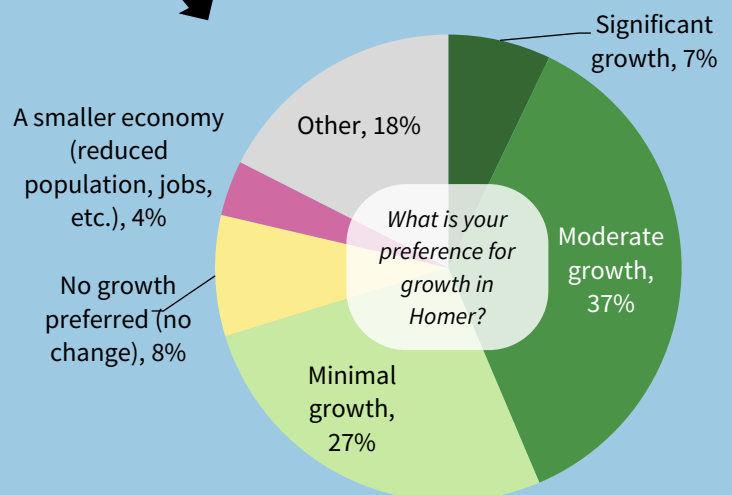


Housing Highlights

- 76% of survey participants are satisfied/very satisfied with their current housing situation.
- 68% say housing is too expensive in Homer.
- 66% say more attainable starter homes are needed for younger residents, families, or residents that wish to downsize.



Desired Growth



Most open-ended comments about growth discuss “sustainable and controlled growth” with a focus on planning that considers environmental impact, infrastructure capacity, and preservation of Homer’s character.

Top Priorities and Projects for Homer to Focus on for the Next 10-20 Years

- Increase supply and accessibility of affordable housing
- Encourage the retention and creation of more year-round, higher wage jobs
- Preserve open public spaces within the city from development
- Create a livable, walkable, vibrant downtown
- Encourage renewable energy projects

Identified as “important/very important” by 74% or more of survey participants

Introduction

To inform planning work, the project committee collected community feedback in two ways: a survey of open-ended questions and a comment map where participants could identify locations of interest. When appropriate to a specific survey question, feedback collected from the survey map has been included in the survey results using purple text. Partner groups, including the Homer City Council, Homer Planning Commission, Economic Development Advisory Council, Chamber of Commerce Marine Trades Association, Mobilizing for Action through Planning and Partnerships (MAPP), and others assisted in promoting the survey.

Community Survey Process

- **Timing:** The Homer Community Survey was open for a little over two months, from April 22 to July 1, 2024.
- **Promotion:** The survey was promoted via Facebook, e-newsletters, announcements at City Council and other public meetings. Survey participation was also sought through outreach by the Steering Committee, and through handouts at business, local events, and to individuals. Hard copies were available at City Hall and the library. Partner groups were encouraged to help share and promote the survey.

Response Summary

We exceeded our goal of 500 survey responses, with 556 responses received. 552 residents responded online via SurveyMonkey and 4 responded via hard copy.

The common themes highlighted below were those that received approximately five percent or more mentions of the answers submitted. Additional relevant or topical themes are also included in the analysis on most of the questions. ChatGPT was used for some analysis and results verified by team members.

Interactive Comment Map

Process

- **Timing:** The interactive comment map was launched on May 13, 2024. The comment tool was disabled on July 3, 2024. The map with results remains live and can be viewed [here](#).
- **Promotion:** The comment map was promoted via e-newsletters to the project distribution list, announcements at City Council and other public meetings, and through outreach by the Steering Committee. Partner groups were encouraged to help share and promote the survey.

Response Summary

The comment map received 224 responses. Most location-based responses were concentrated within the City of Homer limits (90%) and the primary focus areas of interest were Transportation, Quality of Life, Land Use & Environment, and Sustainability, Resilience, and Climate Change.



Index of Results by Question

Community Survey Results6

Q1: How would you rate quality of life in Homer..... 6

Q2: What three things do you value most about living in Homer? 6

Q3, What three things do you find most challenging about living in Homer? 8

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Q5: In five words or less, how would do you describe Homer’s character, people, and attributes? 10

Q6: How satisfied are you with your current housing situation? 12

Q7: Please choose up to three statements from the options below that best summarize the housing situation in Homer..... 12

Q8: How satisfied are you with the availability of the following Health & Safety programs or services in Homer?..... 14

Q9: How satisfied are you with the availability of the following Community & Economic Development programs or services in Homer? 16

Q10: How satisfied are you with the availability of the following Quality of Life programs or services in Homer? 19

Q11: What is your preference for community/economic growth in Homer (increased population, jobs, specific industries expanding, etc.)? 22

Q12: Please indicate your preferred level of growth for the following key economic sectors: 24

Q13: Listed below are potential priorities for the greater Homer community to focus on for the next 10-20 years. For each potential priority, please indicate level of importance. 25

Q14: What is the single most important project we can do as a community over the next 10 – 20 years?..... 27

Q15: Twenty years from now, what does your ideal Homer look like? 31

Q16: What leaders or organizations do you look to for guidance about Homer’s future? 32

Q17: What other questions, comments, or concerns do you have? 32

Demographic Questions..... 34

Q18: How long have you lived in the Greater Homer area?..... 34

Q19: How many months of the year do you live in Homer? If you live in Homer seasonally, during what months are you typically in Homer? 34

Q20: Where do you live or own property in the Greater Homer Area? 35

Q21: In your own words, please describe your connection to the Greater Homer Area, and its people, lands, and waters. 35

Q22: What is your age? 37

Q23: What is your gender? 37

Q24: What is your race? 38

Q25: What is your annual household income from all sources? 38

Interactive Comment Map Results 39

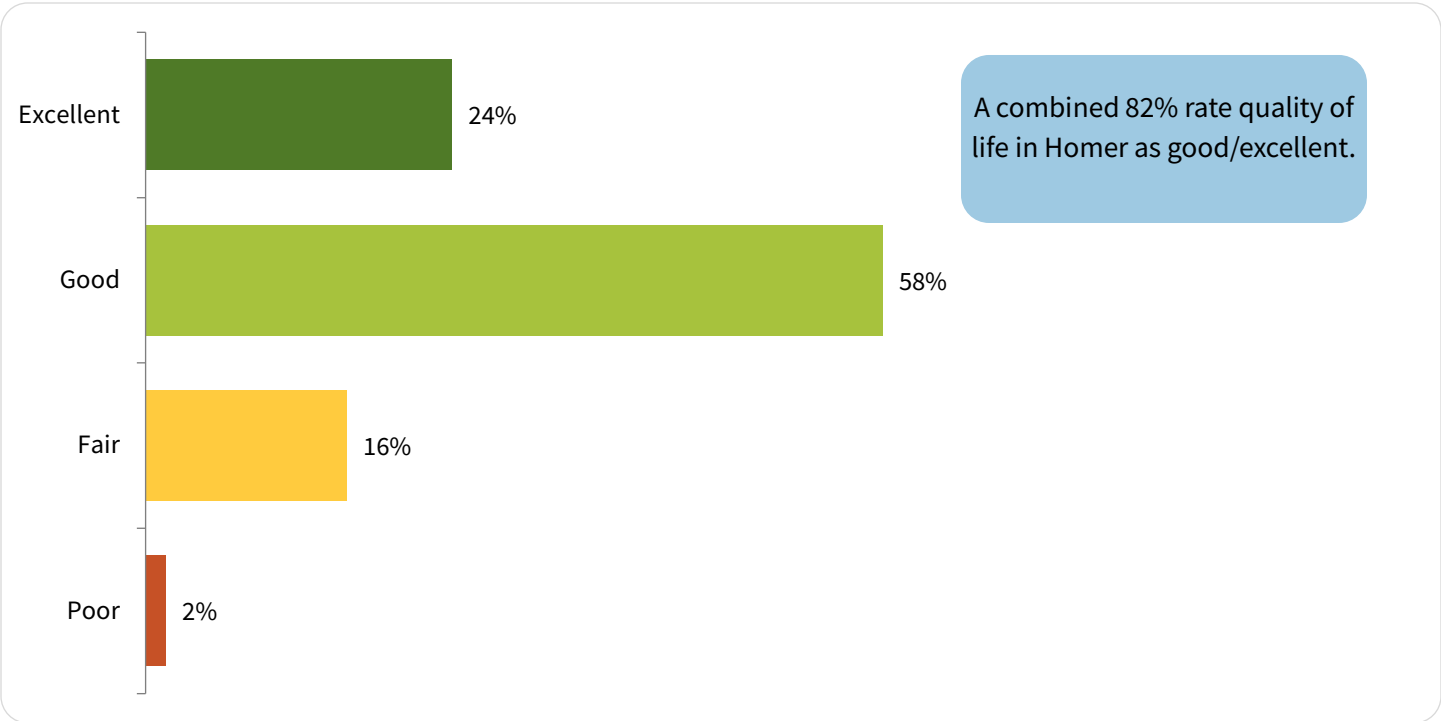
Comment Map Table 1: Total Map Comments by Focus Area 39

Comment Map Table 2: Location of Comments 39

Community Survey Results

Q1: How would you rate quality of life in Homer?

Answered: 553.



Q2: What three things do you value most about living in Homer?

Answered: 539; up to three answers per response.

Theme	# of mentions	Representative Quotes
Community: Small town feel, community spirit, friendliness, sense of community, and peace and quiet	420	<ul style="list-style-type: none">• People - community and good friends• The slower, quiet pace• Small town vibe and being able to establish relationships with other folks that live here.• Community collaboration and interdependence• The small business centered economy• Opportunity for generations to grow and have viability to have a small business• Knowing my neighbors, being part of a community• Everyone looks out for each other and cares for one another• Loving community that rallies when needed• There are endless opportunities to be involved in the community and people truly get involved• Freedom• No large industry dominates town• The love and community mindset folks have• The People, (Community and passion in varied interests and willingness to do the work).• Energetic, friendly and tight-knit community• The people with their can-do spirit
Natural Beauty and Scenery:	350	<ul style="list-style-type: none">• The beauty and proximity of nature• Open, green spaces• Idespread and plentiful.

Views, scenery, wildlife, proximity to the ocean and mountains, and clean air and water		<ul style="list-style-type: none"> • <i>Natural environment, living by the ocean</i> • <i>Being able to walk on the beach every day— the fact that motorized vehicles are limited at Mariner Park beach, and there is ample parking there for locals</i> • <i>View across the bay - that magic moment pulling off at Baycrest as you come into town</i> • <i>Kachemak Bay's rich natural habitat</i> • <i>The environment (scenery, climate, clean air and water)</i> • <i>The wild land still integrated within the city</i> • <i>Breathtaking, accessible natural beauty and wildlife</i> • <i>Moose in my yard, slow tempo of life, natural beauty, quiet</i> • <i>My kids get to grow up in wild places</i> • <i>Beautiful. I can see the blue ocean and ice capped mountains from my driveway</i>
Access to Outdoor Activities: Outdoor recreational opportunities and experiencing nature	140	<ul style="list-style-type: none"> • <i>Access to world-class outdoor recreation opportunities</i> • <i>Access to fishing and hunting and supportive resources to do so</i> • <i>Outside space/recreation</i> • <i>Access to Kachemak Bay</i> • <i>The access to the outdoors</i> • <i>Able to walk/bike to many places</i> • <i>Fishing, camping across the bay, hiking, walking and biking trails</i> • <i>Year-round outdoor activities</i> • <i>Lifestyle and subsistence culture based on surrounding land and ocean</i> • <i>Access to outdoor activities (skiing, hiking, boating)</i>
Safety: Low crime rates, feeling safe in Homer	71	<ul style="list-style-type: none"> • <i>Not a lot of crime</i> • <i>Low crime</i> • <i>Safety. I don't worry about my kids riding their bikes around the neighborhood</i> • <i>Safe environment</i> • <i>Feeling of safety</i> • <i>mainly a safe place to live</i>
Arts and Culture: Local creative activities and opportunities to experience arts and culture	62	<ul style="list-style-type: none"> • <i>The people and all their artistic proclivities</i> • <i>Pratt Museum</i> • <i>A creative engaged community - lots of art and efforts</i> • <i>Culture, arts community and nonprofits</i> • <i>Food and arts</i> • <i>I appreciate the vibrancy of the creative arts in Homer.</i> • <i>Arts and culture investments</i> • <i>Community events, focused on arts and nature</i> • <i>Arts, Music, and Entrepreneurship. (creativity in general)</i> • <i>Access to arts and culture despite being small town</i> • <i>Lively creative inclusive crowd</i> • <i>The many community opportunities for art, theater, classes, groups</i> • <i>The arts community, the farming and flower growing</i>
Friends and family: Friends and family and the feeling of “home”	49	<ul style="list-style-type: none"> • <i>My family nearby</i> • <i>Personal ties, friends, family</i> • <i>Our friendships</i> • <i>The people! Newcomers and old timers.</i> • <i>My family's history here</i> • <i>My friends and neighbors</i> • <i>My community of friends and musicians</i> • <i>Kindness of neighbors, sense of belonging</i>
Education: Quality of schools and	34	<ul style="list-style-type: none"> • <i>Strong schools</i> • <i>Educational and job training opportunities are valued</i> • <i>Good public services - schools, health care, library, museum</i>

educational facilities	<ul style="list-style-type: none"> • Excellent schools • The college campus: for its availability of diverse community events as well as its educational programs • Good place to raise kids/schools
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Other themes mentioned (received fewer than 5% of answers):

- Healthcare
- Environmental Awareness and Protection

Q3: What three things do you find most challenging about living in Homer?

Answered: 539; up to three answers per response. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
Overall Cost of Living: Cost of food, utilities, fuel, transportation and other supplies; Wages not comparable to cost of living.	281	<ul style="list-style-type: none"> • Spending 30% of my income on food per month • Lack of jobs that offer a livable wage & benefits • The cost of groceries/gas/utilities • People are being priced out of the town • Wages are not enough to cover living expenses • Property prices very high for “average” working family • Price of utilities, food and rent • Expensive for families to participate in activities • The cost of living is high in Alaska and because we don’t get barge or container ships delivering directly to our port we have to pay to truck everything in from Anchorage and beyond. Folks in Anchorage will complain that the cost off living is high there but that’s where we go to stretch our shopping dollars • Cost of services like mechanics, water taxis, and medical services
Infrastructure and Transportation: Pedestrian and biking safety, road maintenance (especially during winter), limited public transportation, and difficulties with local and out-of-town connectivity	191	<ul style="list-style-type: none"> • Poor road maintenance • Traffic and flow of traffic • Road maintenance--sand more and get rid of salt brine • Concern about future infrastructure with the growing outlying population that does not contribute to the tax base • Roads - East End as an example - when was the last time it received real maintenance, not just emergency repairs? • It's not a walking friendly city, even though I love all the little city trails, I wish there was more. Also, sidewalks are missing and not being maintained in the winter • Lack of public transportation • No cohesive downtown or walking core of businesses • Lack of infrastructure for growth - east end and spit for example • No Dog Park • I wish it was more walkable- needs more crosswalks, needs more enforcement of crosswalk rules, sidewalks need clearing/ sanding in winter • Lack of sewer and water in some areas of Homer • There’s no real public restrooms at parks with flush toilets and sinks • Subsidizing tourists' water and sewer while I have to pay • I wish it felt easier to walk to places for basics like groceries. I live in town, but it takes me 30 minutes walking to get to the nearest grocery store due to lack of connections between parallel streets.
Affordable Housing: Expensive housing costs and rent, limited rental options, impact of	163	<ul style="list-style-type: none"> • The lack of affordable homes/rentals for locals year-round. I have a year-round dwelling, but I am seeing many service workers being priced out of living here • Quality housing affordability • I wish the housing market was better/more affordable for young folks/families wanting to invest

seasonal vacation rentals, workforce housing, and new, expensive housing being built by non-locals		<ul style="list-style-type: none"> • Lack of support and especially housing for seniors • Housing for workforce • Housing / rental costs astronomical • The cost of housing is not reflective of our local economy and is rapidly outpacing the middle class wage earner
Overdevelopment: Impacts of development on the environment, increased noise and traffic (especially during tourist season), and how new development affects character of Homer	133	<ul style="list-style-type: none"> • Gridlock on the spit in summer. It is overdeveloped to extend it is no longer attractive • Downtown moose habitat is being destroyed by new development • Development by those who want to make a buck, exploiting the beauty • RAPID GROWTH • Summer crowds and not enough parking for local boat owners on the spit • Summer crowds keep growing • Growing too fast • Unplanned, big development threats
Limited recreational opportunities: Limited indoor recreational activities particularly for children, teenagers and during the winter	69	<ul style="list-style-type: none"> • I would like more trails and bike paths • Affordable access to hiking • Best hiking is on the other side of the Bay • Lack of functional/usable year-round maintained trail systems • I wish there was a space (larger than the SPARC) for indoor walking in the winter, for seniors especially • Lack of fun things to do in the winter inside (bowling) • Trails are really limited and not connected to each other - walking is a major form of recreation • Areas for young kids yr round • Lack of accessible organized sports for kids or camps, lack of indoor recreation center • I wish there were more trails here. I'm an avid outdoors person and boy do we have loads of places to ski and I'm so grateful for KNSC but hiking and biking trails are so limited on this side of the bay and across bay is expensive • [The south end of Bridge Creek Reservoir on Crossman Ridge Road] would be a benefit as a recreational park with established picnic areas. It's already used as such all summer.
Access and availability of goods: Similar to “cost of living” but comments focused on limited selection of goods and fresh foods.	67	<ul style="list-style-type: none"> • Costs and limitations associated with geographic isolation • Limited choice for shopping. Inconsistent hours and seasons restaurants and some services • Very difficult to get skilled services done, such as plumbing, fixing leaky roof or auto repair • Costs and limitations associated with geographic isolation • Access to groceries and other goods - slim pickings & expensive • Limited food & shopping options • Proximity to Amenities (Kenai/Anchorage)
Isolation and weather: Challenges of living in remote area and effects of winter weather.	67	<ul style="list-style-type: none"> • Getting here and away requires a big drive since the flight schedules have gotten trimmed down • Middle of winter weather • Winter can be pretty grim, and so much is closed and shut down • Winter ice • Lack of activities in the winter (I don't Nordic ski) • Traveling out in urgent situations (planes/ Ravn is unreliable) • Remoteness and the expense of getting to ANC for travel

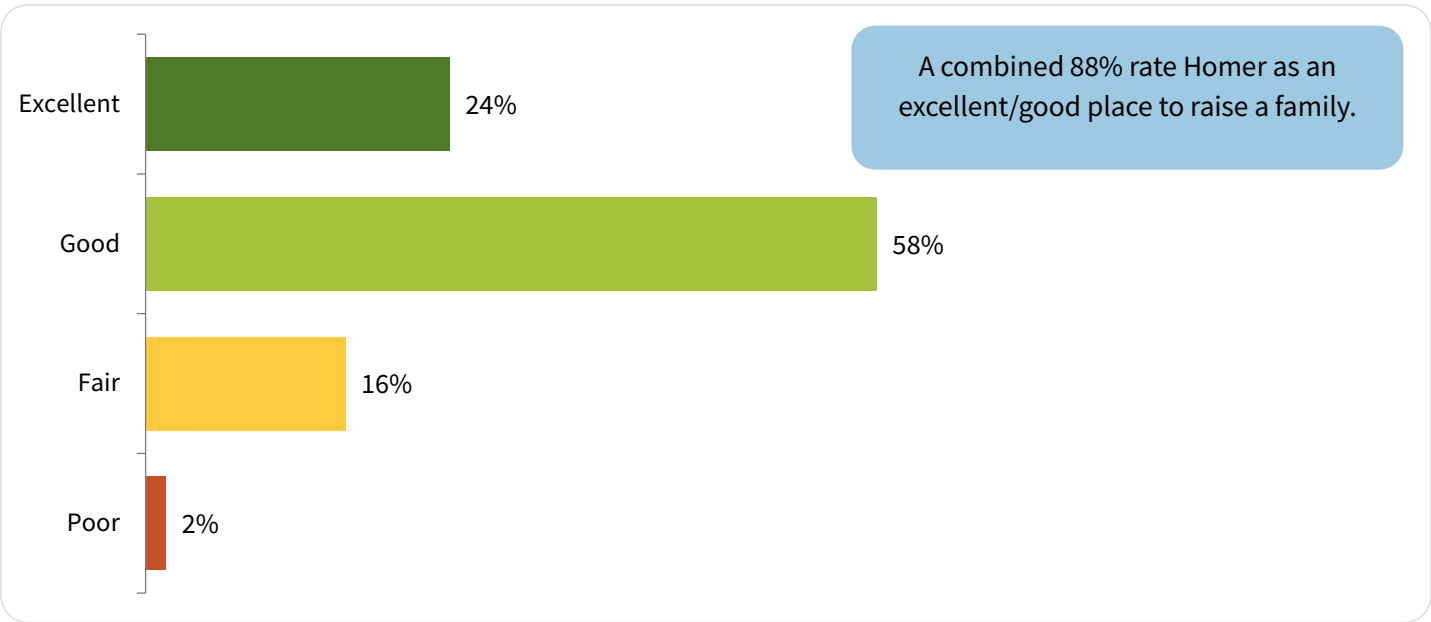
		<ul style="list-style-type: none"> • Long cold dark winters • It can be expensive and difficult to travel elsewhere • Winter windstorms • Feels isolated sometimes • The dark days of early winter.
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Other themes mentioned (received fewer than 5% of answers):

- Lack of cohesive community vision; political and religious divisiveness; lack of diversity.
- Criticisms of local government decisions, taxes, and regulations.
- Lack of access to specialized medical care, behavioral health services, and substance abuse services.
- Lack of funding for education and accessible childcare.
- Impacts of climate change.

Q4: How would you rate Homer as a place to raise a family?

Answered: 544.



Q5:, In five words or less, how would do you describe Homer’s character, people, and attributes?

Answered: 482.

Theme	# of mentions	Representative Quotes
Creative, Artistic, Unique	120	<ul style="list-style-type: none"> • Independent, artistic, • Free thinking, non-conforming • Funky, mostly okay people, great art • Unique. Artisanal • Kind of grumpy but okay • Hardy, artistic, nutty
Friendly, Supportive, Community-Minded	90	<ul style="list-style-type: none"> • Respectful, kind • Caring, religious • Friendly and compassionate minded people

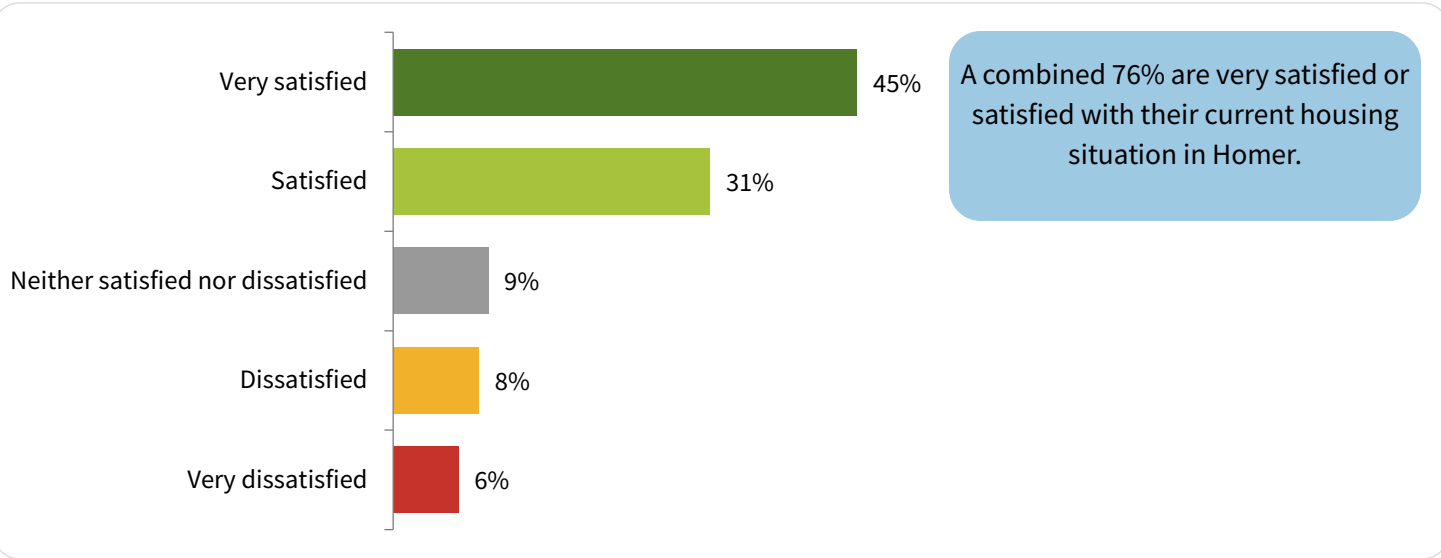
		<ul style="list-style-type: none"> • <i>Homer is feisty, fun & kind</i> • <i>Generous, caring, community minded</i> • <i>Sweet as a fuzzy kitten!</i> • <i>Encouraging, welcoming, helpful</i>
Opinionated, Diverse, Civically Engaged	58	<ul style="list-style-type: none"> • <i>Very opinionated residents</i> • <i>Small town politics</i> • <i>Welcoming, but increasingly fractious</i> • <i>Layered</i> • <i>Politically and religiously diverse</i> • <i>Colorful, opinionated, kind and generous if given a chance to connect face to face</i>
Independent, Resilient	50	<ul style="list-style-type: none"> • <i>Driven, robust</i> • <i>Hardy</i> • <i>Resilient, generous, respectful, and upbeat</i> • <i>Stubborn and caring</i> • <i>Entrepreneurial</i>
Outdoorsy, Active, Nature-Loving	69	<ul style="list-style-type: none"> • <i>Outdoor oriented</i> • <i>Healthy, outdoorsy, active</i> • <i>Attractive community, natural beauty</i> • <i>Outdoorsy, friendly,</i> • <i>Fishing people</i> • <i>Environmentally conscience</i>

Other themes mentioned (received fewer than 5% of answers):

- Laid back and slow paced
- Changing
- Adapting

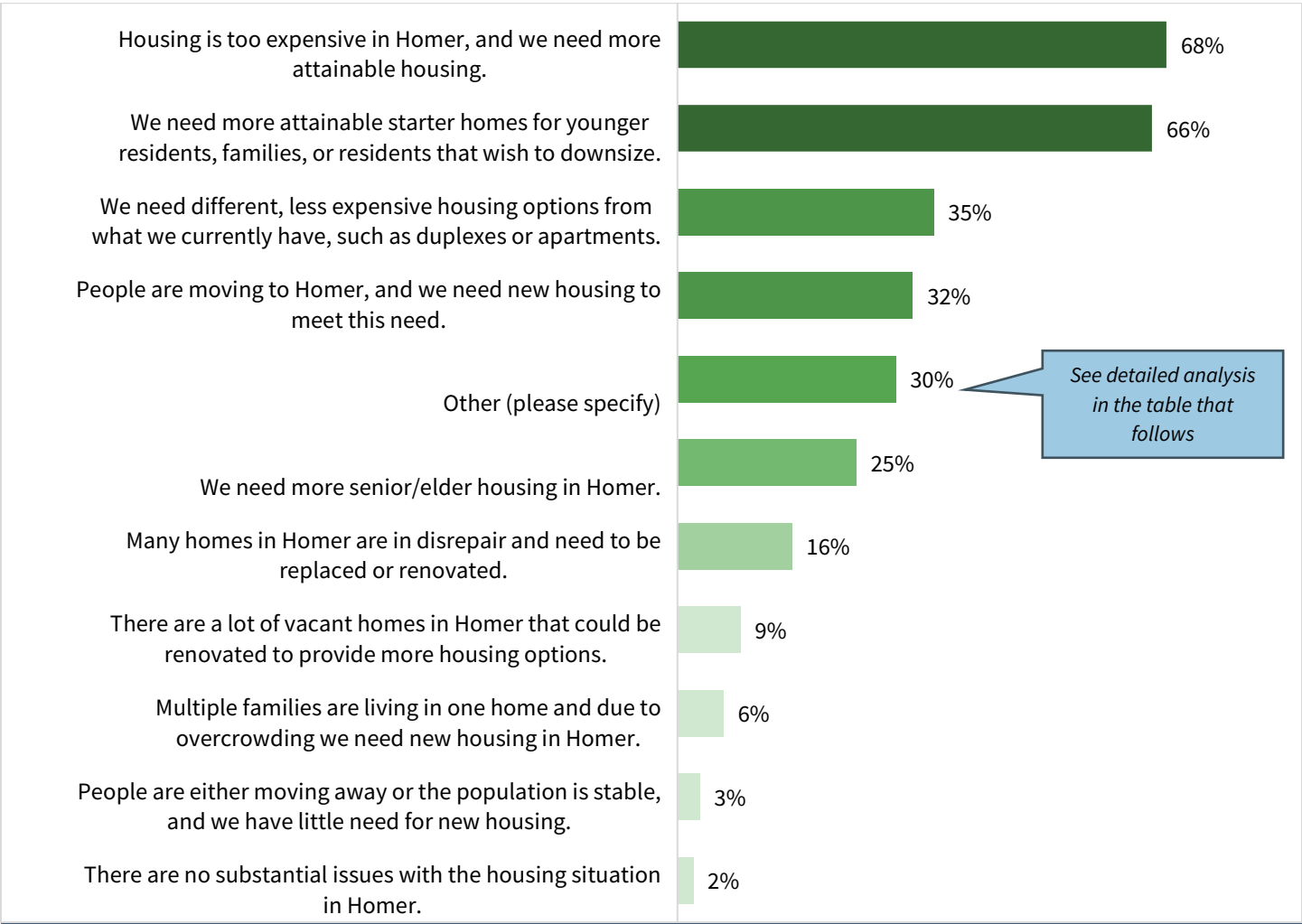
Q6: How satisfied are you with your current housing situation?

Answered: 551.



Q7: Please choose up to three statements from the options below that best summarize the housing situation in Homer.

Answered: 551; respondents could select up to three from the list below.



Themes from Responses to “Other (Please Specify)”

Answered: 166. Responses in purple text are from the comment map.

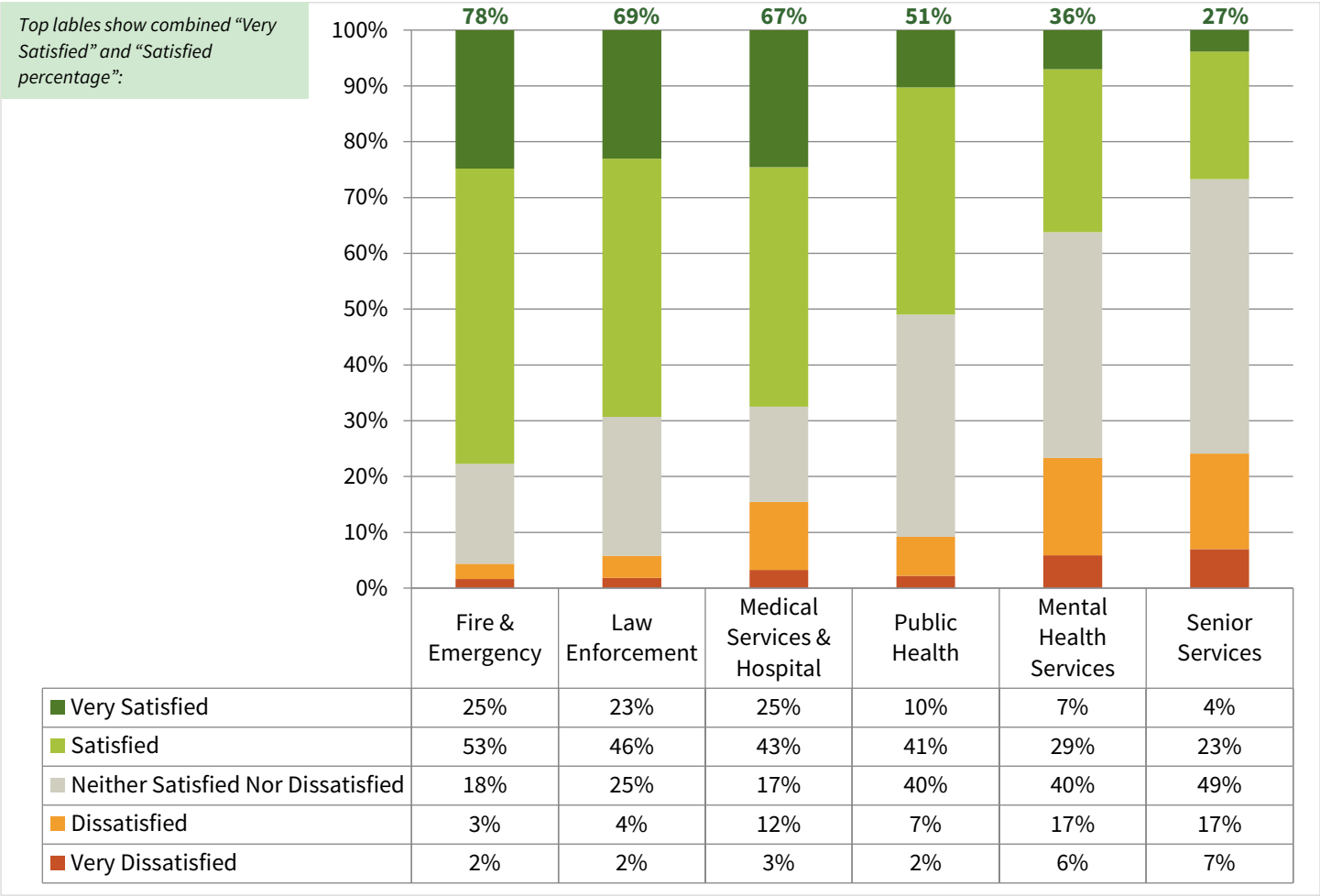
Theme	# of mentions	Representative Quotes
Short-Term Rentals and Vacation Homes - Impacts of short-term rentals and vacation homes on housing availability, affordability, and community character	112	<ul style="list-style-type: none"> Too many vacation rentals that take away from having available real estate on the market. Increases prices and decreases availability I think short term rentals are causing this bubble that makes it hard for young working families to start out here Air bnbs are taking all the mid to small houses from local people. Rentals are very hard to find at reasonable prices and home prices are so high that they are out of reach for the average young family. We don't need more housing, we need fewer BnB's and fewer people People are moving to Homer and building huge houses only living here part-time, making it harder for those full-time residents to afford to stay. I think that there is more than enough housing options, and the only issue is that our land is being used for vacation rentals. This is only destroying more of what makes homer a beautiful travel destination! Zone to clarify that only owner-occupied short-term rentals are allowed in all residential zones. No non-owner occupied STRs in residential zones to prevent the hospitality industry from taking over our neighborhoods. Zoning of the Cranberry Peninsula neighborhood needs to prohibit non-owner-occupied short-term rentals to prevent it from becoming a hospitality industry zone.
Affordability and Housing Costs - High cost of housing, including both rentals and homes for purchase	40	<ul style="list-style-type: none"> We don't need MORE housing. We need to find ways to make the current housing affordable! Seasonal workers cannot afford housing We need to incentivize people willing to build affordable, year-round housing High property taxes combined with very high square footage costs and interest rates are making it nearly impossible for average family to buy (and getting harder for families to sell because not affordable/attractive to new buyers with high property taxes) Overpriced real estate/housing, excessive property tax values/utilities make housing difficult. People with poor credit/lack of affordability are most vocal about the issue The cost of rentals has skyrocketed! Seemingly due to the current cost of seasonal housing. It's gotten absolutely ridiculous! People want to charge locals the same amount in winter!

Other themes mentioned (received fewer than 5% of answers):

- Lack of rentals that allow pets
- Regulation and zoning
- Gentrification and influx of wealthy outsiders
- Overdevelopment and loss of green space
- Housing for families and young residents
- Role of government in housing

Q8: How satisfied are you with the availability of the following Health & Safety programs or services in Homer?

Answered: 552.



Reponses to “In the space below, please share more about those things you are dissatisfied with – this will help us better understand potential needs and priorities. Don’t see a program/service in the list above? Tell us more here.”

Answered: 294. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
Senior Services and Housing: Existing senior care facilities; limited housing options; limited hospice and in-home care options	85	<ul style="list-style-type: none"> Need better senior housing options There needs to be a Memory Care Unit here We need another Assisted Living Facility, more licensed hospice care, and maybe a skilled nursing/rehab facility As seniors living in Homer, you are on your own if you have no family or friends to assist. This leads to depression and isolation. Senior services are as essential as youth programming There is a huge lack of senior care and senior housing in this community. The assisted livings are already full, and we are expecting a silver wave in this community.

High Healthcare Costs and Access to Healthcare: High cost of medical services in Homer; limited availability of medical specialists; Homer residents must travel to larger cities for certain types of care	81	<ul style="list-style-type: none"> • Health care is too expensive, especially considering both taxes and service costs • Healthcare costs are very high, wait time to see a doctor is far too long, there is a shortage of wound care and surgeons, all major emergency situations require life flight to Anchorage, elderly and disabled transportation is a major issue • It takes months to get in anywhere even with private insurance. Several of the people in our community either don't have insurance or are on state insurance which limits their access to mental health services even more. The workers in this field do all they can but we need more of them to support our rapidly growing population • Long waits for regular appointments with local doctors, dentists, and counselors who take my insurance (and I hear the same from others) • Medical services are ridiculously expensive, basic things like x-rays cost several times the national average
Mental Health Services: Shortage of mental health providers; long wait times; challenges accessing care, especially for children and seniors	73	<ul style="list-style-type: none"> • There is little to no help for those who suffer from mental illness and isolation • Not enough mental health professionals to fill the need; the ones we have are overburdened • Mental Health Services were excellent ten years ago. Cuts from State funding have changed the quality and availability of mental health and social services • Very few mental health providers take Medicare - I was referred, and the waiting list was over 7 months • There is a massive mental health crisis facing every demographic in Homer right now. There are simply not enough providers to meet patient demand • Mental health professionals are already difficult to retain, add in a sky-high cost of living and unattainable housing, and they won't stay for long • There is no support for being who are struggling with severe mental illness and drug misuse. Folks who have severe mental illness are also victims of homelessness, domestic violence and sexual assault
Fire and Emergency Services: More staffing and resources needed; challenges posed by relying on volunteers for critical emergency services	45	<ul style="list-style-type: none"> • There is not enough law enforcement to cover the city of Homer and outlying areas • It would be great to have all services with designated staff instead of volunteers. Takes a long time for responses by time the volunteers get to the station, then out on the call • Our fire and emergency services are grossly understaffed. Please fix it. We finally increased the staff from one to two on call at night but that is still insufficient • Public safety should be first and foremost on the minds of a local government, the rest is details • Our fire and emergency response teams need more funding so they can hire more staff. They have a very large area to cover and with limited staff their ability to do their job is negatively impacted.
Public Health: Decline in public health services due to state funding cuts; a lack of proactive community health initiatives	40	<ul style="list-style-type: none"> • Public Health Services have declined due to State funding cuts. Vaccination education is not consistent and there is a threat from old childhood diseases rebounding • Public Health nurses used to go and do "home checks"/"wellness checks" and there is no staff to do that. • Public Health: there's ONE PH nurse, that's not enough, services have suffered • I would like to see more traditional public health service aimed at supporting young families and decreasing rates of child abuse and neglect • Public Health was gutted by the state years ago. They used to do wonderful work supporting families, helping new parents, (all socioeconomic statuses) providing vaccination, etc.

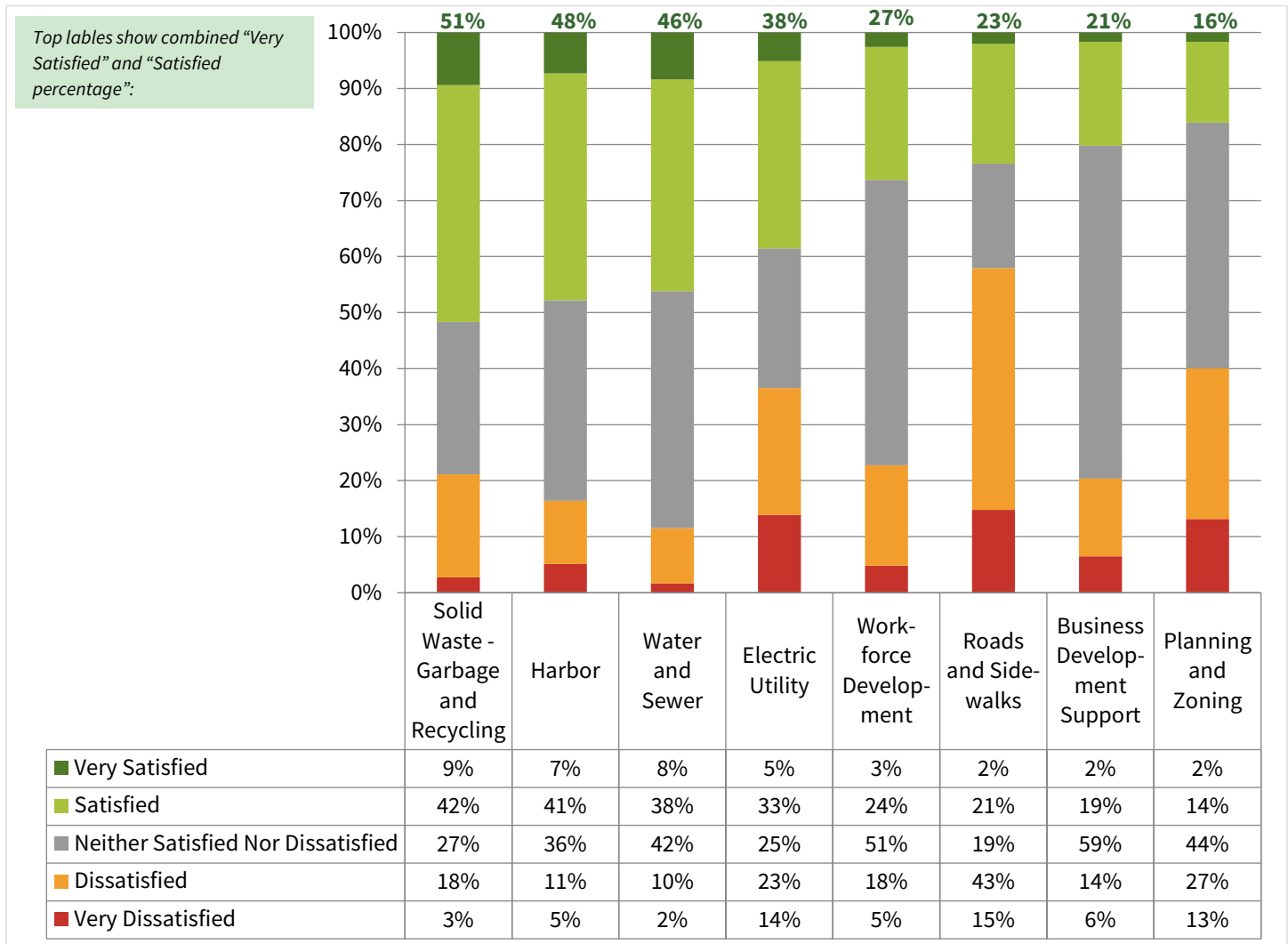
- *The HERC needs to be modified into more of a community center space. It would be lovely to see Head Start, WIC, Sprout, OCS and Public Health in one spot and I think this is the perfect place to enhance public, family and community growth.*

Other themes mentioned (received fewer than 5% of answers):

- Recreational opportunities
- Preventive health resources
- Homelessness
- Substance abuse services

Q9: How satisfied are you with the availability of the following Community & Economic Development programs or services in Homer?

Answered: 551.



Reponses to “In the space below, please share more about those things you are dissatisfied with – this will help us better understand potential needs and priorities. Don’t see a program/service in the list above? Tell us more here.”

Answered: 364. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
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Electricity Costs and Utility Services: High costs associated with electricity and inconsistent utility services; high cost of water and sewer services; lack of availability for many residents within city limits.	92	<ul style="list-style-type: none"> • Our electric utility is ridiculously expensive • Electricity is expensive...really expensive • The high cost of electricity is an issue • Electric prices continue to climb as there is no competition • Water/sewer should be available to all residents • Our electricity is all solar, because the expense of extending HEA services from the next lot over is prohibitive • Electricity is expensive even when not using a lot • <i>About 1/2 of the water that goes into the Reservoir is ground water and 1/2 is surface water. Homer needs to do more research to understand this dynamic, protect the groundwater discharge slopes from development, and develop a water budget to ascertain how much water can be harvested from the reservoir. This is the true measure of how much development Homer can support.</i>
Sidewalks, Walkability, and Bikeable Areas: Need more sidewalks, better pedestrian and bike infrastructure; improved winter maintenance	77	<ul style="list-style-type: none"> • Sidewalks which are available are not cleared in the winter months in a timely manner ever and puts pedestrians at risk frequently and this is very inequitable to those who either choose or must walk • Would like to see more sidewalks and more traffic lights • Bike paths are lacking • I would not consider Homer a very walkable/bikeable community. Connector sidewalks or trails are needed in town and from east hill and west hill • Roads and sidewalks are a huge issue. I know they're a money pit, but as an external observer, I don't see evidence of a lot of comprehensive or strategic planning as related to mitigating issues, but also growing pedestrian and bike-friendly infrastructure • Better sidewalks and crosswalk signals • <i>It would be great to extend the walking trail from the library all the way to Main Street.</i> • <i>Can sidewalks and/or bike path be added along Skyline/East Hill. A lot of bikers/walkers. It's dangerous.</i>
Road Conditions and Maintenance: Poor road conditions; potholes; inadequate maintenance	70	<ul style="list-style-type: none"> • The roads are in horrible shape: Kachemak Drive, Skyline Drive just awful • Road maintenance could be much better particularly in winter • Roads need repair and upgrade. East End Road is dangerous between the people speeding, drifting while on the phone or texting and the animals in the road • Potholes on roads are very damaging and not always permanently fixed • Prioritize public tax dollars towards maintaining the existing road system (not expanding it) • <i>This sidewalk [north side Sterling Hwy near Chevron] is in terrible condition in winter. Can it be maintained?</i>
Planning and Zoning: Issues surrounding zoning regulations; new developments; overregulation; inconsistent zoning enforcement; a lack of vision in planning	45	<ul style="list-style-type: none"> • Planning & Zoning Department needs more staffing and a more balanced approach to development • Planning is too slow. Need to speed up. Way behind the curve • I wish there were more zoning laws outside city limits. • Would like to see more congruence in planning/zoning - esp. in the downtown Pioneer area • Planning needs consistent enforcement and long-term goals - new subdivisions should be required to have sidewalks, for example • <i>This once nicely wooded area [west of Karen Hornaday] is now a horrible eyesore, with cleared brush sitting (burn hazard) and erosion from access to property left undeveloped. Planning and zoning should consider development. This bluff is not stable.</i> • <i>Restrictions on development have aided in Pioneer's lack of walkability. There are too many large vacant parking lots and no public parking. Additionally, if property developments weren't required to install or maintain green space on</i>

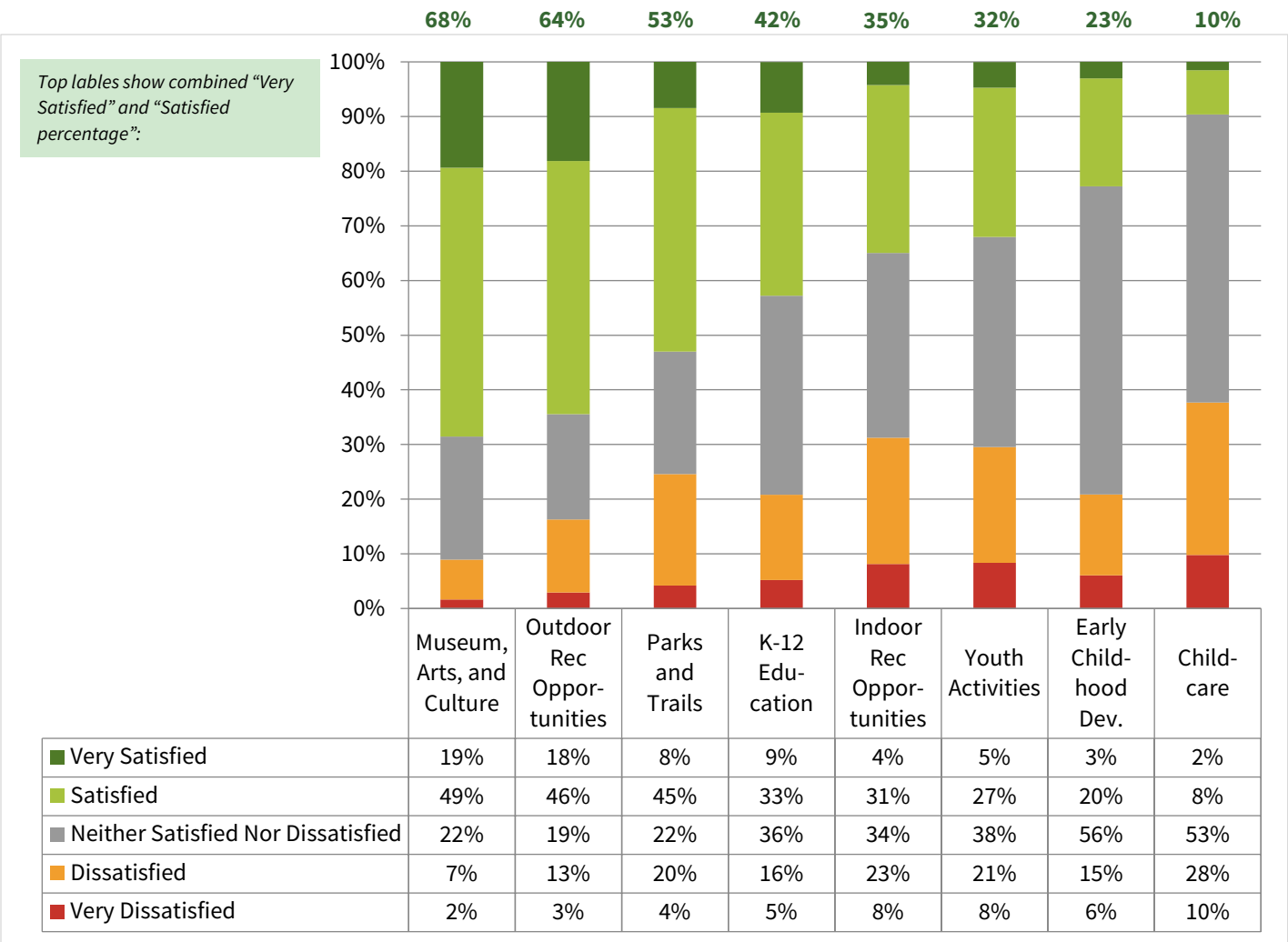
		<i>their properties there would be more space for commerce. There is enough green space in the surrounding areas to keep our town beautiful. Planning and EDC need to recognize the zoning and codes that are preventing our downtown from reaching its full potential.</i>
Recycling and Solid Waste Management: Recycling efforts; solid waste management practices and services	40	<ul style="list-style-type: none"> • <i>Would love to see more recycling communication and maybe the option to recycle MORE. Love the electronics recycle days!</i> • <i>The landfill is inadequate in size and scope</i> • <i>There should be more public trash bins in the city</i> • <i>The dump should be open more often to accommodate people working 9-5pm Mo-Fr.</i> • <i>Would love to see more options for trash pickup services</i> • <i>Overnight camping should not be allowed where there are no waste disposal options at the Bishops Overlook parking lot, which also needs support and improvement.</i>
Harbor Expansion and Management: Conflicted thoughts about the planned harbor expansion	35	<ul style="list-style-type: none"> • <i>Harbor needs some funding, two dilapidated dry docks one of which is now closed, these are things our local working fishermen actually use and use year round</i> • <i>Harbor: love the plans for a larger harbor, we need it. Can we pave the parking lots, so the lines aren't spray painted on each summer?</i> • <i>Harbor is expensive for locals and keeps going up. We don't need an expensive expansion. Increase fees for non-locals</i> • <i>I'm not very educated about the harbor, and whether expansion is a good thing</i> • <i>Small sports boats should not be allowed to park in the larger boat area of the harbor. Too many commercial fishermen are blocked out by tiny boats using valuable space on this side.</i> • <i>Please continue to pursue the harbor expansion! It is much needed.</i> • <i>The annual beach replenishment on the west side of the spit is ridiculous. This comp plan should focus on over slope development in the harbor.</i> • <i>There is a lot of space that appears to be underutilized.</i> • <i>The harbor should only be expanded to the minimum size absolutely needed, otherwise over the next decades, residents will be stuck with paying massive maintenance bills and dealing with environmental degradation, which will reduce tourism</i> • <i>Harbor should only be expanded if the cost-benefit analysis truly warrants it and there is dedicated funding for O & M.</i>

Other themes mentioned (received fewer than 5% of answers):

- Workforce development and vocational training
- Tourism and business development

Q10: How satisfied are you with the availability of the following Quality of Life programs or services in Homer?

Answered:551.



Reponses to “In the space below, please share more about those things you are dissatisfied with – this will help us better understand potential needs and priorities. Don’t see a program/service in the list above? Tell us more here.”

Answered: 326. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
Childcare Availability and Affordability: Lack of affordable childcare and the impact on working families	110	<ul style="list-style-type: none">We need more childcare options for all, but especially low income familiesIt’s almost impossible to find childcare or preschool without waiting on a very long wait listMore childcare is need for littles we haveHomer has a serious lack of childcare and early preschool options. Of the options there are, there are some truly wonderful programs... but not enough and also expensiveSummer childcare availability is very limited and makes it hard for working full time parents in summerHomer needs more youth oriented space, activities especially between 3 and 5 pm, especially after school. Places they can go until parents free from workI believe childcare is hard to find here and inadequate for the need

		<ul style="list-style-type: none"> • <i>Having a community funded childcare/after school activities for pre-k through 6th grade would increase parents ability to work until kids are old enough to be left unattended after school</i> • <i>Licensed childcare spots need to be available for families so they can receive financial support. Childcare that meets the needs of young children with a variety of behavioral needs is important</i> • <i>Childcare workers need better wages</i> • <i>Preschool and daycare options are VERY limited and only for those with financial security. Not helpful for healthy families or stimulating local economy</i>
Public Transportation, sidewalks, trails, and parks: Better sidewalk infrastructure; more bike paths and trails; improved public transportation options to enhance walkability	154	<ul style="list-style-type: none"> • <i>Parks and trails-can always use development of more trails</i> • <i>I'd love to see the city develop more parks and trails, to allow access to the outdoors for both residents and visitors. We have some, but not too many on this side of the bay (and it's really pricey to get across!), and a lot of our trails seem vulnerable to landowners trying to block easement access</i> • <i>City Parks need improvements</i> • <i>More bike paths, especially along Kachemak Drive.</i> • <i>There could be better maintenance of the current parks, not to mention more park development especially in the vacant lots in town. Put in walking parks like in Kenai. But also, bathrooms at the park next to McDonald's and Karen Hornaday, not just porta-potties</i> • <i>The community needs a comprehensive trail system (not just the Spit Trail) to encourage a more pedestrian in-town, user-friendly atmosphere Could use improved indoor rec opportunities</i> • <i>I'd like to see more trails, more affordable indoor and outdoor exercise opportunities for elders</i> • <i>Lack of a community-member user friendly aquatic and indoor exercise / recreational facility (such as Bay Club)</i> • <i>Homer needs a community center</i> • <i>There are plenty of lower-income households out here whose jobs, errands, and activities rely on transportation into Homer. How can we get safe, reliable public transportation from out here into town?</i> • <i>If the new road was built, a bike path should be included. This would connect the Spit with East End paths, and those on Ocean Dr.</i> • <i>Ocean drive needs a sidewalk/bike lane.</i> • <i>The bike path becomes a sidewalk without any notice here [intersection of E Hill Rd and East End Rd]. A safe lane for cyclists on the road or a better shoulder would be great. This area also notoriously has a lot of sand in the shoulder and is dangerous for cyclists. More road sweeping is needed!</i> • <i>Kachemak Drive should have a bike path which connects directly to the bike paths on the spit and east end road</i> • <i>It would enhance the quality of living to have more trails on this side [west] of the bay. Is it possible for the city to develop the old Bob Gordon Road up above Karen Hornaday Park, to a destination bench or picnic table, then back down again? Accessed up and back from Hornaday Park. The old road provides a good start.</i> • <i>This parcel [south of Cook Inletkeeper] should be acquired by city, with trails connected to the Kachemak Bay Conservation Center/Cook Inletkeeper office. As in-filling occurs, this parcel becomes even more important to retain open space and trails. The city also has an obligation from acquisition of the adjacent parcel from Tony Neal to make Beluga Lake amenable for ice skating in winter.</i> • <i>Add a public trail to connect Mission Rd to Streamhill park trail system. This would give many East Hill residents a safer route to access East End Rd and in-town services.</i> • <i>We still have a lot of work to do to make our trails ADA compliant. Not just trails! but in town locations, parking lot to business accesses etc. I hope the Beluga slough trail will finally get completed so the gravel path (out the picnic table in</i>

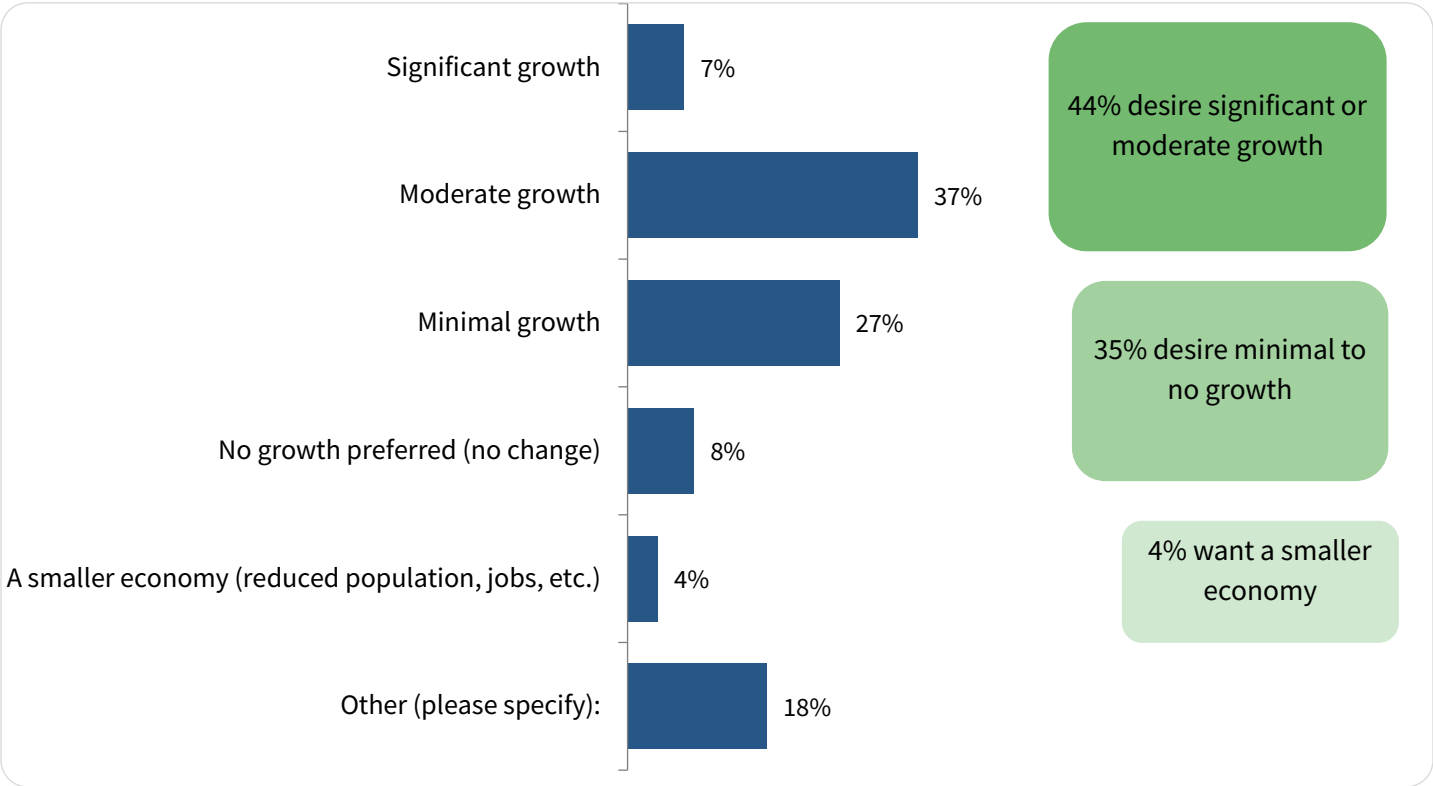
		<p><i>the slough) will be wheelchair and walker friendly. That would make that whole loop usable.</i></p> <ul style="list-style-type: none"> • <i>'Homer Shares the Road' information at the Visitor Center would be VERY helpful.</i>
K-12 Education and School Funding: Declining school funding; teacher retention	80	<ul style="list-style-type: none"> • <i>Our schools are great, but lack stable funding from the state which makes for a challenging environment</i> • <i>Childcare and K-12 education is inadequately funded and, therefore, we are unable to attract and retain educators and related professionals.</i> • <i>K-12 services need more financial and institutional support. Teachers are underpaid and the quality of instruction is therefore poor, but even more importantly, classroom services aren't equipped for the personal problems of Homer students</i> • <i>We are failing our youth with lack of advocacy for education, K-12 as well as Early ed/daycare. Teachers are leaving and class sizes are increasing, leading to less support in the classroom</i> • <i>Seriously, if there is only one thing important in this community, it is to INVEST IN OUR CHILDREN! We want a healthy, smart, social, and proud community, and that starts and ends with providing the youth the ability to become this</i>
Youth Activities and Spaces: More activities and spaces for youth and teenagers, especially indoor recreation options during the winter	85	<ul style="list-style-type: none"> • <i>More activities/programs for school aged kids is needed</i> • <i>Indoor play area for toddler young kids in the winter</i> • <i>Children need more opportunities for indoor recreation in the winter</i> • <i>Youth Activities: thank goodness for the SPARC, but we need more!</i> • <i>Many other cities in the peninsula help fund youth activities and buildings that house those things. Kenai and Soldotna have affordable youth hockey programs funded through their city. They also have affordable soccer programs and facilities as well. All with nice buildings taken care of by our city. More kids could have access to this awesome opportunity if it was more affordable</i> • <i>Youth activities: we do not have enough. Growing up here I struggled to find things to do outside of school. Herds of children end up at the library to play on computers. We used to have the Boys & Girls Club but that is no longer.</i> • <i>The city set aside money to improve [Bayview Park] 3 years ago and it is still sitting empty. This is an important recreation access place for neighborhood kids and pets.</i> • <i>The Pratt Museum has inspired community engagement for decades, while ensuring Homer's history is collected and preserved for future generations. Homer's people are our greatest asset. Support for organizations like the Pratt and other nonprofits is essential for growing future leaders who can realize many of the goals of this project.</i> • <i>Something needs to happen with [the HERC lot]. Either renovate or raze. It could be a great center for community rec and after school programs for middle school and/intermediate elementary because of its location, but it is underutilized now.</i>

Other themes mentioned (received fewer than 5% of answers):

- More funding and support for arts and cultural organizations
- Support for City Parks Department and staff

Q11: What is your preference for community/economic growth in Homer (increased population, jobs, specific industries expanding, etc.)?

Answered: 548.



Reponses to “Other (please specify).”

Answered: 146 – “#of mentions” may total more than 146 because of multiple comments or topics mentioned by a single respondent. Responses in purple text are from the comment map.

Responses to “Other (Please Specify)”	# of mentions	Representative Quotes
Sustainable and Controlled Growth: Focus on planning that considers environmental impact; infrastructure capacity; preservation of Homer’s character	67	<ul style="list-style-type: none"> Sustainable, with respect for natural setting Rational, measured, sustainable growth Growth however it may be, but we need to plan for what is likely to be coming. Not always reacting after it's a crisis Growth that reflects community values and benefits the local economy--not growth for growth's sake. Keep local input central Sustainable, minimal growth that prioritizes year-round residents Carefully crafted growth I don't think you can hold back growth but a thoughtful vision on how to accommodate it is in the best interest of the community I would like growth with mindfulness.
Minimal to Moderate Growth: Limited growth, suggesting that Homer should maintain its small-town feel and avoid overexpansion or overdevelopment	54	<ul style="list-style-type: none"> Managed minimal growth--control water distribution Minimal growth with planning, please! Planned incremental slow growth with long term vision Controlled growth that brings in revenue and promotes physical growth I would like to see moderate growth so long as adverse impacts of such growth are mitigated. For example, do not bring in big cruise ships if we don't have the infrastructure to support them

		<ul style="list-style-type: none"> • <i>Slow, moderate growth that focuses on year-round residents, recreation, "working" people (i.e. fisherman, marine trades), and avoids catering to large corporations, second homeowners, and cruise ship-tourism</i>
Economic Opportunities and Local Business Growth: Growth that supports local businesses and creates more job opportunities, particularly in year-round industries such as marine trades and small businesses	42	<ul style="list-style-type: none"> • <i>The new port construction will add to the economic growth. More family sustaining, year-round jobs will pay into the tax rolls and help the things happen</i> • <i>Growth of young people with very small businesses pursuing their passions</i> • <i>I would like to see the opportunity for local people to establish businesses here</i> • <i>Increase the number of businesses in the community from within</i> • <i>No growth of population or oil and gas industries</i> • <i>Prioritize preservation of environment and commercial fishing, and smaller businesses</i> • <i>Significant growth in the fishing and tourism sectors, and the creation of a remote service economy</i> • <i>Doyon Hotel: It was a mistake to not allow Doyon to build the hotel. That project would have been used by hundreds of Birders to the pictures, walk the greatly expanded walking path/observation area, and provide jobs for many young people - which is greatly needed.</i>
Zoning and Planning for Future Growth: Improved zoning, infrastructure planning; development strategies that accommodate growth without compromising Homer's natural beauty or livability	40	<ul style="list-style-type: none"> • <i>Until the City can support growth with good infrastructure of facilities, roads, etc., limit growth plans</i> • <i>Planned growth. I want brave leadership that embraces complex challenges of community sustainability through systemic solutions.</i> • <i>Strict zoning imperative</i> • <i>Any kind of growth, whether rampant or minimal, without zoning is very hard on the environment and the people who already live here. There seems to be a mentality that if someone owns a piece of land they can do whatever they want to with it regardless of how it impacts others in the immediate vicinity or community</i> • <i>You cannot stop the growth in Homer but you could try to enhance it with better planning and less regulations on size of lots and homes</i> • <i>Create a Professional Corridor along East End Road to allow for services like dental, optometry, legal, and other similar often-used services. This can be combined with residential. All of these buildings should have high architectural standards resembling residential appearances.</i> • <i>How is a one-acre lot at 1308 Lakeshore Drive allowed to contain an air taxi service, restaurant, RV site, 6 rental cabins, an event center and 2 suites with inadequate parking so vehicles crowd Lakeshore Drive?</i> • <i>Some of this area [Highland Drive near Jade Drive] is served with City water/sewer. This expensive infrastructure should be leveraged by upzoning to allow more dense residential development.</i> • <i>There are times when development in Kachemak City adversely affects property in the Homer City Limits. Also, Homer's sewer lines serve parts of Kachemak City. There needs to be better coordination between the cities to manage these issues most effectively.</i> • <i>[Homer FAA Site Subdivision lot] is one example of a property that would make sense for in-fill development, there are several others. As we consider whether to incentivize in-fill development, we should first evaluate wildlife travel corridors to preserve natural pathways that moose (and other animals) already consistently use.</i>
Balancing Tourism and Local Priorities: Concerns about tourism, particularly	35	<ul style="list-style-type: none"> • <i>Support tourism and growth in the community</i> • <i>Tourism that prioritizes local businesses, local owners, and is definitively NOT cruise or tour company related</i> • <i>Cap on tourism. It's ruining the town for locals</i> • <i>Local economy growth, less focus on tourism</i>

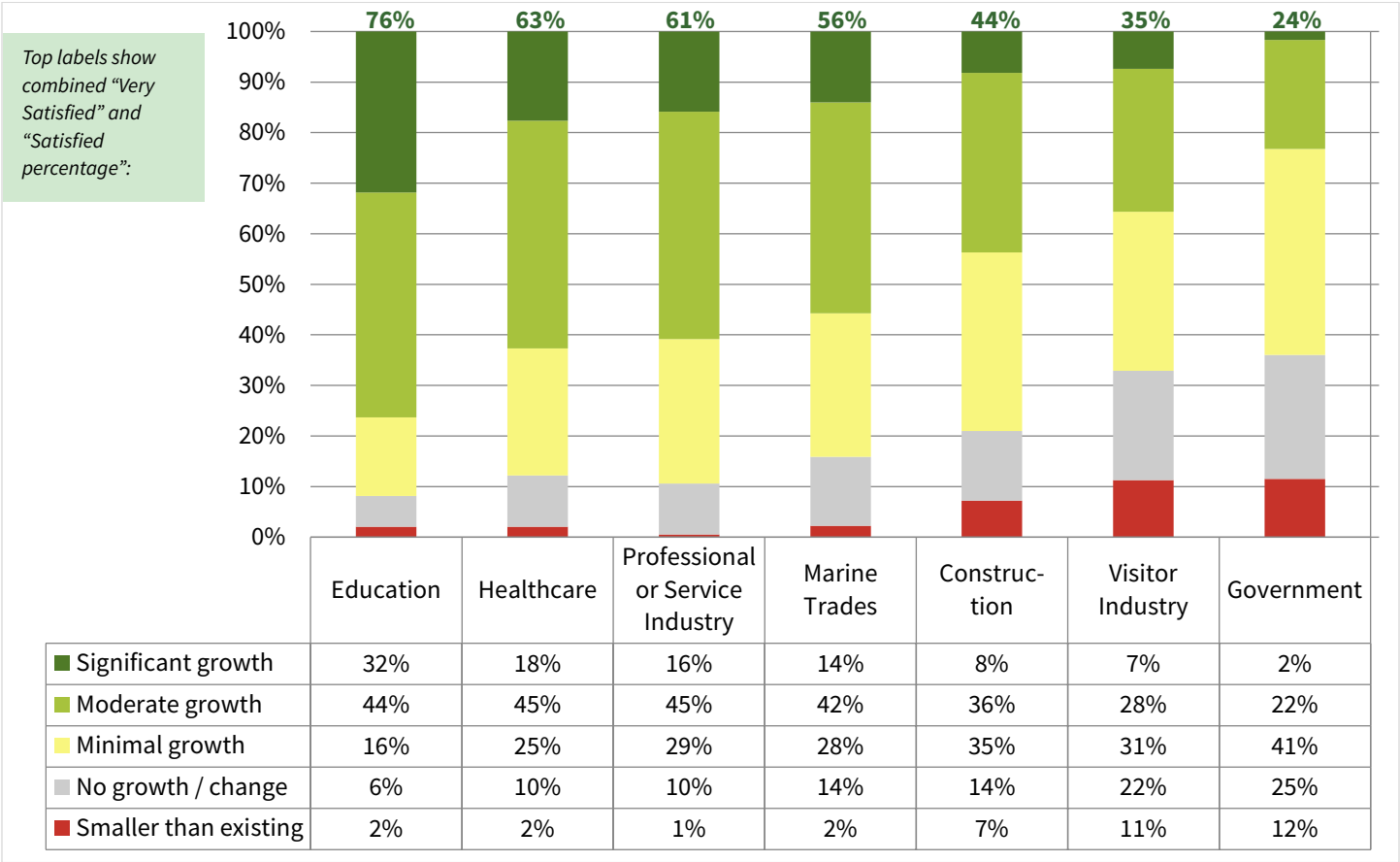
large-scale cruise ship tourism	<ul style="list-style-type: none"> • <i>STOP all public money from marketing Homer and the Kenai Peninsula as a tourist destination, retirement haven or a great place for remote workers to live. Stop promoting growth incompatible with an economy that benefits year-round local people. Instead, I would like to see a core economic foundation in marine trades, education (particularly trade schools and an expanded residential college) as well as nonprofits, government entities such as NOAA and other scientific agencies, as well as environmental and cultural institutions</i> • <i>Carefully crafted growth. Not cruise ships but making Homer a must-see destination</i> • <i>Tourism is an opportunity to capture revenues from outside the Kenai Peninsula Borough rather than just moving money around within the Borough's distinctly different source of revenue. I hope the Comprehensive Planning Process will provide better economic development/revenue/tax revenue information alongside the 'gotta have' and 'like to have' improvements or land use options in a transparent, understandable fashion that will facilitate a meaningful conversation on how we can shape our community going forward.</i>
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Other themes mentioned (received fewer than 5% of answers):

- Housing affordability and infrastructure
- Environmental and community preservation
- Market-driven growth vs planned growth
- Wealth inequity and outside investment

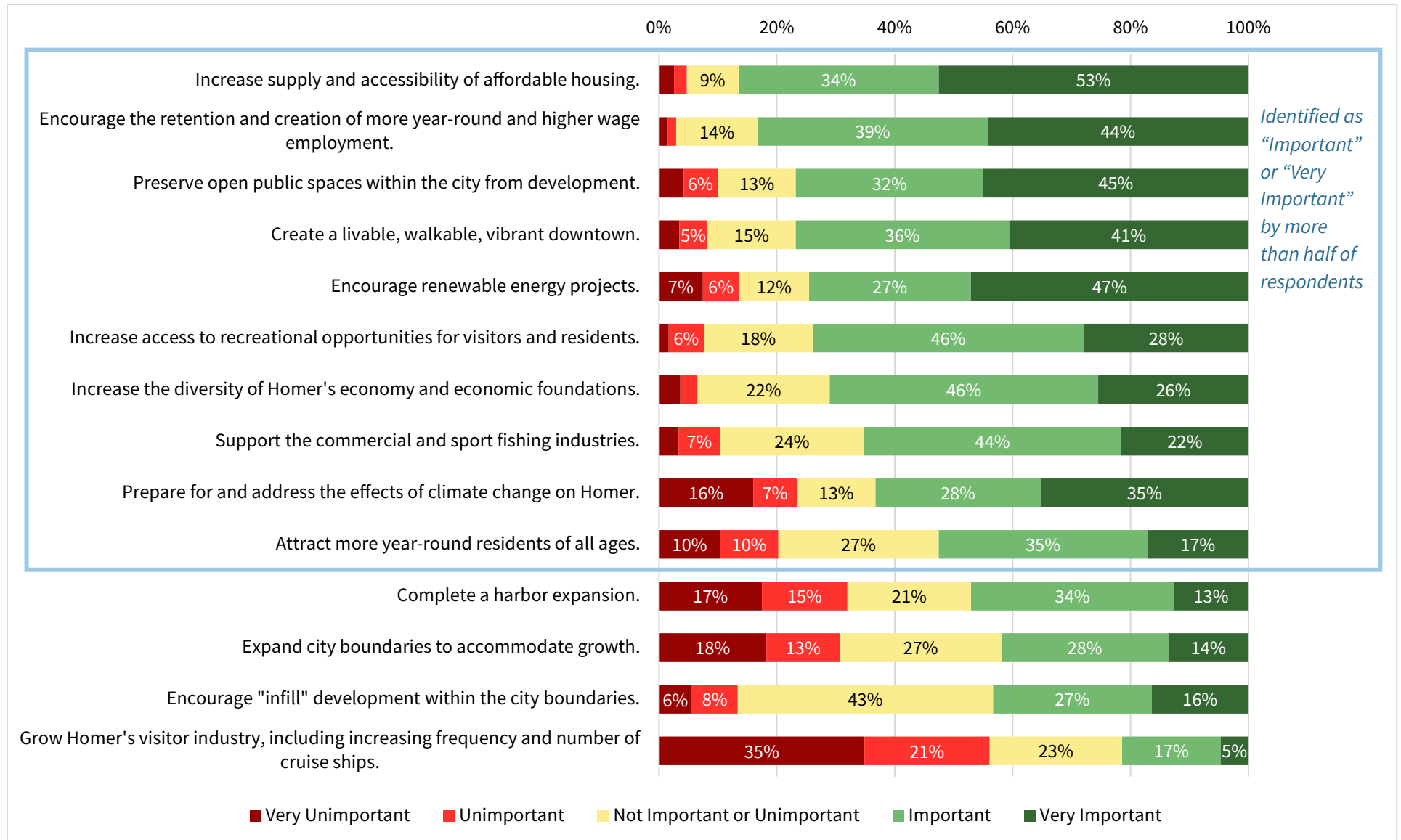
Q12: Please indicate your preferred level of growth for the following key economic sectors:

Answered: 544.



Q13: Listed below are potential priorities for the greater Homer community to focus on for the next 10-20 years. For each potential priority, please indicate level of importance.

Answered: 551.



Reponses to “Other (please specify).”

Answered: 114 – “#of mentions” may total more than 114 because of multiple comments or topics mentioned by a single respondent. Responses in purple text are from the comment map.

Responses to “Other (Please Specify)”	# of mentions	Representative Quotes
Concerns About Unchecked Growth and Over-Tourism	92	<ul style="list-style-type: none"> Concerned about further harbor expansion, but it could be improved instead! I think the harbor should be limited for recreational/private use and have more space for the fishing industry and other industry boats Homer needs to stay unique - please do not invite cruise ships here! I have no problem with growing the visitor industry, but I do not support larger cruise ships. We do not have the infrastructure to handle them The harbor expansion is a mistake. Cruises would be a disaster for quality of life. We need to prioritize year-round residents, especially young people and new families -- development is unaffordable to people who live here and who are not older with incredible wealth No more cruise ships. We have plenty of tourists that actually spend money without them. Limiting the spit to commercial, art, tourism etc. is thought provoking and worth more discussion. I'm not sure it's a bad thing to have crew housing or even offices- especially if they are related to fishing/maritime/tourism businesses.
Balancing Development and Growth with Green Space Preservation, Sustainability, and Maintaining character of Homer	73	<ul style="list-style-type: none"> Encourage infill if preservation open public spaces protection within city is encouraged--even purchasing/trading for sensitive lands Improve what we have, in place. Preserve any low elevation well drained agricultural land if left. maintain wildlife corridors! Emphasize infill development, however, do it in a thoughtful way that facilitates moose travel from the hillside, through town, to the water's edge. (Establish moose travel corridors) Encourage infill but preserving green space is important as well, there's a balance One of Homer's attractions as a place to live is its relatively small size. I would like to see its growth slow down before it loses its small town quality of life I'd like to see this lot [south of Charles Way] acquired for Bishop's Beach Park expansion or otherwise protected from development for wildlife and stormwater management. Large buildings for overnight guests should be prioritized to be in town and not where they can degrade and block the views and small town feel of the spit, and significantly contribute to already bad traffic. This is no place for a major development. The development of housing in this area of lower West Hill has negative impacts on the seasonal movement patterns of wildlife, specifically moose, who would use this area for early season browsing, calving and grazing. The importance of integrating and prioritizing wildlife corridors in current and future zoning of private/public lands is essential for optimizing wildlife health while reducing wildlife/human conflict issues not only in this location but throughout the Homer area. If [the Spit] is developed with more housing and business, how exactly will they safely and quickly evacuate from a tsunami?
Need for Housing Solutions	50	<ul style="list-style-type: none"> Concerned about gentrification and cost, increasing rental prices and more exclusive housing, out placing low income families I'm wary of the impacts (on the housing market) of encouraging people to buy/build largely uninhabited 2nd homes/ summer homes

		<ul style="list-style-type: none"> • <i>There's a large portion of land available and for sale. It's just priced in the ridiculously high range</i> • <i>More compact density housing on a city lot (possibly 3-5 structures on a lot</i> • <i>Incentivize new affordable housing with tax, and permitting breaks, disallowing only those units that used incentive programs from being short term rentals</i> • <i>Expand employee housing so spit workers do not need to bring cars every day or have out of the way place to park. Also helps local businesses retain workers.</i>
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Other themes mentioned (received fewer than 5% of answers):

- Unsure what “infill” means
- Support for local businesses and economic diversification
- Environmental concerns regarding development
- Infrastructure and public services adapting
- Economic equity and fair taxation

Q14: What is the single most important project we can do as a community over the next 10 – 20 years?

Answered: 482 - “#of mentions” may total more than 114 because of multiple comments or topics mentioned by a single respondent. Responses in purple text are from the comment map.

Projects	# of mentions	Representative Quotes
Downtown Revitalization and Walkability Improvements: Projects aimed at improving downtown Homer’s walkability; beautifying the area; making downtown more vibrant and pedestrian friendly	92	<ul style="list-style-type: none"> • <i>A walkable/accessible downtown: Creating and improving existing parts of the environment that allows our kids to walk from their schools to positive recreational activities in town. Making a welcoming downtown for our youth will create a pleasant place overall. Places we can exist as a community without the necessity to spend money</i> • <i>Develop the Homer city center. Make Homer more than a retirement community</i> • <i>Making downtown more vibrant, walkable and attractive. It is not attractive now. It’s a deterrent to visitors, especially year-round visitors</i> • <i>Continue to look at walkability and connectivity, planning to preserve green space to that end and allow denser housing options</i> • <i>Town Center</i> • <i>Enhance the downtown including making it a walkable city and improving the grocery store situation.</i> • <i>The Waddell lot (across from McDonald’s) has long been an eye-sore for locals. With such a central location, how can we turn this into a public park - showing how much Homer values greenspaces and community? And right by the Police Station and shopping!</i> • <i>The Farmers Market needs a different location with more parking to accommodate current and future needs.</i> • <i>Almost all of the downtown pioneer gardens are poorly maintained and overrun with weeds. Some shopkeepers are under the impression it is the city's duty to maintain them, and whether the city spent thousands of dollars or private owners spent thousands of dollars to create these gardens, it is a big waste for these areas to be let go and overrun with weeds.</i> • <i>Create a safer and more scenic way for those on bike or foot to connect from east end path to the spit trail and city center. Perhaps through creating a path from Calvin Coyle to Pennock or across the head of Beluga Lake to the airport road.</i> • <i>Our downtown area could use more green spaces/parks for folks to spend time in. Could we use some of our existing green spaces/undeveloped spaces for this purpose?</i> • <i>The city needs a plan for the lot it owns [south of Don Jose’s]. If the City can't do anything productive with it, the city should put it back in private hands.</i>

		<ul style="list-style-type: none"> • <i>The City needs a new plan for this Town Center property. It is going to waste!</i>
Road, Transportation, and Infrastructure Improvements: Improve roads, sidewalks, and bike trails; expand utilities; upgrade infrastructure to support the town's growth	85	<ul style="list-style-type: none"> • <i>Fix roads</i> • <i>Support our infrastructure. Our water and sewer facilities are at capacity, and we keep building new things with little thought to how we will maintain them</i> • <i>Improve the roads and side streets</i> • <i>Safe roads, sidewalks, and bike paths</i> • <i>Build a Truck Route - FAA Rd to Turnview</i> • <i>Make sure infrastructure keeps up with growth</i> • <i>Expand city boundaries and services, repair roads, and sidewalk</i> • <i>Invest in the infrastructure of this community, improving roads, improving parks</i> • <i>Add more sidewalks to well-traveled area</i> • <i>Decrease cost of power</i> • <i>Expand utilities to those near town who don't have them</i> • <i>I love the recent change to the campground. The disc golfers act as stewards to the area being encampment free and support the recreational area. More connecting trails would be very cool!</i> • <i>The bike trail into town is really falling apart and difficult to ride a bike on. I live in Streamhill Park and would like to commute to the grocery store, but the sidewalk/bike trail is very difficult to ride on.</i> • <i>Improve downhill mountain bike trails [near Tulin Ocean View Drive] and make this a destination to ride.</i> • <i>[Kachemak Way corner near Nordic Living] is an incredible dangerous corner and hill with very little pedestrian infrastructure. The road is also degrading.</i> • <i>It would be amazing to extend the bike path out further east, where the views from East End Road are breathtaking. Currently the road is too dangerous to bike on after the bike trail ends.</i> • <i>A bike path on Kachemak Drive would be so great! Right now, it is dangerous to ride a bike on this road.</i> • <i>A bike path or at least an expanded shoulder should be added to the East Hill Road. Many bikes and pedestrians use the road.</i> • <i>Access road to the baseball fields is in terrible condition. The road receives a band-aid repair every spring; yet the road condition gets worse every year. Please implement a permanent fix.</i> • <i>Can a guard rail be added along any cliff side exposed road on skyline? Winter driving along this road is terrifying in sections.</i> • <i>When Eric Lane/West Fairview get paved, there will need to be traffic calming at base of Reber Trail.</i>
Affordable Housing Development: Increase affordable housing, including options for year-round residents, seasonal workers, and young families; regulate short-term rentals	77	<ul style="list-style-type: none"> • <i>Establish ways to makes services and housing more affordable</i> • <i>Affordable and safe housing for seasonal employees to support summer visitor influx, safe and affordable housing for our lowest income and most vulnerable residents</i> • <i>Provide affordable housing and childcare for young families just starting out</i> • <i>Housing affordable for young and senior</i> • <i>Improving housing options for first time homebuyers</i> • <i>Make a concerted effort to lower the number of short-term rentals, build affordable housing</i>
Harbor Expansion: Support the harbor expansion and marine industry	48	<ul style="list-style-type: none"> • <i>The port project has the best long-range possibilities</i> • <i>The Deep Water Port</i> • <i>Complete the Harbor Expansion</i> • <i>Humbly expand the harbor</i>

		<ul style="list-style-type: none"> • Complete the large vessel harbor expansion. If we support growth in the industry that supports our economy we'll grow a sustainable future for Homer and the outlying communities that rely on the Homer connection.. • Harbor expansion and cruise ships/ cargo ships. We used to get a lot in Homer and I think it would impact us a lot and encourage growth of the community • The harbor expansion and developing a diverse maritime support industry (cargo, fleet maintenance, and processing of fish) • Expand the harbor, incentivizing cruise ships and a broadened marine economy. • Would be nice to see the harbor expansion actually happen. There shouldn't be a multiyear waitlist to get a slip. • Harbor electrification must be a priority in the comp plan. The Blue Economy is taking off and the future of maritime operations will be clean and electric energy. • Petro Marine only opens the fuel dock a few weeks a year. It's some of the most valuable property in the entire harbor. It could be a water taxi hub and would push water taxi parking to backside of harbor. • The public restrooms on the spit are regularly disgusting and out of toilet paper or soap. We should make sure we're making every effort to keep our town a nice place for our locals and visitors alike. • Let's keep the Spit a working waterfront by supporting the commercial fishing industry as well as charter operators and recreational boaters. Economic diversity is key to resilience of a small town and commercial fishermen need to feel valued. • From a planner's perspective, Homer Spit should consider the recreational and hospitality corridor that it is. Some buildings are being converted into offices and housing for crews. This leads to a less vibrant merchant/arts/food corridor.
Youth and Family Support Facilities: Build parks and youth centers; improve schools and childcare	45	<ul style="list-style-type: none"> • Give youth access to activities and earnings so that they stay out of drugs • Provide childcare and construct more elder services • Ensure the quality and sustainability of our schools and childcare programs. Everything starts from the ground up and families follow good educational opportunities • Send Homer High graduates to post-secondary training • Support for children and families. Safety for women and children • Investment in improving childcare and K-12 education. Address funding education from the local to state level via Municipal League, election of representatives and city council advocacy • Indoor playground for kids and toddlers • Little Fireweed needs to expand, how is the city going to support education with limited access to land and buildings?
Community Recreation & Activities: Community facilities, including sports, fitness and event spaces	45	<ul style="list-style-type: none"> • Dedicate a parks and recreation department • Build a multipurpose recreational center. Allow for expansion of recreational complex. Allow for after school programs • Develop the Town Center with facilities. Eg: recreation center, fire hall, small hotel with conference center • Community center, fix Karen Hornaday • Create a centralized community space that serves all the community. Not just pickleball for all the retired community • Community center • Off-street parking (N side of road) for access to Lambert Lake • [Homer FAA Site Subdivision] would be the perfect venue for the performing and mixed arts facility that Homer has needed for the last 30+ years • City of Homer has a large parcel [west of Highland Drive] that is slated for recreational purposes, yet COH isn't doing anything to move that use forward. • Adding a pool modeled after the pool in Nikiski that could be open year-round would be amazing. Aquatic rehab, swim recreation, lessons, etc.

		<ul style="list-style-type: none"> • <i>Homer needs an arcade/bowling alley/roller-skating rink for all ages healthy fun and maybe prevent the burning down of old structures.</i> • <i>The Diamond Creek Recreation Area Resource Management Plan which was adopted by COH in 2013 and never acted upon, needs to be part of the new comprehensive plan.</i>
Environmental Conservation and Green Space Protection: Protect green spaces and wildlife habitats; ensure responsible development	44	<ul style="list-style-type: none"> • <i>Preserve the remaining wilderness access we have and not allow developments to ruin areas with little thought to such things as drainage</i> • <i>Protect wildlife habitat, and plan maintainable community infrastructure for a future of climate uncertainty</i> • <i>Preserve our natural spaces. Keep some areas free from residential development</i> • <i>Radically reimagine the tapestry of our community with an emphasis on less parking lots, less car-oriented neighborhoods, more walkable spaces, public spaces, public transportation. More small business areas, and alternative housing like ADUs and trailer / tiny home parks</i> • <i>Develop plans and code that encourage moderate, sustainable growth that powers a diverse and vibrant economy in town and makes it easy to steward the natural beauty and resources OUTSIDE of the City Limits</i> • <i>Stop the erosion of the Spit and the bluff around Kachemak Drive. In tandem, develop these areas further to prevent future erosion. It is a very big issue that very little seems to be being done about</i> • <i>[South of Robert Avenue] would make a great spot for a green infrastructure project, thereby mitigating drainage issues from multiple neighborhoods as well as protecting the bluff and the Sterling Hwy.</i> • <i>The city should not allow the installation of City -owned water/sewer mains in areas of known geologic hazard.</i> • <i>[West of Sanjay Ct; south of Elderberry Drive] is a very environmentally vulnerable section of wildlife habitat. Increased housing and property development in the above neighborhood and cutting of old growth trees is increasing erosion and trail degradation. This is also an essential trail for fireweed and Homer HS youth. The trail must be maintained, and wildlife habitat preserved.</i>
Climate Change Preparedness and Renewable Energy Initiatives: Projects that focus on renewable energy, sustainability, and infrastructure improvements to prepare for climate change	42	<ul style="list-style-type: none"> • <i>Make our community fully sustainable</i> • <i>Prepare for climate change</i> • <i>Prepare for climate changes including major changes in marine environment and the fisheries it supports as well as local food security</i> • <i>Focus on resiliency for climate change</i> • <i>We need to make considerations about how we are going to get our energy in 10-20 years and adjust for climate change. Invest in ways to minimize our energy demand and alternative methods of harnessing our energy</i> • <i>The city should update its climate adaption plan and coordinate with other organizations that are drafting similar climate adaption plans or Water Resource Management Plans for the K-Bay Watershed.</i>

Other themes mentioned (received fewer than 5% of answers):

- Reform government; reduce taxes and regulations
- Expand medical services in Homer

Q15: Twenty years from now, what does your ideal Homer look like?

Answered: 464 - “# of mentions” may total more than 114 because of multiple comments or topics mentioned by a single respondent.

Themes	# of mentions	Representative Quotes
Preserving Small-Town Character and Charm	382	<ul style="list-style-type: none"> • <i>Just like how it is now. But more food options and able to afford houses</i> • <i>A thriving community of no more than 30,000 people, a vibrant downtown with year-round bustle,</i> • <i>A small quaint town</i> • <i>Thriving community</i> • <i>A safe place for my children to grow up in</i> • <i>I moved to Homer for the small town feel. I would hate for us to lose that by growing larger</i> • <i>A small city feel and community- please don't encourage lots of growth that can't be sustained in the long run - look forward, not immediate</i> • <i>Nice downtown. Walkable and bikeable. Much more pedestrian connectivity and awareness. A vibrant, diverse community</i> • <i>A small tourist town that supports the beauty of the town in a clean and friendly environment</i> • <i>It doesn't become overgrown</i> • <i>Still very community based, about the same population, with a welcoming feel</i>
Affordable Housing and Reasonable Cost of Living	162	<ul style="list-style-type: none"> • <i>Affordable higher density housing in town</i> • <i>More jobs, more housing. Supporting the locals not just the tourists</i> • <i>A thriving community with a happy population that can afford to live and have fun in our beautiful city</i> • <i>Young families move to town and stay in town because there are good jobs and cost of living is affordable</i> • <i>Hopefully we've found a better way to house and care for the residents, especially seniors</i> • <i>Services are more available and affordable for those who actively live here year round</i> • <i>Reasonable cost of living</i> • <i>Where people are making a livable wage, have access to healthy food options, housing resources are available</i> • <i>Housing for the workforce to live year-round and opportunity for all to affordably live</i>
Walkable and Vibrant Downtown	144	<ul style="list-style-type: none"> • <i>Bike paths walking trails and a walking friendly downtown</i> • <i>Walking/biking paths throughout town, and out to Fritz Creek & Anchor Point. Safe bike path on the North Fork Road, and Old Sterling. No more trendy bandwagon events</i> • <i>Denser and multipurpose development downtown, highly walkable</i>
Environmental Preservation and Conservation	131	<ul style="list-style-type: none"> • <i>About the same size with little damage to our natural resources. I hope it looks a lot like it does now</i> • <i>Increasing development will damage our ecosystems and quiet way of life</i> • <i>More green spaces, more indoor well-lit community spaces for the winter</i> • <i>There's a focus on the community health and sustainability over tourism</i> • <i>Marine habitat and resources monitored for sustainability</i>
Economic Diversity and Year-Round Jobs	120	<ul style="list-style-type: none"> • <i>Good paying private sector employment, great fishing opportunity, vibrant economy not dependent on government or nonprofits</i> • <i>Thriving year-round businesses and employment opportunities</i>

	<ul style="list-style-type: none"> • A community that has grown and developed to be able to support families living here without the stress of parents having to leave to earn a living • Thriving businesses makes for Thriving community • Homer would have a vibrant downtown area that is open year-round with various businesses that cater to all ages and interests • A thriving healthy economy with steady growth
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Other themes mentioned (received fewer than 5% of answers):

- Community cohesion and inclusivity
- Improved infrastructure and public services
- Support for arts and culture
- Resisting over-tourism and cruise ship influx

Q16: What leaders or organizations do you look to for guidance about Homer’s future?

Answered: 378.

The following word cloud shows combined responses to this question; the size of the word indicates the frequency of mention. For a broad breakdown of responses by category, see the table below.



Group	# of mentions	Themes
Local Government	150	Respondents mention city council, the mayor, planning commission, and other government entities.
Non-profits and Environmental Organizations	180	Respondents mentioned local non-profits and environmental organizations like the Homer Foundation, Kachemak Heritage Land Trust, Cook Inletkeeper, MAPP, Homer Drawdown, Homer Trails Alliance, and various arts organizations like Bunnell Street Arts Center and Homer Council on the Arts.
Local Businesses and Industry Leaders	70	This includes mentions of small business owners, marine trades, and fishing.
Faith-Based and Religious Organizations	50	Respondents cited local churches and faith-based organizations as important sources of guidance, particularly for moral and community-centered leadership
Healthcare and Education Institutions	40	Respondents mentioned South Peninsula Hospital and the local school systems as organizations that are mindful of Homer’s future needs, especially regarding public health and youth development.
Skepticism and Disillusionment	40	Respondents express distrust or skepticism toward existing leadership and organizations, feeling that no one is adequately guiding Homer’s future or that there is a lack of unified vision.
Civic Engagement and Public Input	30	Respondents mention looking to public forums, community meetings, and input from long-time residents and knowledgeable citizens as sources of direction.
Youth	20	Respondents expressed a desire for younger generations to take on leadership roles, viewing the youth as key to addressing future challenges and long-term planning.

Comparisons to Other Models and Communities	20	This theme includes mentions of other successful small towns, tourism models (e.g., New Zealand), and urban planning theories (e.g., Strong Towns, Nordic models) as inspiration for Homer's future.
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Q17: What other questions, comments, or concerns do you have?

The final question in the survey asked respondents if they had any additional comments, questions or concerns.

Of the 222 responses, 26 wrote “nothing to add,” “n/a” or “thank you for this survey” or a similar response, with a revised total of 196 substantive comments. Other themes that emerged in the final question not already captured in previous response summaries above include:

Exclusion of residents outside city limits:

- *A big concern is that the actual city limits are so small compared to the actual areas that many local residents live in and thus many of us who own businesses and earn sales tax for the city, do not actually live within the city limit and therefore are not able to vote on city decisions. Nor do we qualify for city services, such as the Police and Animal Shelter, etc. Something needs to change around all of that. Perhaps we don't need the city water and sewer where we live but would sure like to have more of a voice.*
- *I currently live with my family out East End Road, so I am not the most informed on all the public services, but I have heard a lot from other people. I do plan to live in Homer in the future, but that looks difficult with the expensive and limited housing options.*

Cultural integration and recognition:

- *I'm concerned that there was zero reference to Alaska Native communities in this survey. Homer needs to do better in acknowledging all cultures of our land and seeking diverse voices.*
- *Ultimately, 10-20 years is not far enough into the future to be considering in any sort of future vision and we should be thinking within the 7th Generation concept so that we are far more considerate of our descendants to come who will live with the consequences of how we choose to live now.*

Desire for specific amenities or support for specific community assets and infrastructure:

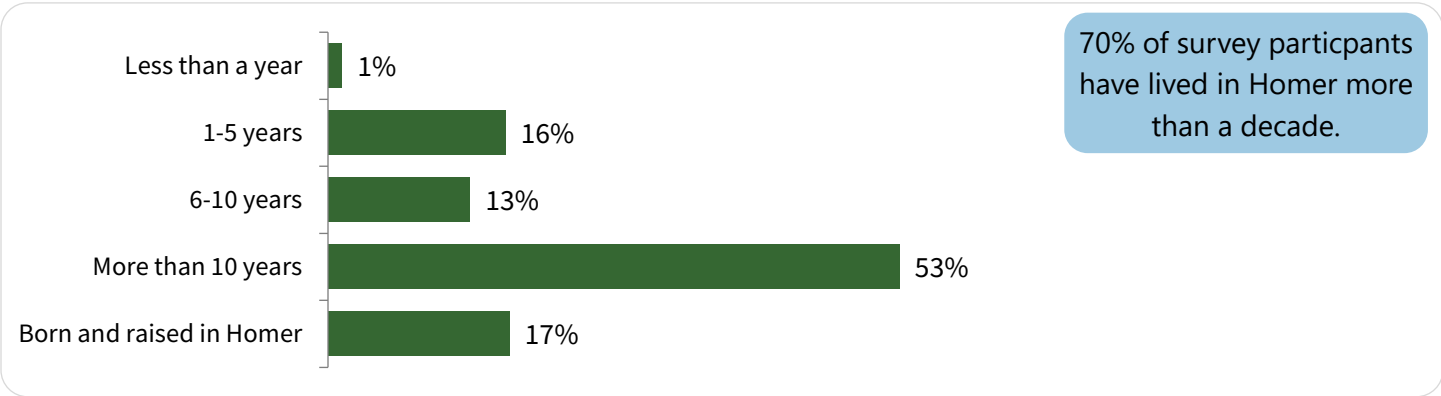
- *A permanent structure for the Saturday Market and outdoor music performances - place for our diversity to mingle. Soldotna does that really well.*
- *Can we get a bowling alley?*
- *Support the ice rink*
- *I am concerned about the airport using PFAS firefighting foams that drain into the Critical Habitat Area/Beluga Wetlands Complex. Two confirmed PFAS contamination sites drain directly into moose, shorebird, and riparian habitats.*
- *I really wish that there was a dog park somewhere near/within the City.*
- *I think the traffic and parking on the spit is crazy. It would be so cool to see a bus type of vehicle taking people in and out every hour or so to the spit so that we can cut down on the congestion of traffic, people can have a safe space to park, and maybe we can cut down on car pollution. There could be one place for pick up and one place for drop off, maybe at the islands and oceans visitor center and then by ramp 3. This should be extremely affordable and be attractive for the bus drivers.*

Demographic Questions

The following subsections summarize the demographic characteristics of survey respondents with comparison to demographic data of Homer’s population (the demographic comparison data for Homer is constrained to the City of Homer.) This information helps identify how closely survey respondent demographics match the overall demographics of the City of Homer and where there may be gaps in perspectives of specific groups. Most demographic data used for survey comparison was taken from U.S. Census data. When the demographic comparison data says “Homer” (as in “Homer Age”, “Homer Gender”, and “Race in Homer”) the area refers to Homer City as designated by the U.S. Census.

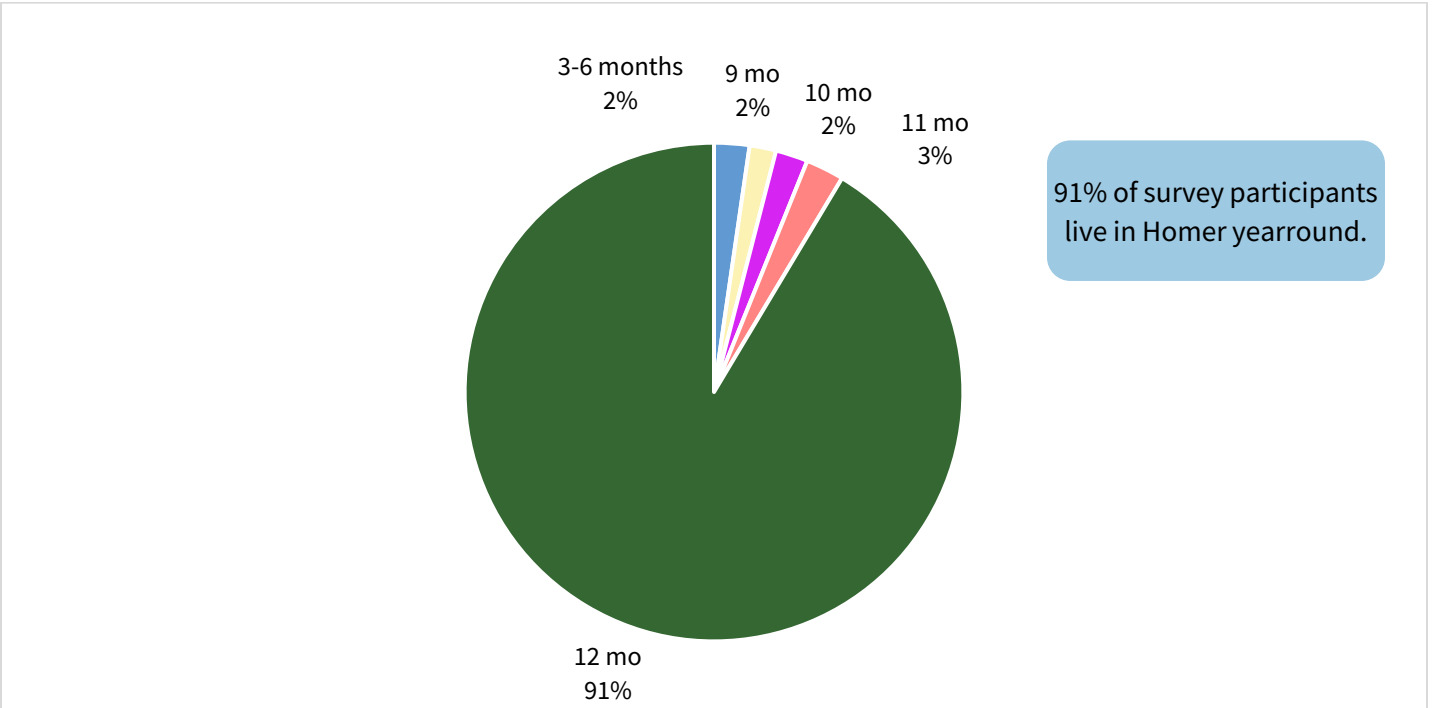
Q18: How long have you lived in the Greater Homer area?

Answered: 551.



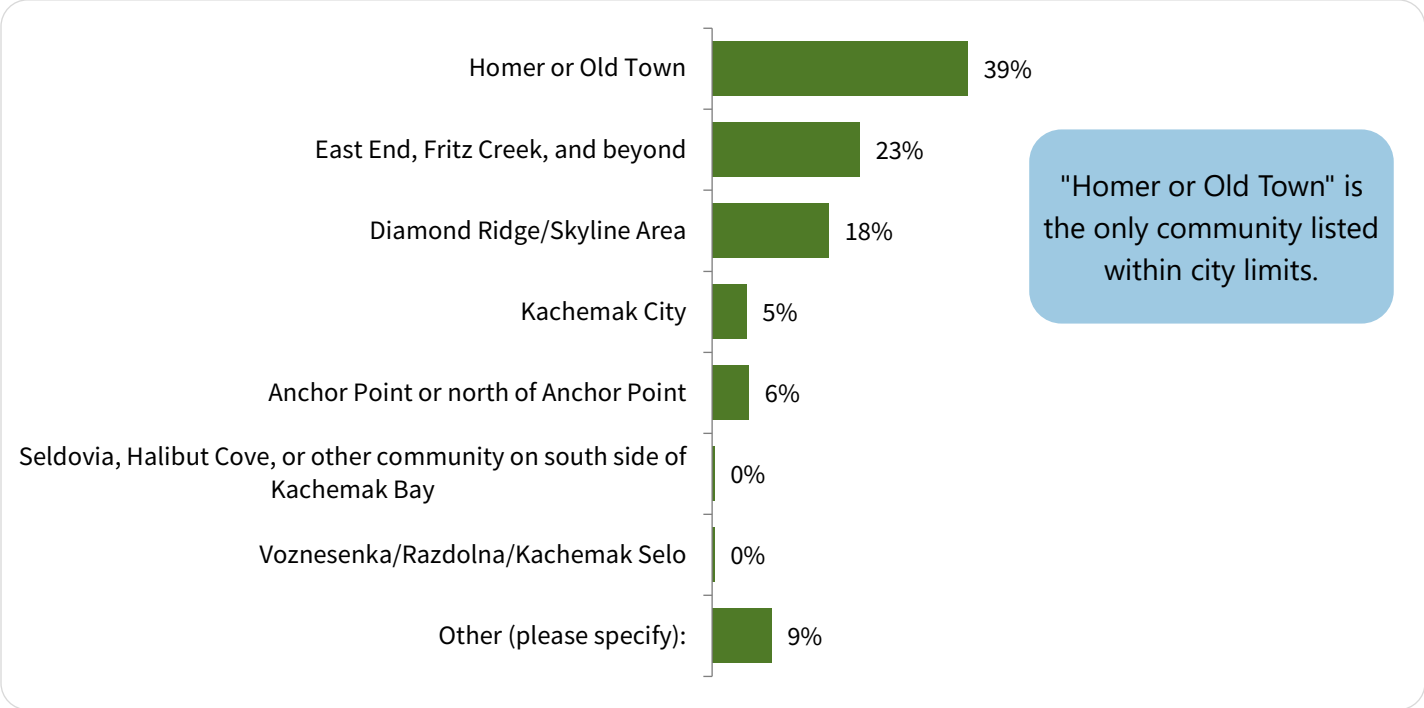
Q19: How many months of the year do you live in Homer? If you live in Homer seasonally, during what months are you typically in Homer?

Answered: 538.



Q20: Where do you live or own property in the Greater Homer Area?

Answered: 551.



Selection of “Other (please specify)” that received more than one mention:

- Baycrest
- East Hill
- Mountain View
- Old Sterling
- West Hill

Q21: In your own words, please describe your connection to the Greater Homer Area, and its people, lands, and waters.

Answered: 386.

Themes	# of mentions	Representative Quotes
Emotional and Personal Connections, References to “Home,” and love for the area; Invested in the Area; Commitment to Future Generations of Homer Residents	148	<ul style="list-style-type: none">• I have lived here over 40 years and know what a special place on earth Homer is• Homer is Home. It was always my intent to return to raise a family here. I have a wide circle of close friends who love and support one another• Some residents are really struggling. It's all of our responsibilities to lift up others, support the economy, and protect our youngsters as they grow and take their places in our community• This community is just as beautiful as the land. There are so many friendly and caring people in Homer from a variety of backgrounds, political parties, financial brackets, and religious beliefs who are all just trying to connect and help each other out• I love knowing my neighbors and seeing friends and acquaintances almost everywhere I go• I'm invested in land and a business here, my children were born and attend school here• This is my home by choice and my roots run deep• My neighbors are kind and caring, as are so many people in this town. Homer is truly one of a kind

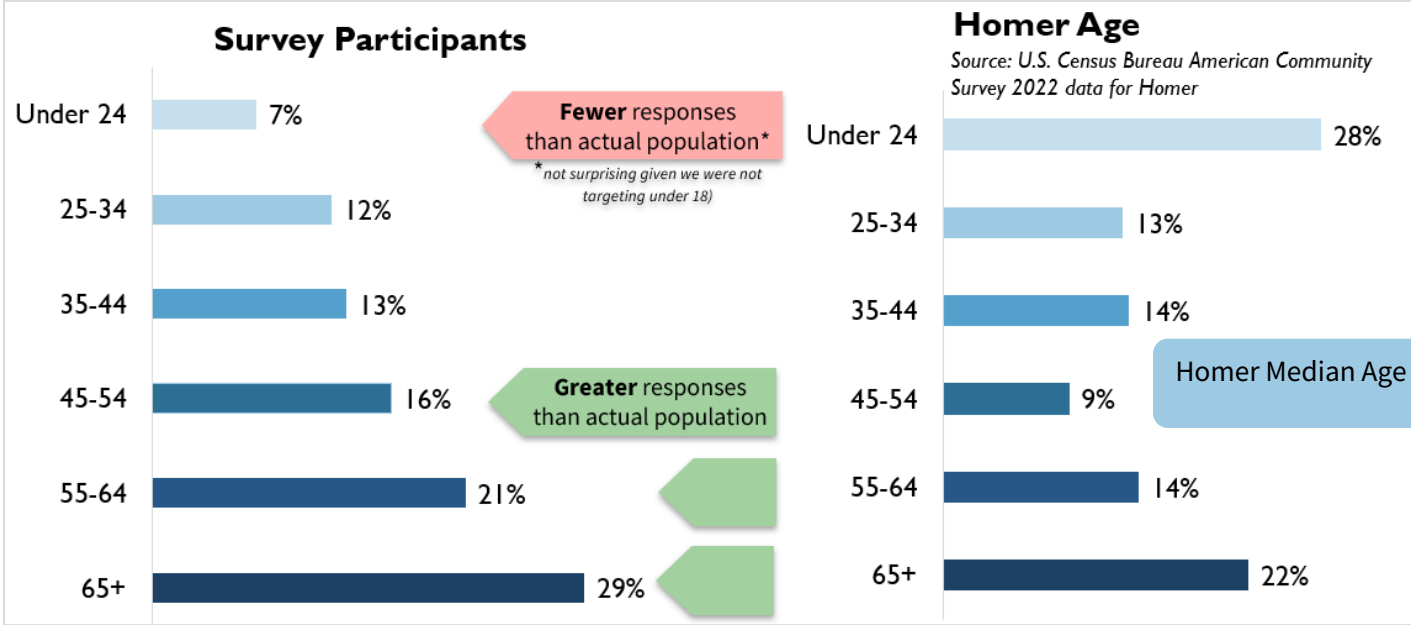
		<ul style="list-style-type: none"> <i>Homer, its land, its people; this place is the Heart and Soul of my family</i>
Connection to Nature and the Environment, Outdoor Activities, and Stewardship	88	<ul style="list-style-type: none"> <i>Beautiful, kind, peaceful and just amazing place to live. Couldn't image anywhere else</i> <i>My family regularly camps, hikes, fishes, skis, forages, walks on the beach, goes birding together and appreciates the community we have and the access to nature we've retained</i> <i>I hunt and fish and explore the hills</i> <i>We are invested in the sustainability, beauty, kindness, interdependence, and health of our community and the lands that belong to Native populations</i> <i>I care about property ownership with stewardship of the land</i> <i>More space, less people, more peace and quiet. More life qualities</i> <i>I am deeply connected to the land and waters around Homer</i> <i>I am a guest on Dena'ina and Sugpiaq ancestral lands. I am inspired to care deeply and think systemically by the stewardship practices of the original inhabitants of this land, who preserved its special qualities for generations</i> <i>Deeply invested in sustainability and shared resources for a brighter future</i>
Community Involvement with Local Organizations and Civic Activities Including Connection to or Appreciation of Arts and Cultural Activities	58	<ul style="list-style-type: none"> <i>We have worked and volunteered around Homer in schools, fishing industry, sports, environment</i> <i>Spend a lot of time volunteering</i> <i>The community of people and non-profit organizations here have provided opportunities which have helped me thrive</i> <i>Concerned active participant at many levels</i> <i>Volunteer opportunities are unlimited</i> <i>Have enjoyed working with numerous arts groups and continue to do so</i> <i>Connected to the art, visitor, outdoor and various assistance programs (through Rotary and other organizations)</i>

Other themes mentioned (received fewer than 5% of answers):

- Job or own a business in Homer
- Can't afford to move

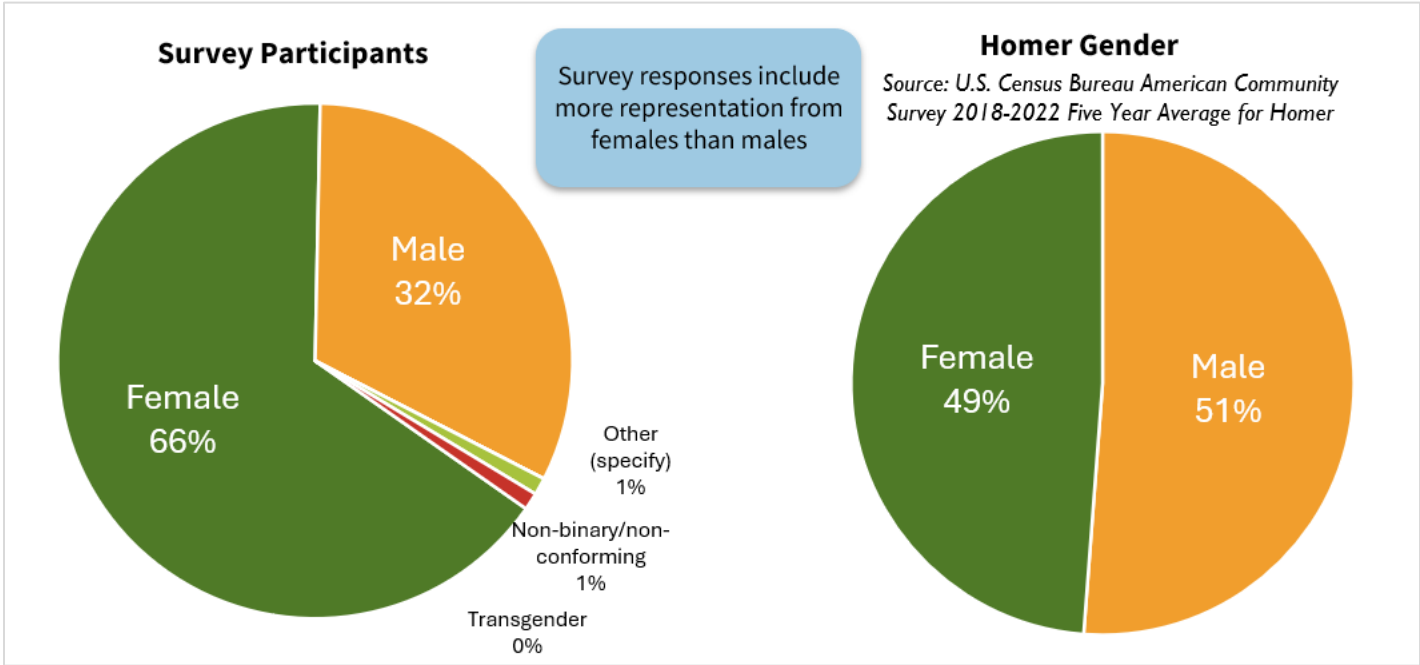
Q22: What is your age?

Answered: 552.



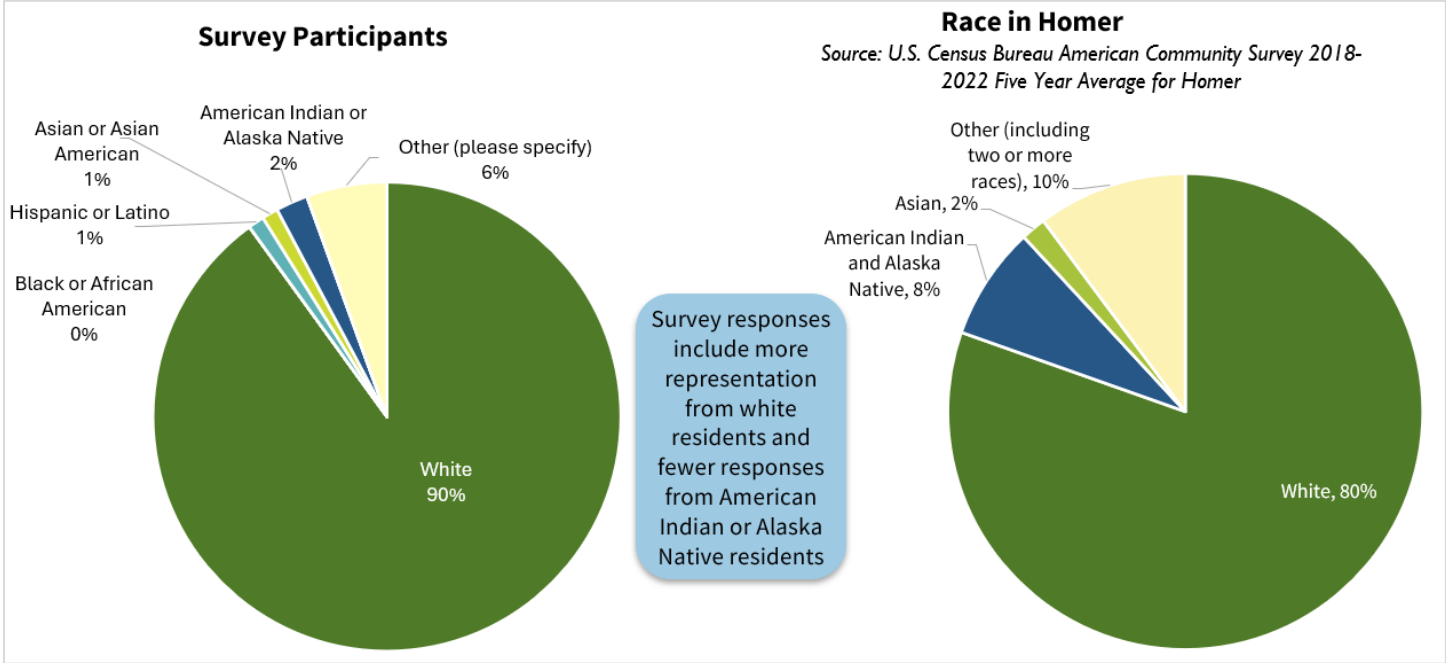
Q23: What is your gender?

Answered: 546.



Q24: What is your race?

Answered: 546.

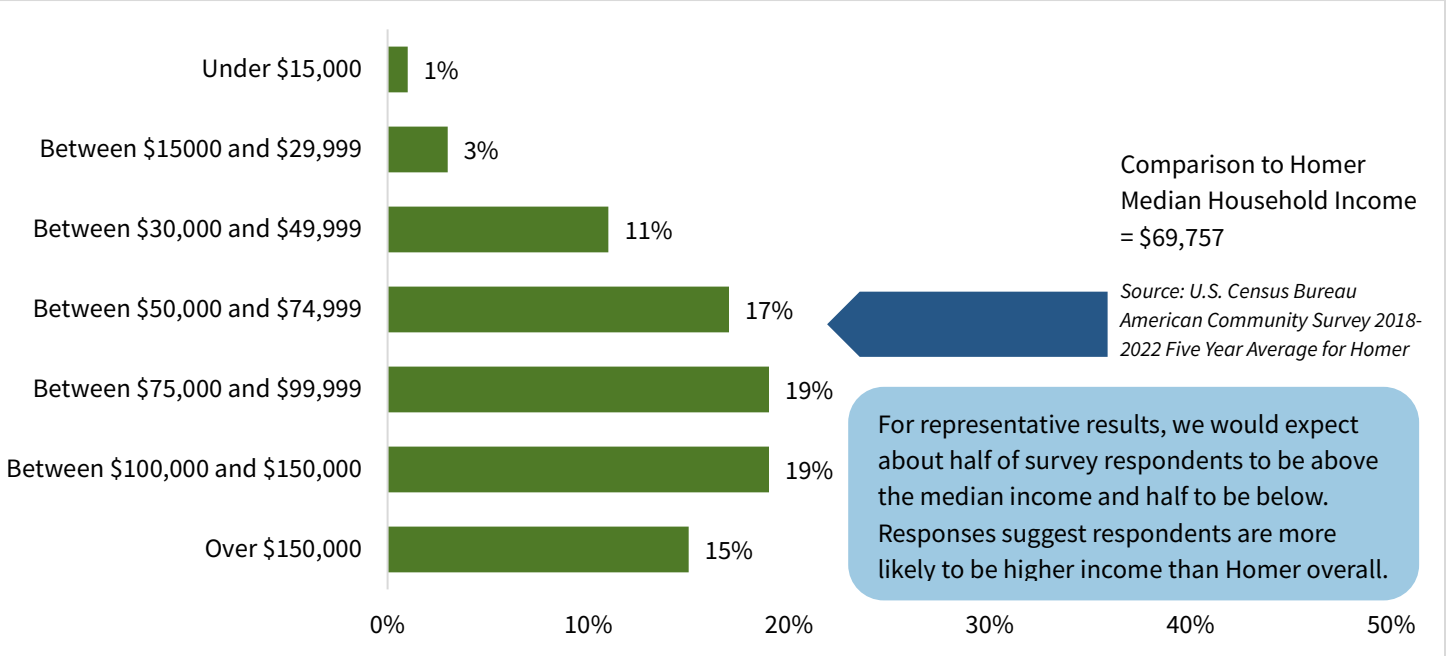


Choices received fewer than 2% of responses:

- Hispanic or Latino (1%)
- Asian or Asian American (1%)
- Native Hawaiian or other Pacific Islander (Less than 1%)
- Black or African American (No responses)

Q25: What is your annual household income from all sources?

Answered: 546.



Total does not equal 100% - remaining 15% are participants that selected “prefer not to answer”

Interactive Comment Map Results

An interactive comment map was launched alongside the community survey to provide Homer area residents a way to pin their feedback to specific locations.. The comment map compiles 224 comments with 82% related to the City of Homer / Old Town locations. Comments are sorted by comprehensive plan focus areas.

Comment Map Table 1: Total Map Comments by Focus Area

Focus Area-related Comments*	Total Comments	Includes comments about:
Quality of Life	111	Education, health services/programs/activities/spaces, culture/identity, affordability, natural environment
Land Use & Environment	107	Current and future land use, natural hazard mitigation, habitat value, zoning code
Sustainability, Resilience, & Climate Change	96	Air and water quality, climate change, natural hazard mitigation, habitat value, energy, active transportation modalities and connections, green infrastructure
Transportation	89	Roads, sidewalks, bike lanes, trails, transit, transportation modes (bus, cycling, walking, ATVs, etc.), connections
Public Services & Infrastructure	85	Utilities (water, sewer, stormwater, solid waste, etc.), public buildings/ facilities/ programs/ spaces/ safety, taxation
Health & Wellness	72	Education, health services/programs/activities/spaces, accessibility
Economic Development	40	Small business support, workforce development, economic sectors (fishing, tourism, consumer goods, etc.)
Other	18	Comprehensive plan rewrite process, technical edits, maintenance requests
Housing	10	New construction, housing affordability/availability/preservation/revitalization

Comment Map Table 2: Location of Comments

Location	# Comments
Homer/Old Town	182
East End, Fritz Creek, and Beyond	6
Diamond Ridge, Skyline Area	7
Kachemak City	6
All areas or non-location-related	22

Most comments focused on the City of Homer boundaries.

Homer Comprehensive Plan Rewrite Comment Map Locations - August 2024

The interactive comment map was active from May 13 to July 3, 2024. Comments are summarized by Comprehensive Plan focus area below.

See the Full Map

To view all comments received during the survey period, go to <https://prod.mapfeede.com/comment/index.php?city=HomerPlan>

Transportation (89)

Comments focused on the conditions of roads, sidewalks, bike lanes, and trails. Many encouraged improvements to public transit and making the area more accessible for various transportation modes, including buses, cycling, and walking. Some comments highlight the need for better connections between different transportation networks and enhancing safety and convenience for non-motorized transportation.

Land Use & Environment (107)

Many expressed the need for better natural hazard mitigation strategies, preserving habitat value, and ensuring that zoning codes support sustainable growth to protect sensitive areas.

Housing (10)

Some comments noted the need for affordable housing types and the expansion of workforce housing options.

Quality of Life (111)

Many comments supported improved educational opportunities, housing affordability, better health services, and more cultural activities.

Public Services & Infrastructure (85)

Comments noted the need for reliable utilities and the efficiency of public services, with some suggesting the need for better funding or taxation strategies to support infrastructure improvements.

Economic Development (40)

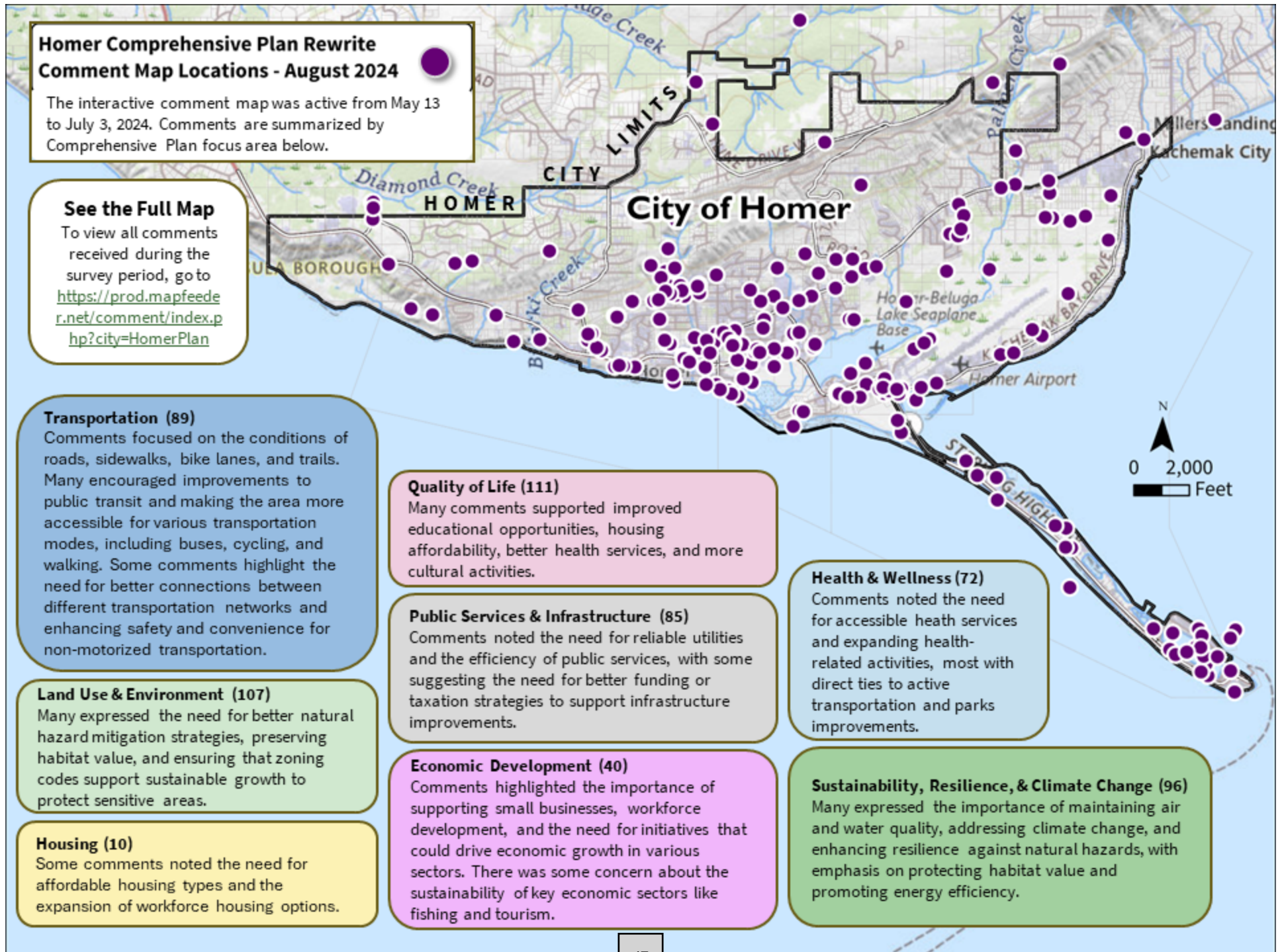
Comments highlighted the importance of supporting small businesses, workforce development, and the need for initiatives that could drive economic growth in various sectors. There was some concern about the sustainability of key economic sectors like fishing and tourism.

Health & Wellness (72)

Comments noted the need for accessible health services and expanding health-related activities, most with direct ties to active transportation and parks improvements.

Sustainability, Resilience, & Climate Change (96)

Many expressed the importance of maintaining air and water quality, addressing climate change, and enhancing resilience against natural hazards, with emphasis on protecting habitat value and promoting energy efficiency.



CITY OF HOMER

Comprehensive Plan Rewrite



What We've Learned and What's Next

SEPTEMBER: Over 550 surveys and more than 200 comments on the interactive comment map! Join us at one or more of the gatherings below to **view and hear the results** and how they are informing Growth Scenarios and Draft Plan Development.

September 10: Economic Development Advisory Commission

September 12: Americans with Disabilities Act Advisory Board Meeting

September 17: Library Advisory Board

September 18: Planning Commission/Parks, Art, Recreation & Culture (PARC) joint work session
(tentative)

September 23: City Council

September 25: Port & Harbor Advisory Commission

View meeting details at www.cityofhomer-ak.gov/meetings

OCTOBER sneak peek: **Explore our future!**

Using a combination of community input and other information, the project team is developing **three potential growth scenarios** to explore how Homer could change over the next ten years.



The **three scenarios will be shared for community feedback the week of October 22**, with both in person and virtual options to share your thoughts.

Save the Date!

COMMUNITY WORK SESSION

October 22, 6:00 – 8:00 pm

Islands and Oceans Visitor Center
more details to come!

Contact Information

- **City of Homer Planner:** Ryan Foster, rfoster@ci.homer.ak.us, 907-299-8529
- **Project Consultant:** Shelly Wade, shelly@agnewbeck.com, 907-242-5326

Resources

- **Project** website: www.homercompplanupdate.com
- City of **Homer** on Facebook: <https://www.facebook.com/cityofhomerak>



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FUND 400 - PORT & HARBOR ENTERPRISE FUND				9/18/2024		
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				21.6% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY23	FY24	FY25 YTD		FY25
		7/1/22 - 6/30/23	7/1/23 - 6/30/24	ACTUAL		7/1/24 - 6/30/25
		ACTUAL	ACTUAL	\$	%	BUDGET
0600	HARBOR ADMINISTRATION					
4515	Ferry Lease	18,000	18,000	-	0.0%	18,000
4650	Rents & Leases	597,344	541,035	164,894	33.0%	500,000
	Operating Revenue - Admin	615,344	559,035	164,894	31.8%	518,000
4527	PERS Revenue	32,821	-	-		-
4634	Port Storage Fee	207,662	186,535	29,275	30.4%	96,164
4635	Port Impound Fee	816	2,017	816		-
4705	Business Licenses	20	30	5		-
4801	Interest On Investments	73,468	132,076	-		-
4901	Surplus Property	2,187	-	1,220		-
4902	Other Revenue	11,189	-	-		-
	Non-Operating Revenue - Admin	328,162	320,658	31,315	32.6%	96,164
0601	HARBOR					
4245	Waste Oil Disp	1,079	-	-		-
4249	Oil Spill Recovery	-	-	-		-
4318	Parking Revenue	158,725	187,621	120,771	53.7%	225,000
4319	Electrical Supplies	1,449	1,014	357	15.0%	2,380
4402	Non Moving Fine	100	12,294	4,530		8,000
4624	Berth Transient Monthly	716,742	750,018	217,392	30.2%	720,640
4625	Berth Reserved	1,628,043	1,822,633	1,019,606	55.8%	1,828,236
4626	Berth Transient Annual	325,749	361,422	93,763	28.2%	332,805
4627	Berth Transient Semi Annual	132,878	152,941	6,766	4.3%	156,364
4628	Berth Transient Daily	159,413	170,535	57,344	37.1%	154,599
4629	Metered Energy	140,575	146,080	8,440	9.4%	89,472
4644	Pumping	-	-	-	0.0%	-
4645	Wooden Grid	4,089	6,010	2,625	54.3%	4,833
4646	Commerical Ramp	49,562	70,886	15,240	27.7%	55,000
4647	Berth Wait List	15,082	13,425	951	7.5%	12,623
4648	Steel Grid Fees	6,969	2,605	-	0.0%	8,000
4654	Spit Camping	35,018	217,711	131,801	119.8%	110,000
4663	Trans Energy 110v	34,863	45,379	11,805	27.6%	42,746
4664	Trans Energy 220v	20,569	29,451	7,117	24.8%	28,744
4665	Trans Energy 208v	204,723	193,837	16,362	10.3%	159,228
4666	Commerical Ramp Wharfage	41,055	67,182	6,155	15.4%	40,000
	Operating Revenue - Harbor	3,676,683	4,251,045	1,721,025	43.3%	3,978,670
4802	Penalty/Int	7,797	14,884	2,249	34.6%	6,500
4902	Other Revenue	66,923	67,272	15,293	25.4%	60,167
	Non-Operating Revenue - Harbor	74,720	82,156	17,542	26.3%	66,667

FUND 400 - PORT & HARBOR ENTERPRISE FUND				9/18/2024		
REVENUE DETAIL BY LINE ITEM, SORTED BY TYPE				21.6% of FY elapsed		
A/C Num.	Revenue Categories & Descriptions	FY23	FY24	FY25 YTD		FY25
		7/1/22 - 6/30/23	7/1/23 - 6/30/24	ACTUAL		7/1/24 - 6/30/25
		ACTUAL	ACTUAL	\$	%	BUDGET
0602	PIONEER DOCK					
4631	USCG Leases	38,976	40,495	10,237	33.2%	30,796
4637	Seafood Wharfage-PD	-	-	-		-
4638	PD Fuel Wharfage	198,654	193,311	54,291	25.3%	214,809
4639	Pioneer Dock - Wharfage	-	-	-		-
4641	PD Water Sales	9,291	7,204	1,865	17.8%	10,500
4642	PD Docking	39,991	45,610	8,670	18.8%	46,000
	Operating Revenue - Pioneer Dock	286,911	286,621	75,063	24.8%	302,106
0603	FISH DOCK					
4620	Ice Sales	243,997	342,780	140,587	52.9%	265,742
4621	Cold Storage	22,319	24,603	3,013	12.1%	25,000
4622	Crane Rental	203,818	202,286	69,000	36.3%	190,306
4623	Card Access Fees	6,144	5,933	1,040	18.2%	5,700
4637	Seafood Wharfage	20,530	24,621	4,614	26.6%	17,324
4700	Other Wharfage Fish Dock	9,945	68	-	0.0%	9,843
	Operating Revenue - Fish Dock	506,754	600,290	218,253	42.5%	513,915
4206	Fish Tax	116,236	78,772	0	0.0%	64,562
0604	DEEP WATER DOCK					
4633	Stevedoring	49,565	9,834	4,647	38.7%	12,000
4637	Seafood Wharfage	-	-	-	0.0%	-
4640	Deep Water Dock Wharfage	152,709	8,402	568	1.2%	46,651
4643	Deep Water Dock Docking	121,387	116,074	24,592	24.6%	100,000
4668	Dwd Water Sales	41,651	21,435	13,135	43.8%	30,000
4672	Port Security Revenues	-	-	-	0.0%	-
	Operating Revenue - DW Dock	365,311	155,745	42,942	22.8%	188,651
0605	OUTFALL LINE					
4704	Outfall Line	4,800	4,800	0	0.0%	4,800
0606	FISH GRINDER					
4706	Fish Grinder	6,803	10,393	3,305	44.7%	7,390
0615	LOAD AND LAUNCH RAMP					
4653	L & L Ramp Revenue	120,243	147,506	49,150	37.8%	130,000
	Operating Revenue - L & L Ramp	125,519	147,506	49,150	37.8%	130,000
	Total Revenues	6,107,243	6,497,020	2,323,489	40%	5,870,925
	Net Surplus (Deficit)	1,302,144	950,000	1,271,291		(26,572)

FUND 400 - PORT & HARBOR ENTERPRISE FUND				9/18/2024		
COMBINED EXPENDITURES				21.6% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY23	FY24	FY25 YTD		FY25
		7/1/22 - 6/30/23	7/1/23 - 6/30/24	ACTUAL		7/1/24 - 6/30/25
		ACTUAL	ACTUAL	\$	%	BUDGET
Salaries and Benefits						
5101	Salary and Wages	1,200,096	1,359,272	367,868	23.7%	1,552,986
5102	Fringe Benefits	197,813	933,465	120,490	13.8%	873,798
5103	Part-time Wages	171,551	125,076	68,617	37.1%	184,933
5104	Part-time Benefits	19,895	14,587	7,846	33.9%	23,173
5105	Overtime	29,798	29,746	7,150	18.1%	39,439
5107	Part-time Overtime	164	506	-	0.0%	3,879
5108	Unemployment Benefits	-	4,932	645	0.0%	-
5112	PERS Relief	32,821	-	-	0.0%	-
Total Salaries and Benefits		1,652,138	2,467,583	572,616	21.4%	2,678,207
Maintenance and Operations						
5201	Office Supplies	6,257	3,644	321	6.8%	4,700
5202	Operating Supplies	21,809	24,058	5,071	19.5%	26,000
5203	Fuel and Lube	43,534	47,343	6,511	17.9%	36,300
5204	Chemicals	-	4,408	2,133	35.6%	6,000
5207	Vehicle and Boat Maintenance	18,002	31,509	6,103	24.4%	25,000
5208	Equipment Maintenance	69,361	54,846	11,947	15.5%	77,000
5209	Building & Grounds Maintenance	56,517	38,171	8,301	12.4%	67,000
5210	Professional Services	47,195	19,359	2,020	5.5%	36,500
5211	Audit Services	16,196	40,630	721	1.7%	42,468
5213	Survey and Appraisal	-	17,500	-	0.0%	12,500
5214	Rents & Leases	3,716	4,563	1,182	16.9%	7,000
5215	Communications	8,840	11,931	1,060	10.6%	10,000
5216	Freight and Postage	1,492	2,028	(507)	-9.2%	5,500
5217	Electricity	649,413	654,842	85,928	10.7%	803,495
5218	Water	85,913	138,976	57,560	62.9%	91,528
5219	Sewer	11,977	12,383	5,680	35.7%	15,919
5220	Refuse and Disposal	52,883	52,288	6,103	9.6%	63,300
5221	Property Insurance	88,108	106,791	116,336	100.0%	116,336
5222	Auto Insurance	9,740	10,907	12,639	109.7%	11,522
5223	Liability Insurance	77,367	86,006	22,768	27.8%	81,843
5226	Testing and Analysis	-	3,280	830	11.9%	7,000
5227	Advertising	4,345	6,217	-	0.0%	7,000
5228	Books and Subscriptions	107	-	-		-
5231	Tools and Equipment	17,252	5,137	2,842	15.2%	18,700
5234	Record and Permits	-	-	-	0.0%	4,000
5235	Membership Dues	7,435	6,045	-	0.0%	7,000
5236	Transportation	12,464	1,344	8	0.2%	4,000
5237	Subsistence	8,765	317	-	0.0%	4,000
5238	Printing and Binding	3,993	282	-	0.0%	3,500
5248	Lobbying	21,245	20,803	3,500	8.3%	42,000
5249	Oil Spill Response	-	-	-	0.0%	1,000
5250	Camera Area Network	214	2,423	-	0.0%	18,000
5252	Credit Card Expenses	101,699	132,045	22,547	17.5%	129,000

FUND 400 - PORT & HARBOR ENTERPRISE FUND				9/18/2024		
COMBINED EXPENDITURES				21.6% of FY elapsed		
A/C Num.	Expenditure Categories & Descriptions	FY23	FY24	FY25 YTD		FY25
		7/1/22 - 6/30/23	7/1/23 - 6/30/24	ACTUAL		7/1/24 - 6/30/25
		ACTUAL	ACTUAL	\$	%	BUDGET
5256	Waste Oil Disposal	18,691	39,118	9,305	20.7%	45,000
5258	Float and Ramp Repairs	43,986	20,460	3,032	12.1%	25,000
5287	Electrical Supplies	1,010	-	-	0.0%	2,100
5601	Uniform	5,986	11,490	956	8.3%	11,500
5602	Safety Equipment	5,880	6,938	1,125	7.5%	15,000
5603	Employee Training	5,681	30,692	1,423	3.5%	41,000
5606	Bad Debt Expenses	35,622	13,798	(1,682)	-5.6%	30,000
5608	Debt Payment-Interest	-	-	-		-
5624	Legal Services	-	4,388	-	0.0%	100,000
5627	Port Security	-	-	-	0.0%	2,500
5635	Software	134	3,058	1,570	39.3%	4,000
5637	Diving Services	16,045	30,945	-	0.0%	8,500
5638	Signage Parking Delineation	18,065	35,561	16,884	54.5%	31,000
	Total Maint. and Operations	1,596,939	1,736,526	414,218	19.7%	2,100,713
	C/O and Transfers					
5106	Leave Cash Out	57,406	73,867	-	0.0%	49,513
5241	GF Admin Fees	-	-	-		-
5990	Transfers To	1,498,614	1,269,043	65,364	6.1%	1,069,064
	Total Others	1,556,021	1,342,910	65,364	5.8%	1,118,577
	Total	4,805,098	5,547,019	1,052,198	17.8%	5,897,497



Memorandum

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port Administrative Supervisor
Date: September 18, 2024
Subject: September Staff Report

Harbor Expansion Update

The USACE Environmental team will be completing their final environmental fieldwork trips in the next couple of months. They have conducted a series of beach seining operations, bottom trawls and eDNA samples to assess the biodiversity in the area waters.

The USACE Geotechnical/Geophysical team is ready to review survey data collected by subcontractors who recently used multi-beam sonar this month to map the sea floor topography, water depths and the depth, density and shapes of the terrain up to 100' below the seafloor. After their review, the USACE will formulate a plan for some core sampling. Together, the data will be used to predict how the seafloor might settle, to identify the best areas and design requirements for a breakwater.

Building upon previous community input on Local Service Facility (LSF) needs, the USACE Economics and Hydrology/Hydraulics teams are collecting and analyzing moorage demand data. They are also planning to meet with representatives from different harbor user groups to give input on moorage demand and local service facilities (LSF) needs as they pertain to the regional and national economic benefits. Stay tuned for more details to come!

Float Replacement Update

We received the news earlier this month that our grant application to the Denali Commission was successful! We received an award of \$1.1 million to take the design for the project from 30% to 100%. We're just starting to execute the award and we will keep you posted on the progress of the project. We expect to hear about the PIDP grant in late October or early November.

Accessible (ADA) Parking

Rather than schedule a separate work session to discuss the matter of ADA parking , I'm going to add it to the agenda for our November meeting. That's also the meeting when we'll have a presentation from Harbormaster Matt Clarke to review this summer's parking and camping activity. We'll identify some key points to pass on to Council and then approve the final document at our December meeting.

Motion to Council re: Board of Fish Meeting

On Monday September 9th, Council passed [Resolution 24-098](#) in support of the request from KPEDD to hold the Cook Inlet Finfish Meetings in Soldotna. Thank you for your motion of support!

Budget & Financial Policy work session

We will meet next week on Wednesday, October 2nd in the upstairs conference room for a work session to take a look at the plans for next year's operating budget & capital budget, as well as the draft Financial Policy. If you have questions for finance director Elizabeth Fischer, we will make note of them and request a response in writing.

Resolution in support of a Fisheries Disaster Declaration

Rachel Lord, Shelly Erickson, and Caroline Venuti are working on a resolution to request that Governor Dunleavy declare a Fisheries Disaster for the Prince William Sound Pink Salmon Fishery, and council is requesting your feedback. Please share any comments with me at this meeting and I'll compile them and relay to the councilmembers.

According to my analysis, here are the number of seiners (owned by residents of any community) that have used the Homer harbor for at least one night since 2023, and the number of permits owned by Homer Area Residents. I am a number cruncher but don't have all the context, so if any of this looks off, let me know!

	Seiners in Homer Harbor 2023-present	Permits owned by Homer Area Residents
PWS	53	53
Kodiak	34	46
Area M	12	5
Total	99	104*

**98 once names with multiple permits were removed*

Alaska Association of Harbormasters & Port Administrators Conference

You are all registered for the conference, I really look forward to seeing you there!

Attachments:

Project Updates

Letter from Representative Vance to Gov. Dunleavy re: Fisheries Disaster Declaration



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road

Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Port & Harbor Special Project Status Updates Sept 2024

Fish Grinder Building Replacement & Drainage	Design Complete Project Funded	Demolition to commence shortly after shutdown on October 1st
Parking Lot Improvements	Project on Hold	No further progress expected until permitting complete.
Paid Parking Program Planning & Permitting	Project in progress	Drafting language for permit application from DOT Right of Way
Outfall Line Pump Controls	Project in Progress	Will be completed when building replacement is complete
Ice Metering System	Project Funded	Install planned for Winter 24-25
Harbor Bottom Survey	Project Funded	Contract slated be awarded by Council on 9/23
Crane 8 Control Replacement	Project in Progress	Still waiting on parts to complete project
Camera Pole Installation	Project Funded	Installation planned for the Fall, prep work completed
DWD Dolphin Repair	Design Complete Seeking Project Funding	Requesting Capital Budget Funds from Council for dolphin repair
Float Replacement	Design Funded	More detail in staff report

Status Categories:

Seeking design funding Design funded Design in progress Design complete	Seeking project funding Project Funded Project in Progress Project Complete
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Alaska State Legislature

Representative Sarah Vance

House District 6 ~ Chair House Fisheries ~ Chair House Judiciary

September 13, 2024

Governor Mike Dunleavy
120 4th Street, 3rd Floor
Juneau, AK 99801

Chief of Staff Tyson Gallagher
TRANSMIT VIA E-MAIL: tyson.gallagher@alaska.gov

Re: Request a Disaster Emergency Resulting from the Low Return of Pink Salmon in 2024 for the Prince William Sound, Kodiak, Upper Cook Inlet, Lower Cook Inlet, South Peninsula and Chignik Salmon Fisheries

Dear Governor Dunleavy,

I am writing on behalf of my constituents to urgently request that you seek a disaster emergency for the 2024 salmon fisheries in Prince William Sound, Kodiak, Upper Cook Inlet, Lower Cook Inlet, South Peninsula and Chignik. The unprecedented low return of pink salmon has left many fishermen without income, while others are burdened with significant debt from this disastrous season. For those whose livelihoods depend on the salmon harvest, this is an economic crisis with profound and far-reaching impacts.

The sharp decline in salmon returns means that countless fishermen, who rely solely on this season's harvest, are unable to pay their bills or meet basic living expenses. The economic ripple effect in our coastal communities is severe, as local businesses that depend on a robust fishing season also suffer. The 50/50 fish tax shared between the state and municipalities—a critical revenue source for local governments—will be dramatically reduced, further compounding the financial challenges these communities face.

The loss of income is particularly devastating in a year where rising costs of food, fuel, and other essentials have already strained household budgets. Immediate assistance is needed to prevent further hardship and stabilize these communities. I greatly appreciate the research efforts of your office and the Alaska Department of Fish and Game (ADF&G) to understand the causes of these low returns, but a request for a disaster declaration from your office is urgently required to expedite a federal disaster determination. This will allow financial relief to reach the affected fishermen, families, and communities more quickly.

The commercial season for pink salmon in Prince William Sound ended with a harvest of just over 5 million fish—less than a quarter of the nearly 20.5 million forecasted. Statewide, the all-species catch stands at 95.3 million, and it is unlikely to exceed 100 million—numbers not seen

since 1987. This harvest failure has left entire communities facing one of the worst salmon seasons in recent memory.

In light of these devastating circumstances and the critical importance of the salmon industry to Alaska's coastal economies, I strongly urge you to declare a disaster emergency for the Prince William Sound, Kodiak, Upper Cook Inlet, Lower Cook Inlet, South Peninsula and Chignik salmon fisheries. Swift action is needed to help these communities recover from the financial strain and to mitigate the longer-term effects of this disaster.

Thank you for your prompt attention to this urgent matter and for your continued support of the fishermen and families across Alaska.

Respectfully,



Representative Sarah Vance

cc:

Legislative Director Laura Stidolph (laura.stidolph@alaska.gov)

Commissioner Doug Vincent-Lang (doug.vincent-lang@alaska.gov)

Joseph Felkl (joseph.felkl@alaska.gov)



ACTION ITEM REPORT

Annual Review of PHC Policies/Bylaws

To: Port and Harbor Advisory Commission

From: Zach Pettit, Deputy City Clerk

Meeting Date: September 25, 2024

Summary Statement:

During the May 22, 2024 Regular Meeting of the Commission, a motion was carried to update Section VI. Meetings to correctly reflect that worksession require a quorum of the Commission in attendance. The changes were never brought back to the Commission for the purpose of making a motion to recommend adoption of the updated bylaws to City Council.

What are Bylaws?

Bylaws are rules established by an organization to regulate itself. They prescribe how the group functions, and include rules that can't be changed unless the members get previous notice of a proposed change, and a 2/3rd vote is required to enact any changes. In the case of the City advisory bodies, it goes one step further and bylaw amendments have to be approved by City Council. Bylaws require two commission meetings before they go to Council, and then are adopted by resolution.

Bylaws should include only fundamental rules governing the commission, some of which are established by Homer City Code (such as the commission's purpose) and would require Council amending HCC to change. Information that is likely to change frequently should not be included; those items are better suited for documents related to strategic planning documents or calendars.

Staff Recommendation:

1) Make a motion to forward the updated bylaws to City Council for their review and approval.

Attachments:

Updated PHC Bylaws

CITY OF HOMER PORT & HARBOR ADVISORY COMMISSION BYLAWS

ARTICLE I – NAME AND AUTHORIZATION

This organization shall be called the Port and Harbor Advisory Commission, established via Ordinance 73-1, existing by virtue of the provisions of Chapter 2.64 of the Homer Municipal Code, and exercising the powers and authority and assuming the responsibilities delegated under said Code. The following bylaws were adopted on March 11, 2019 and shall be in effect and govern the procedures of the Port and Harbor Advisory Commission.

ARTICLE II – PURPOSE

Section 1. Act in an advisory capacity to the City Manager and the City Council on the problems and development of the City port and harbor facilities. Consideration may include the physical facilities, possible future development and recommendations on land use within the port and harbor areas.

Section 2. Direct recommendations regarding the operation and maintenance of the facilities to the City Manager via memorandum from the Port and Harbor Advisory Commission.

Section 3. Consider any specific proposal, problem or project as directed by the City Council and any report or recommendations thereon shall be made directly to the Council, unless otherwise directed by the Council.

ARTICLE III – MEMBERSHIP

Section 1. The Commission shall consist of seven members comprised of at least five (5) members that reside inside city limits. Members shall be nominated by the Mayor and confirmed by City Council to serve for three-year terms to expire on February 1st of designated years.

Section 2. Notice of term expirations will be delivered to members by the City Clerk's Office. Members wishing to continue services upon the completion of a three-year term must submit a reappointment application to the City Clerk's Office, which is subject to review by the Mayor and confirmed by City Council. There are no limits on the number of terms a member may serve.

Section 3. Members may not have alternates. If a position is vacated during a term, it shall be filled for the unexpired term by an appointee selected by the Mayor and confirmed by City Council.

Section 4. A member's appointment is vacated under the following conditions:

- A member fails to qualify to take office within 30 days after their appointment;
- A member resigns;
- A member is physically or mentally unable to perform the duties of the office;
- A member is convicted of a felony or of an offense involving a violation of their oath of office; or
- A member has three consecutive unexcused absences, or misses half of all meeting within an appointment year, whether excused or unexcused.

Section 5. The Mayor may appoint, subject to confirmation by the City Council, one City Council member and one Homer area high school Student Representative to serve as consulting, non-voting

members. The Mayor, City Manager, and Port Director/Harbormaster may serve as non-voting, consulting members.

ARTICLE IV – OFFICERS

Section 1. A Chairperson and Vice-Chairperson shall be elected from among the appointed commissioners at the regular February meeting of the Commission.

Section 2. Officers shall serve a term of one year from the February meeting at which they are elected, and until their successors are duly elected. Officers may be re-elected in subsequent years.

Section 3. The Chairperson shall preside at all meetings of the Commission, authorize calls for any special meetings, execute all documents authorized by the Commission, serve as ex officio/voting member of all committees, and generally perform all duties associated with that office.

Section 4. In the event of the absence, or disability of the Chairperson, the Vice-Chairperson shall assume and perform the duties of the Chair. If both the Chairperson and Vice-Chairperson are absent, and a quorum of four members are present, the senior member shall assume and perform the duties and functions of the Chair.

ARTICLE V – CITY STAFF ROLES

Section 1. The staff liaison, assigned by the City Manager, shall assist the Chairperson in setting meetings, preparing agendas, and other documentary material, and coordinating the acquisition of needed materials and training. The staff liaison shall submit reports and recommendations for those agenda items requiring decisions or recommendations by the Commission. Other staff having experience, education, and professional training in the subject matter may provide input into the reports and recommendations, or may provide supplemental information. The information submitted may be oral, written or graphic, or some combination of all.

Section 2. The City Clerk shall designate a recording clerk to take minutes for the Commission and serve as the Commission's parliamentary advisor pursuant to AS 29.20.380(10) and HCC 2.12.010, and assist the Chairperson with the conduct of the meeting.

ARTICLE VI – MEETINGS

Section 1. Regular meetings shall be open to the public and held on the fourth Wednesday January through October at 5:30 p.m. and the second Wednesday of November and December at 5:30 p.m. in the designation location and shall be posted for public information as required by Homer City Code and Alaska State Statutes.

Section 2. Special meetings and Worksessions may be called by the staff liaison, Chair, or a majority of the Commission. Notice of such meetings shall be posted in the same manner as that for regular meetings.

Section 3. A quorum for the transaction of business at any meeting shall consist of four members. For purposes of determining the existence of a quorum, consulting members shall not be counted.

Worksessions ~~do not~~ require a quorum, however, no action may be taken at a worksession; items on the agenda are for discussion only.

Section 4. Any member who is unable to attend a meeting, whether regular or special, shall contact the Clerk in advance no later than two hours prior to the scheduled meeting time for excusal.

Section 5. Meeting agenda deadline is at 5:00 p.m. the Wednesday preceding the meeting. Allowances will be made for holidays.

Section 6. The order of business for the regular meetings shall include, but not be limited to, the following items, which shall be covered in the sequence shown, as far as circumstances permit. Agenda shall be posted for public information as required by Homer City Code and Alaska State Statutes.

CITY LOGO

NOTICE OF MEETING
REGULAR MEETING AGENDA

DEPT. CONTACT INFO
(City Clerk's Office)

NAME OF BODY
DAY OF WEEK, DATE, AND TIME OF MEETING
PHSICAL LOCATION OF MEETING & MEETING ROOM

1. CALL TO ORDER
2. APPROVAL OF AGENDA
3. PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA. (3 MINUTE TIME LIMIT)
4. RECONSIDERATION
5. APPROVAL OF MINUTES or CONSENT AGENDA
6. VISITORS (Chair set time limit not to exceed 20 minutes) (Public may not comment on the visitor or the visitor's topic until audience comments. No action may be taken at this time.)
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS
8. PUBLIC HEARING (3 MINUTE TIME LIMIT)
9. PENDING BUSINESS
10. NEW BUSINESS
11. INFORMATIONAL MATERIALS (No action may be taken on these matters, for discussion only.)
12. COMMENTS OF THE AUDIENCE (3 minute time limit)
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
15. COMMENTS OF THE COMMISSION (includes Comments of the Chair since they are part of the Commission.)
16. ADJOURNMENT Next regular meeting is scheduled for _____. (Note any worksessions, special meetings, committee meetings etc.) All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (The meeting may be scheduled for the Conference Room or virtually.)

Section 7. Per Resolution of the City Council (Resolution 06-115(A)), Public Testimony shall normally be limited to three minutes per person. Exceptions may be provided at the Chairperson's discretion or by a majority vote of the members in attendance.

Section 8. Recorded minutes shall be made available by the City Clerk's Office to the Commission prior to the next meeting and a record of all voting will be included in the minutes of each meeting. Minutes shall be available to the public as required by Homer City Code and Alaska State Statutes.

Section 9. Teleconference participation is allowed per the rules and limitations set forth in Homer City Code 2.58.060.

ARTICLE VII – GENERAL OPERATING PROCEDURES

Section 1. The Commission shall abide by the current edition of Robert’s Rules of Order insofar as it is consistent with the Commission’s bylaws, other provisions of Homer City Code, or standing rules. In all other cases, bylaws, the code, or the standing rules shall prevail. This includes, but is not limited to, HCC 1.18 Conflicts of Interest, Partiality, and Code of Ethics; HCC 2.58 Boards and Commissions; HCC 2.64 Port and Harbor Advisory Commission; and the Open Meetings Act – AS 44.62.310-312.

Section 2. Each member, including the Chairperson, shall vote, and shall not abstain from voting, unless such member claims a conflict of interest, or has an excused absence, in which event the member shall be excused from voting. The member shall then state for the record the basis for the abstention. Four affirmative votes are required to pass a motion. Voting will be by a roll call vote, the order to be rotated; or by unanimous consent if no objection is expressed. Voting by proxy or absentee is prohibited.

Section 3. Any rule or resolution of the Commission, whether contained in these Bylaws or otherwise, may be suspended temporarily in connection with business at hand; and such suspension to be valid; may be taken only at a meeting in which at least four of the members of the Commission shall be present, and two-thirds of those present shall so approve.

Section 4. Training sessions developed or arranged by the City Clerk and approved by the City Manager shall be mandatory unless a member’s absence is excused by the Chairperson. The City Manager and/or City Clerk, in their discretion and in consultation with the City Attorney as needed, may develop model procedures to be used as a guide for the Commission.

ARTICLE VIII – COMMITTEES

Section 1. Committees of one or more members for such specific purposes as the business of the Commission will only become active upon approval of Council. A memorandum and resolution will go before Council outlining the reason, tasks assigned and termination date. Committees shall be considered to be discharged upon completion of the purpose for which it was appointed, and after its final report is made to and approved by the Commission.

Section 2. All committees shall make a progress report to the Commission at each of its meetings.

ARTICLE VII – BYLAW AMENDMENTS

The Bylaws may be amended at any meeting of the Commission by a majority plus one of the members, provided that notice of said proposed amendment is given to each member in writing. The proposed amendment shall be introduced at one meeting and action shall be taken at the next Commission meeting. Amendments to bylaws shall be effective upon approval of the amendments by City Council via resolution.

ADOPTED BY CITY COUNCIL VIA RESOLUTION 23-057 ON JUNE 12TH, 2023



Memorandum

Land Allocation Plan – Large Vessel Haul Out

Item Type: Action Memorandum
Prepared for: Port and Harbor Advisory Commission
Date: September 25, 2024
From: Amy Woodruff, Port Administrative Supervisor

Requested Action: Review the draft response to Council for completeness and accuracy and make a motion to forward this response to Council.

Excerpted from Resolution 24-024:

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council requests the Port and Harbor Advisory Commission to:

1. Review the revenue vs cost of a city run campground on this parcel.
2. Work with staff to determine the costs of the initial improvements.
3. Make a recommendation to the City Council on what part of the improvements the City should fund and those that a tenant would fund.
4. Make a recommendation to the City Council on lease terms that would attract long term private investment to develop the facility.
5. Respond to Council by the end of calendar year 2024.

[Review the Revenue vs. Cost of a City Run Campground on this Parcel.](#)

In a memo dated April 10, 2024, Port Property Associate Roslyn Kriegh wrote, in part, “During the 2023 season, only 59 days had more than 29 sites in use, and only a single day, July 2nd, saw the campsite fill its maximum capacity of 88 spots. During 2023 the total income generated from the overflow spots was \$36,930.00.”

Commissioners expressed that the comparison between camping opportunities and haul out opportunities was a “false equivalency” For vessels, this is the best spot to haul out on the spit. It’s not perfect but it has the widest tidal window for getting boats on and off the facility. The closer you get to the base of the spit the shallower it gets. At this site there’s access to deeper water with a (relatively) short run on the shallow approach, and a good amount of uplands available.

When it comes to camping, this is the overflow area, and the most in-demand areas would still be available. It’s one of the last choices and if it becomes unavailable campers will go somewhere else in Homer to camp. If boats can’t haul out in this spot then they’ll go to Seattle instead.

Commissioners also challenged the conception that these improvements would make the site completely unavailable for camping. Depending on the management arrangements, the City could still run camping in this area when not in use as a boatyard. Only certain improvements, like fencing, would make this area unavailable or undesirable for camping. We considered how boat work impacts the experience for campers on the adjacent parcel. Limitations on hours of operations, installing a fence, and noise restrictions were all discussed—but also it's part of an authentic experience! Commissioner Pitzman noted that limitations on what times a vessel can haul out are harder because tides happen when they happen, and you have to work them to get your boat in the water for the season, even if they're at 3 AM.

One commissioner inquired whether the Chip Pad would be a suitable area for boatwork that could substitute for the existing facility. The move from the haul out facility to the Chip Pad on airbags is possible but the crew hours and equipment required make it cost prohibitive. Even a move to the back of the existing lot costs \$7,000 more than it does for a boat to land at the lip of the haul out facility. A travelift is an alternative method for boat moves that has a high up front cost, and the chip pad does not have the necessary space to help a travelift facility pay off. Finally, the chip pad needs to be available as a laydown yard for freight operations

Work with staff to determine the cost of the initial improvements and what parts the City should fund

The cost of initial improvements to electrify the facility were estimated at \$546,604 in plans developed in 2020, not including mobilization and demobilization costs. We estimate the costs for the electrical improvements at less than \$1 million.

The requested improvements will make meaningful differences for vessels operating on the haulout facility. They will reduce the cost of projects and make them logistically simpler. Energizing the facility is also an environmentally responsible move that will reduce the carbon footprint of the operations. It's not clear that the requested improvements would result in increased demand on their own, rather, it's more about making the existing users more comfortable.

Commissioners had varying recommendations for what might be funded by the City or by a tenant. Most hoped that the City would cover the cost to energize the facility, and that a tenant might make further improvements such as fencing, adding lighting and cameras to increase safety on the job site, a winch to assist with hauling out larger vessels, a structure for painting, and a washdown pad with filtering for runoff. It was proposed that the City could offset part of the cost of improvements by lowering the lease amount. Port Director Hawkins specifically called out the mooring dolphins that were included in the original design as a feature that we would not recommend building due to feedback from vessel owners.

The Commission also discussed the Small Shipyard Grant, which could be used to fund improvements to the haul out. The applicant must be the operator of the shipyard. The City could consider terms that take this lease into account such as a trigger to extend lease if grant awarded

Commissioner Siekaniec noted that the fact that a shipyard like this is not already in existence in Homer shouldn't be taken as proof that a haulout isn't economically viable. However, he noted, if the City offers a lease to a private entity to invest in infrastructure and they don't do it because it's not worth it as a business then there may be a role for government support to promote economic development. Partners like the Kenai Peninsula Development District (KPEDD) and the Federal Government could help advance this project and help stretch limited capital funds. At least one commissioner suggested that the City taking on the cost of improvements and complete it in a shorter time frame.

Other Considerations

Commissioners also discussed what demand for boat work might look like in the Summer. Most boats are busy in the summer, so there would be fewer projects in progress. A tenant looking to maximize revenue might diversify into another activity during the summer months such as small boat storage, a boat wash, or other activity.

A second area of concern was delinquent boats. This risk could be managed by the requirements of the City's lease and any agreements made with vessel owners. The shipyard manager could require a bond or institute time limits. Many shipyard applications require that the applicant include a timeline and a return to water plan. Some facilities have escalating rates that get higher the longer your boat stays.

To close, we'd like to emphasize that there's time to get this right—the airbag solution is temporary but it's working, and these improvements are worth doing well.

Attachments: Fishing Hole Campground Data Memo



MEMORANDUM

~~PARC or PHC 24-xxxPHC-~~
24-021

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Annual Review of the Land Allocation Plan: 3854 Homer Spit Road

Item Type: Informational Memorandum
Prepared For: Port & Harbor Advisory Commission and the Parks, Art, Recreation & Culture Advisory Commission
Date: April 10, 2024
From: Roslyn Kriegh
Through: Julie Engebretsen

The purpose of this memorandum is to present the relevant advisory commissions with financial information regarding the potential revenue impact on the Fishing Hole Campground if a portion of the lot located at 3854 Homer Spit Road (KPB parcel # 181-031-17), were no longer available as a campground.

Currently the Fishing Hole Campground and its overflow area contain 88 camp sites (visible in Diagram A*) that are available from April 1st through October 31st each year, a total of 214 days. These campsites cost \$30.00 per night and had at least one occupying camper for 149 days during the 2023 season. To quantify the change in available camping spots if the overflow area were no longer available, we marked a line running northeast from the edge of the Pier One Theater building to the lot's rear border (see Diagram B). With these parameters in place, the Fishing Hole Campground would have 29 camp sites. These remaining sites are the most desirable due to their ocean views and, proximity to the Fishing Hole and the Kachemak Bay Water Trail Pavilion. During the 2023 season, only 59 days had more than 29 sites in use, and only a single day, July 2nd, saw the campsite fill its maximum capacity of 88 spots. During 2023 the total income generated from the overflow spots was \$36,930.00.

In addition to this information, it is worth noting that this change would result in lower long-term operating and maintenance costs. Not only would there be fewer sites requiring upkeep, the city would also save on desired campsite improvements such as fire pits, picnic tables and pad upgrades. Referencing several 2024 vendor quotes, the cost to upgrade the campground with fire pits and weatherproof plastic lumber picnic tables is approximately \$1,300 per site. Updating 29 campsite as opposed to the current 88 would result in savings of \$75,000. The marginal cost of staffing for this campsite are near zero so the personnel budget would not be meaningfully affected by this change.

*Please note, the oceanside campsites on Diagram A do not align properly with their geographical positions. Spots marked #68 through #77 should be farther to the north, next to the notated Pavilion.

ATTACHMENTS:

Diagram A:



Memorandum
City Council
Date

~~PARC or PHC-24-xxx~~ PHC-24-021

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Diagram B:



RECOMMENDATION:
Informational Only.



City of Homer
Marine Repair Facility

Policies & Best Management Practices

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FACILITY INTRODUCTION

The mission of the Port and Harbor Department is to provide safe port and harbor facilities for our commercial clients, recreational users, and the general public, to manage and maintain these facilities cost effectively, and to administer our Tariff and procedures fairly and equitably for all users.

The policies and best management practices detailed in this document are the backbone of Homer's Marine Repair Facility, and apply to vessel owners, service providers, and vendors. We understand the value in being able to haul-out a vessel, and want to ensure it is done as efficient and productive as possible, while preventing/eliminating air, water and soil contamination. Please read this document carefully, since you will sign a document that states you will comply.

Operational Structure: The Homer Marine Repair Facility is being managed as an "Open Yard" facility, meaning that the vessel owner is responsible for the actual work being performed on their vessel. The City is simply facilitating the opportunity for haul-out and uplands use, and are not responsible for the finished product. This management structure gives the vessel owner the opportunity to manage their project from start-to-finish, contracting with vendors from the Approved Vendor List (provided by the City), or by using their own crew to make the repairs necessary for vessel maintenance.

Vessel owners are responsible for:

- **All work** on their vessels, including haul-out, block, and launch activities
- **Hiring** only vendors that are on the City's list of "approved vendors"
- **Cleanliness** and safety of the immediate area surrounding their vessel
- **Security** of their vessel
- **Safety** of crew and vendors at their vessel's work site
- **Complying** with City policy contained herein including compliance of their vendors and crew

Hours of Operation: Vessel haul-outs shall be scheduled with the Harbor Office during normal business hours, Monday through Friday 7:00am – 5:00pm, unless extenuating circumstances dictate otherwise. During normal business hours, City staff can be reached at the Homer Harbor Office and make regular inspections of the facility. During non-business hours, City staff will not be present except for random patrols of the boatyard.

As an "open yard", the Marine Repair Facility does not close; vessel owners are responsible for setting the working hours for their crews and contracted vendors. For safety purposes, the Harbormaster advises users of the facility to consider: A) the lack of daylight during winter months, B) providing adequate lighting, and C) that vendors are in agreement with the vessel owner on what hours are suitable. Timing of haul-out activities will be determined by the vessel owner, the haul-out service provider they choose, and tidal restrictions.

Security: Because the yard is an "open facility", vessel owners and vendors are responsible for their own security. When not actively working on a vessel, all tools, paints, and other materials must be secured to prevent theft, vandalism, and accidents. Harbor Officers will periodically patrol the yard during non-business hours and report obvious conditions that require owner attention.

Concerns/Issues: Homer Port and Harbor Staff encourage all questions, comments, and concerns pertaining to the Marine Repair Facility. Please contact the Harbormaster with these issues and we shall work with you.

LEGAL NOTICES

The City Agrees: to provide dry dockage space to vessel owners under a User Agreement for the purpose of vessel repairs, maintenance, and inspections per a Harbormaster-approved work plan. Further, the City agrees to provide contractors, service providers, and vendors the opportunity to work in the Marine Repair Facility under a Vendor Agreement, of which will place vendors on the Approved Vendor List. The list shall be available on the City of Homer's website and given to all vessel owners utilizing the facility.

Responsibility: The City does not accept the vessel, its tackle, fixtures, equipment, gear, or furnishings for storage or safekeeping belonging to either the owner or vendor. Nor does the City accept any responsibility for vendor supplies, their laborers/employees, equipment, and personnel that the vessel owner may organize or contract. The City shall not be responsible for lost fishing time, or any other lost time to the vessel, while it is hauled out or on the City-owned tidelands/beaches.

Liability: The City shall not be liable for death or injury to persons, or damage to property, upon the vessel, yard facilities or premises adjacent thereto arising from any cause other than the willful misconduct of the City. Vessel owners and vendors shall indemnify and hold the City and its officers and employees harmless from all claims for death or injury to persons, or damage to property, arising from their acts or omissions, their agents, service providers/vendors, crew, employees, or invitees.

Policy Compliance: Vessel owners, their agents, crew, service providers, and vendors agree to comply with the City's Marine Repair Facility Policies and Best Management Practices, detailed in this document.

Every user's full cooperation will help the City maintain the facility with a minimal impact to the environment. The goal is to meet all regulatory requirements, prevent pollution, and provide a safe work environment for owner, crew, vendors, and City staff. Any user who observes another individual in violation is encouraged to report it to the Harbor Office as soon as possible. The identity of anyone reporting a violation will be kept confidential.

Owners, crewmen, and contractors performing work on boats shall comply with all applicable OSHA, Federal, State, and City regulations, policies, and procedures.

Default in Compliance; City's Remedies: Failure to adhere to the City's policies and best management practices can result in unsafe actions and environmentally harmful activities. When violations are observed by City staff, intentional or otherwise, work will be stopped until corrective measures are taken. If vessel owners or vendors fail to properly follow and adhere to these practices/policies and/or their agreement with the City, or fail to pay fees or charges for more than thirty (30) days after the due date, the City may exercise any available remedy, including without limitation one or more of the following:

- a) Terminate the User/Vendor Agreement.
- b) Begin impoundment procedures per HCC 10.04.120 to have the vessel removed until the violation has been cured, or disposed of.
- c) Place a lien on the vessel per HCC 10.04.139 for towing, storage, costs of sale, attorney fees, any other charges incurred in connection with the impoundment, and charges for harbor services.

Refusal of Service: The City reserves the right to refuse service to vessels that: 1) do not have a current (within 3 years) marine survey, 2) have an inadequate work plan, 3) lack sufficient property and liability insurance, 4) fail to comply with the City's Marine Repair Facility Policies and Best Management Practices, 5) are in poor condition, 6) are unsafe to haul-out, or 7) may be damaged by being hauled out. Such vessels may

be hauled out if the vessel owner signs a waiver and provides a performance bond in an amount equal to the dry docking fees plus the estimated cost to dispose of the vessel should removal become necessary.

Refusal of Vendor Access: The City reserves the right to refuse access to Vendors that: (a) do not have a current Alaska Business License, (b) fail to register for, collect, and remit sales tax, (c) lack sufficient insurance, (d) fail to comply with the City's Marine Repair Facility Policies and Best Management Practices, or (e) fail to comply with safety practices.

Stop Work Order: Failure to comply with the rules and best management practices or the vessel's approved haul-out plan will constitute an immediate stop work order by the Port Director. A Stop Work Order means that all vessel and vendor personnel and all related work will cease until the condition for the Stop Work Order is remedied and the Port Director or their designee has removed the Stop Work directive.

Disputes: Disputes will be referred to a certified marine surveyor for a professional opinion of the vessel's fitness for hauling out. The vessel owner shall pay the cost of the surveyor. For all other disputes such as billing charges, stopping work orders, or missing work plan information, the Harbormaster reserves the right to make the final decision.

Notices: Billings and notices will be mailed to the address given under the User or Vendor Agreement. Vessel owners and vendors shall notify the City in writing of an address change.

Insurance: Vessel owners must have a current marine insurance policy of a "named perils" or "all risks" type that fully insures the value of the vessel, plus accident and environmental liability. Vendors and service providers must have current insurance to cover all of the services to be provided, including proof of long-shore and harbor workers compensation insurance, or proof that such coverage is waived.

A Certificate of Insurance must be provided to the Homer Harbor Office before any work may begin. The City of Homer must be included as additional insured and show coverage not less than the minimum required outlined below:

Minimum coverage	Vendors	Vessels
General Liability, Marine Artisan Liability, P & I	\$1,000,000	n/a
General Aggregate Limit	\$ 2,000,000	\$1,000,000
Products Hazard or Operations Hazard Aggregate Limit	\$ 1,000,000	n/a
Personal Injury	\$ 1,000,000	\$1,000,000
Damage to Premises	\$250,000	\$250,000
Medical Expense Limit	\$5,000	n/a
Pollution Liability	n/a	\$1,000,000
Hull and Machinery	n/a	*

* Hull and machinery coverage shall be sufficient to dispose of the vessel if abandoned, burned, or otherwise left to the City.

APPROVED VENDOR LIST REQUIREMENTS

1. GENERAL

Persons available for hire or contract labor is considered a “vendor”, and must be on the City’s Approved Vendor List before being allowed to work on any vessel in the Homer Marine Repair Facility. This list is then given to vessel owners who wish to hire contractors/vendors to complete their vessel work.

Contracting for all services to the vessel while it is in the boatyard, and payment for those services, is the sole responsibility of the vessel owner.

2. REQUIRED DOCUMENTS

To become an approved vendor, the service provider is required to complete a Homer Marine Repair Facility Vendor Agreement, include all necessary documents, and submit them to the Homer Harbor Office along with the appropriate fee. The following documents are required before any work may proceed:

- Vendor Agreement
- Alaska Business License
- Borough Sales Tax Registration
- Proof of Insurance – Includes City as Additional Insured and Worker’s Comp
- Certification, if applicable

3. ANNUAL FEE

To remain on the list, every year vendors must complete the Vendor Agreement with the City and pay an annual fee before providing services. Rates are published in the City’s Terminal Tariff. See “Appendix C” for a Fee Schedule.

4. ONE-TIME VENDOR FEE

In the circumstance that a vendor is being hired to provide services during a one-time job, but is not on the Approved Vendor List (such as an out-of-town business traveling to Homer for a specific vessel project), the vendor is still required to complete the Vendor Agreement, provide the required documents, and pay the vendor fee. Rates are published in the City’s Terminal Tariff. See “Appendix C” for a Fee Schedule.

PLANNING A HAUL-OUT

1. SCHEDULING

Initial Planning Meeting: A vessel haul-out begins with a meeting between the vessel owner, the selected haul-out service provider, and the Harbormaster. This meeting allows the vessel owner to provide the Harbormaster the primary logistics in regards to hauling out, work to be performed, service providers/vendors involved, and the timeframe/schedule. An estimation of all City boatyard and beach landing fees will be calculated (see “Appendix E” for a Haul-Out & Launch Estimate Worksheet).

Timeline: Vessel owners must plan to be in and out of the boatyard as scheduled, and vendors must plan to work within the vessel-owner’s scheduled boatyard time. The City will not be responsible for lost time to the vessel, for any reason while it is in the boatyard. Every work plan should include a timeline of the work to be performed. This written plan will enable staff to understand your needs and schedule boatyard time appropriately. Advance planning is necessary to ensure sufficient time for your needed projects.

Required Documents: The vessel owner is required to complete a Homer Marine Repair Facility User Agreement, include all necessary documents, and submit them to the Homer Harbor Office. The following documents are required before hauling out may proceed:

- User Agreement
- Vessel Owner Registration – i.e. USCG documentation
- Proof of Insurance – Includes City as Additional Insured
- Work Plan – See #2 below for details of Work Plan
- Current Vessel Survey
- Bond and Waivers, if applicable

Security Deposit & Cancellation: A deposit of 50% of the estimated costs shall be made when the vessel owner makes arrangements with the Harbormaster to use boatyard facilities. The City may require the estimated payment in full at time of scheduling (dependent on account history). After the vessel has been launched, the deposit will be credited toward beach landing and dry dock fees. The deposit will be forfeited if: a) the vessel fails to adhere to the scheduled haul-out time, or b) the vessel owner fails to leave the facility clean after launching (see below #4 “Final Clean-up of Work Area”). A cancellation or schedule change must be communicated to the Harbormaster at least 24 hours in advance to avoid deposit forfeiture. Vessels missing their scheduled haul-out date will be accommodated on a “space available” basis.

2. WORK PLAN

Every haul-out must have a work plan, which includes a description of the work to be performed, materials required, timeline, etc. Once the City approves the work plan, along with the agreement and other required documents, a deposit will be accepted and the vessel placed on the schedule. Vendors contracted to do any of the proposed work must be from the Approved Vendor List, which is provided by the City. Content of the plan must include:

- A description of work to be performed: Be detailed in what you intend to do as it allows staff to schedule enough time for your haul-out; for instance:

- Hull Maintenance – sandblasting, painting, zincs, etc.
- Mechanical – props, shafts, engines, etc.
- Fabrication – fiberglass, welding, etc.
- Inspection Purposes – USCG, insurance, etc.
- A list of who will be completing the work: Specify the persons that will be working on the vessel, including the vessel owner, crewmembers, or contracted vendors/service providers. Any crewmembers that are proposed to complete work on the vessel must have a crewman contract with the vessel; contracts should be available as proof for inspection by the Harbormaster. Vendors selected must be from the Approved Vendor List. Major structural modifications should be designed by a certified marine architect.
- Information regarding the haul-out and launch: Commonly a vendor will be contracted to perform the haul-out and launch, but the owner may be able to provide their own haul-out equipment; details on who will be moving the vessel and the method/equipment used is required. Drawings/photos of the vessel's hull and the blocking plan should be included.
- Plans for containment and disposal of waste: Unless a routine inspection is the only purpose for hauling out, vessel owners must be able to contain anything that may cause air, water or soil contamination. Include plans for:
 - Hazardous waste disposal
 - Containment structures and/or dustless systems for sanding, grinding, spray painting and scraping.
 - Ground cover tarps, which will be placed under the vessel prior to blocking and cover the ground under the entire vessel plus a 10 foot parameter; and welding mats to protect the ground cover tarps if any welding will be conducted.
 - Dumpsters provided by the vessel owner; use of City dumpsters is not permitted.
- A timeline and proposed launching date: Breaking down the project into time increments allows staff to plan and coordinate your vessel haul-out into the schedule. It is imperative to the efficiency of the facility that all users adhere to the schedule; accurate timelines of projects/repairs are necessary as well as being finished when it is time to launch the vessel.
- Additional information pertaining to the haul-out: Other details, such as Porta-Potties for workers, needed equipment, lighting, temporary structures, or storage requests should be included before the Harbormaster is able to approve a work plan. If it is applicable to your haul-out, include it.

A work plan example is provided in “Appendix D”.

Changes to the Work Plan: Significant changes that alter the amount of time the vessel is hauled out, due to an emergency or vessel owner's preference, can potentially disrupt other scheduled haul-outs. Requests to change the work plan after the vessel has been hauled out must be approved by the Harbormaster before the work is conducted, and should be submitted to the Harbor Office with a revised work plan. Each request will be reviewed upon a case-by-case scenario by the Harbormaster, who reserves the right to make the final decision.

If upon inspection City staff finds that vessel work is being done outside the parameters of the approved work plan, the Harbormaster may take action as outlined under “Default in Compliance” (See Legal Notices).

3. MATERIALS, STRUCTURES & EQUIPMENT

Necessary materials should be on hand before each haul-out. For example: ground tarps, scaffolding and plastic for enclosures, welding mats, blasting medium, lights, coatings, zincs, etc. Arrangements for storage of materials must be coordinated with the Harbormaster.

Vessel owners and vendors may bring in vehicles, trailers, or set up temporary structures that fit within the dry storage site of their vessel. Unless otherwise approved, the structures must be removed after the vessel is launched. Mobile homes, travel trailers, or RVs will not be allowed without approval.

If the project requires more space for project lay-down, space will be provided as available and charges will reflect actual square foot usage.

4. HAULING OUT & LAUNCHING

Schedule: The projected dates of hauling out and launching shall be scheduled at the time of the initial haul-out meeting, and is determined by the vessel owner's timeline, work plan, and the facility's schedule. Vessel haul-out/launch activities will be determined on the vessel owner, the haul-out service provider they choose, and tidal restrictions. Weather conditions must be considered as well since high winds, ice, or swell at the haul-out site pose hazards.

Launching Walk-Thru Meeting: Before the proposed launching date, a meeting between the vessel owner, their primary haul-out service provider, and the Harbormaster shall take place. This meeting will allow the Harbormaster to confirm that the vessel's dry dock location is clean of all debris (i.e. paint chips, metal, discarded equipment, engine blocks/part, refrigerators, stoves, lines, scaffolding, etc.), and that launching logistics are in order before the vessel is authorized to move.

Responsibility: The vessel owner and their primary haul-out service provider are responsible, and in charge, during the haul-out and launch; all haul-out/launching logistics must comply with the Marine Repair Facility Policies and Best Management Practices. The City accepts no responsibility for the vessel, crew, contractor or the contracted labor during these operations. However, the city does reserve the right to stop all work if the harbormaster of their designee determines that there are unsafe conditions occurring at any time while the vessel is on city property. Work will cease until the safety issue is resolved to the harbormasters satisfaction.

Final Clean-up of Work Area: After the vessel has been launched, the vessel owner is required to clear all materials, structures, and equipment from the area. Any remaining items that require Harbor Staff time to clean up will be subject to fees and/or deposit forfeiture. When cleaning up, be sure everything has been removed from the premises, including:

- Blocking
- Tarps
- Scaffolding
- Temporary Structures
- Dumpsters
- Equipment/Vehicles
- Vendor's Materials/Equipment
- Debris Not Cleared Before Launch

5. COSTS, FEES, & BILLING

Dry Dockage: Due to limited space, the Homer Marine Repair Facility will not be used as a long-term vessel storage site. Charges for dry dockage are payable from the time the vessel is hauled out until the vessel is removed from the boatyard. Charges are billed monthly, no partial months. Payment of charges for dry dockage grants the vessel owner a revocable license to use the dry dockage area that is designated

for the vessel. Vendors are to work within the vessel's designated dry moorage area. Additional space may be rented from the City if available.

Security Deposit: A deposit of 50% of the estimated costs shall be made when the vessel owner makes arrangements with the Harbormaster to use boatyard facilities. The City may require the estimated payment in full at time of scheduling (dependent on account history). After the vessel has been launched, and the final work-area inspection by the Harbormaster has been completed and approved, the deposit will be credited toward beach landing and dry dock fees. The deposit will be forfeited if: a) the vessel fails to adhere to the scheduled haul-out time, or b) the vessel owner fails to leave the facility clean after launching.

Charges: Rates are published in the City's Terminal Tariff (see "Appendix C" for the fee schedule). All charges are billed out on a monthly basis and payable to the Homer Harbor Office. See the Harbor Office for questions regarding bill payment options. See "Appendix E" for a Haul-Out & Launch Estimate Worksheet.

- **Dry Dockage.** Charges are calculated as square feet, and are based on the overall length and beam of the vessel, plus a ten foot (10') perimeter on all sides, including all appendages and additional space requested.
- **Beach Landing.** Prices for the use of the City's beach for landing are based on the overall length of the vessel. Time spent on the beach prior to and after a haul-out is charged per day and will be included in the overall cost of the haul-out.

HULL CLEANING, BLOCKING, & VERTICAL ACCESS

1. HULL CLEANING

The Homer Marine Repair Facility's Stormwater Pollution Prevention Plan (SWPPP) does not allow pressure washing.

Vessel owners who wish to remove marine growth from their vessel's hull must utilize alternative methods, such as manual removal by scraping. Ground covers must be used to collect debris and then shoveled into dumpsters, which the vessel owner provides.

2. GROUND COVERS/TARPS

Ground cover tarps must be placed under every vessel prior to blocking, and cover the ground under the entire vessel plus a 10 foot parameter. They must remain in place and shall be kept clean (daily) of all hazmat, paint chips, etc. Ground cover tarps will be protected during welding by placing protective welding mats in the affected areas. Good housekeeping practices will be implemented at all times while working in the City's facility.

3. BLOCKING

Vessel blocking is the responsibility of the vessel owner and their primary haul-out service provider. The City has the right to inspect vessel blocking and will, if, necessary, require additional blocking if it is determined to be inadequate for the job. The City will not supply, store, or furnish ships blocking, nor supply the labor needed for blocking installation/removal.

4. SCAFFOLDING & LADDERS

Vessel owners and/or contracted Vendors will provide their own ladders and scaffolding. The vessel owner assumes all risk, including for their agents/crew members working on the vessel, when utilizing ladders and scaffolding. The City assumes no risk for persons utilizing such equipment in or on City facilities.

SANDBLASTING, GRINDING, SPRAY PAINTING & SANDING

1. GENERAL

Open air sanding, grinding and scraping are prohibited unless dustless systems are employed or the vessel is tented and properly vented/filtered. These precautions are to prevent escapement of airborne particulates from the vessel and soil contamination.

City staff will inspect enclosures, spray painting, and sanding practices. When violations occur, intentional or otherwise, work will be stopped until corrective measures are taken.

Owners, crewmen and contractors performing work on boats shall comply with all applicable OSHA, Federal, State, and City regulations, policies, and procedures. Personal protective clothing and respirators shall be used as appropriate.

2. SANDING & GRINDING

When practical, vessel owners are required to utilize vacuum grinding and vacuum sanding (dustless systems). When not practical, a temporary structure must be constructed to fully enclose the area being worked on, including proper ventilation and filters.

3. SPRAY PAINTING

Spray painting is permitted only when the vessel, or portion to be painted, is fully enclosed with proper ventilation and filters. Every possible effort must be made to prevent overspray from leaving the enclosure.

HOUSEKEEPING & CLEANLINESS

1. AREA AROUND EACH VESSEL

The immediate area surrounding each vessel must be kept neat and clean at all times. No open containers of paint, oil, hazardous or other pollution-creating material shall be stored exposed. All containers must be closed and stored under covers.

2. INSPECTIONS

During normal business hours, the Harbormaster will make regular inspections of the facility. Harbor Officers will periodically patrol the yard during non-business hours and report obvious conditions that require owner attention.

Violations must be immediately cured to the satisfaction of the Harbormaster. The pre-launching walk-thru meeting will allow the Harbormaster to confirm that the vessel's dry storage location is clean of all debris before the vessel is authorized to move. Storage of any materials on site must be approved in advance by the Harbormaster.

3. DRUM STORAGE

All drums will be labeled with vessel name, date, and contents. Drums will be stored palletized and covered. Storage of any materials on site must be approved in advance by the Harbormaster. Space will be provided as available and charges will reflect actual square foot usage.

4. MACHINERY

Before removing machinery (i.e. engines, hydraulic motors and other equipment), all open fittings shall be sealed to prevent leakage of lubricating and cooling fluids. Through-hull fittings shall similarly be sealed to prevent leakage of contaminated bilge water.

5. DISPOSAL METHODS & RESTRICTIONS

General: Everything must be properly and promptly disposed of at the time materials/waste is generated. Nothing should be left lying about. Ask if you need guidance or assistance. Abandoned waste will be disposed of and billed to the vessel owner with applicable service fees. Empty cans, scraps of lumber, paper, or other debris must be placed in waste containers and the area cleaned on a daily basis and prior to departure.

For LARGE amounts of waste oil, oily rags, used oil filters, antifreeze, and batteries: Contact National Response Corporation (NRC) Kenai Office for disposal logistics at 907-258-1558 or infoalaska@nrcc.com.

Liquid & Petroleum Waste: Hazardous and non-hazardous wastes must be properly separated and properly stored and/or disposed. No liquid wastes may be drained onto the ground or into the harbor. Violations could result in substantial fines and the removal of such violators from working in the boatyard. No open containers of any liquids are to be left in the open where they could be filled with rain or tipped

over causing potential runoff into the ground and water. Common sense should dictate proper activities. Abandoning wastes without proper disposal is prohibited.

Flammable materials like paint thinners and gasoline must be segregated and properly disposed of at the Homer Landfill Bailing Facility. Please contact the Kenai Peninsula Borough regarding their Hazardous Waste Disposal Program. The use of liquid dispersants, like Joy soap, or mechanical means to dissipate slicks caused by fuel spills, is prohibited. Spills must be reported to staff.

Solid Waste: Dumpsters are to be provided by the vessel owner; use of City dumpsters is not permitted. Dumping of solid waste materials must be free of all liquids and the products must be inert. Heavy metal (engines, refers, etc. and/or large volumes of insulation, cardboard, etc.) trash and recyclable products should be hauled directly to the Homer Landfill Bailing Facility. Covers on dumpsters shall remain closed except during the process of actual trash disposal in order to minimize rainwater entry. No solid wastes may be disposed onto the ground. Any such violations will result in substantial fines and the removal of such violators from working in the boatyard. Abandoning wastes without proper disposal is prohibited.

Contaminated Bilge Water: Bilge water, contaminated with oil, antifreeze, solvents or similar materials shall not be pumped or emptied onto the ground of the boatyard or in harbor waters. Contact National Response Corporation (NRC) Kenai Office for disposal logistics at 907-258-1558 or infoalaska@nrcc.com.

Sewage: Direct discharge of sewage from vessel toilet facilities is prohibited. All applicable systems shall be tagged and locked out to prevent accidental discharge while in the yard. Overboard through hull ports may be plugged to prevent discharge. Vessel owners are responsible to make arrangements for Porta-Potties for their workers/vendors.

Paint: Paint waste, including anti-foulant, must be disposed of at the Homer Landfill Bailing Facility. Please contact the Kenai Peninsula Borough regarding their Hazardous Waste Disposal Program. Hazardous waste includes liquid paint, thinners, solvents and similar materials. All containers must have lids that are capable of being sealed to prevent spillage during transport, and must be properly labeled with vessel's name, its contents, and date. Accidental spillage should be reported to staff for assistance and guidance for clean-up. Paints and solvents shall be stored in properly sealed containers. Drip pans, tarps or other devices shall be used during the transferring of solvents or paints and during paint mixing.

Hazmat Storage: Storage of oily rags, open paints, open solvents, open thinners, gasoline, or other flammable or explosive material is prohibited on or within the boatyard facility, except for gasoline stored aboard a vessel in U.L. or Coast Guard approved containers.

SAFETY

1. **Vessel Owner Responsibility:** Owners are responsible for the safety of their crew and workers.
2. **Vendor Responsibility:** Vendors are responsible for the safety of their employees and shall follow OSHA approved standards.
3. **Welding/Hotworks:** Vendors contracted to weld must be certified, licensed, and insured. All persons, including vessel owners, crewmembers, and vendors must follow all standard welding practices per OSHA regulations. Fire guards and protective measures must be in place during all welding and cutting activities. There will be no open flames (other than welding or cutting torches) and no open burning. For every welder working, each must have a person on fire watch with fire extinguisher near them. Atmospheric testing for enclosed areas shall be done when appropriate. Arc shields shall be used as appropriate and required.
4. **PPE:** Owner and vendors shall insure that personal protective equipment and clothing will be provided and worn as appropriate to each task.
5. **Ladders/Scaffolding:** Vessel owners and vendors assume all risk when utilizing ladders and scaffolding.
6. **Storm Events:** Vessel owners and vendors are solely responsible to take emergency measures to secure the vessel, or anything that may become airborne during a windstorm event to prevent damage/injuries caused by airborne debris from their vessel and/or dry storage location.
7. **Alcohol/Drug-Use in Facility:** No alcohol or drugs shall be consumed/allowed in the boatyard or aboard vessels in the boatyard.
8. **Fires:** No open fires are permitted aboard vessels or in the boatyard.
9. **Children:** Children, under the age of 12, must be accompanied by an adult at all times.
10. **Pets:** All animals must be leashed and cleaned up after per Homer City Code.
11. **Live-a-boards:** No one will live aboard a vessel in dry moorage without consent of the Harbormaster.

SPILL PREVENTION

1. OIL OR HAZARDOUS MATERIAL SPILLS

Owners, crewmen and contractors performing work on boats must immediately report any spills to the Harbor Office, NRC, DEC, and USCG MSD. Failure to report can result in fines. The vessel owner and vendor are responsible for the cleanliness of their dry moorage area. Fees will be assessed if City staff labor is utilized to clean a vessel's area.

- Harbor Office: 907-235-3160
- Harbor Officer On-Duty Cellphone: 907-399-1649
- EPA's National Response Center: 800-424-8802
- Alaska Dept. of Environmental Conservation: 800-478-9300
- U.S. Coast Guard Marine Safety Detachment: 907-690-2098

2. IN CASE OF A SPILL USERS SHALL:

1. Immediately stop the source of the spill.
2. Shut of all ignition sources in the area.
3. Immediately cease all smoking or welding in the area.
4. Contain the spill by using absorbent pads and booms.
5. Recover the spill as quickly as possible.
6. Notify the Harbor Office, NRC, DEC, and U.S. Coast Guard MSD.

APPENDIX A

User Agreement

APPENDIX B

Vendor Agreement

APPENDIX C

Fee Schedule

APPENDIX D

Work Plan Sample

APPENDIX E

Haul-Out & Launch Estimate Worksheet

APPENDIX F

Facility Overview



ACTION ITEM REPORT

Land Allocation Plan – Home Run Oil

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Port and Harbor Advisory Commission Liaison
Meeting Date: Wednesday, September 25, 2024

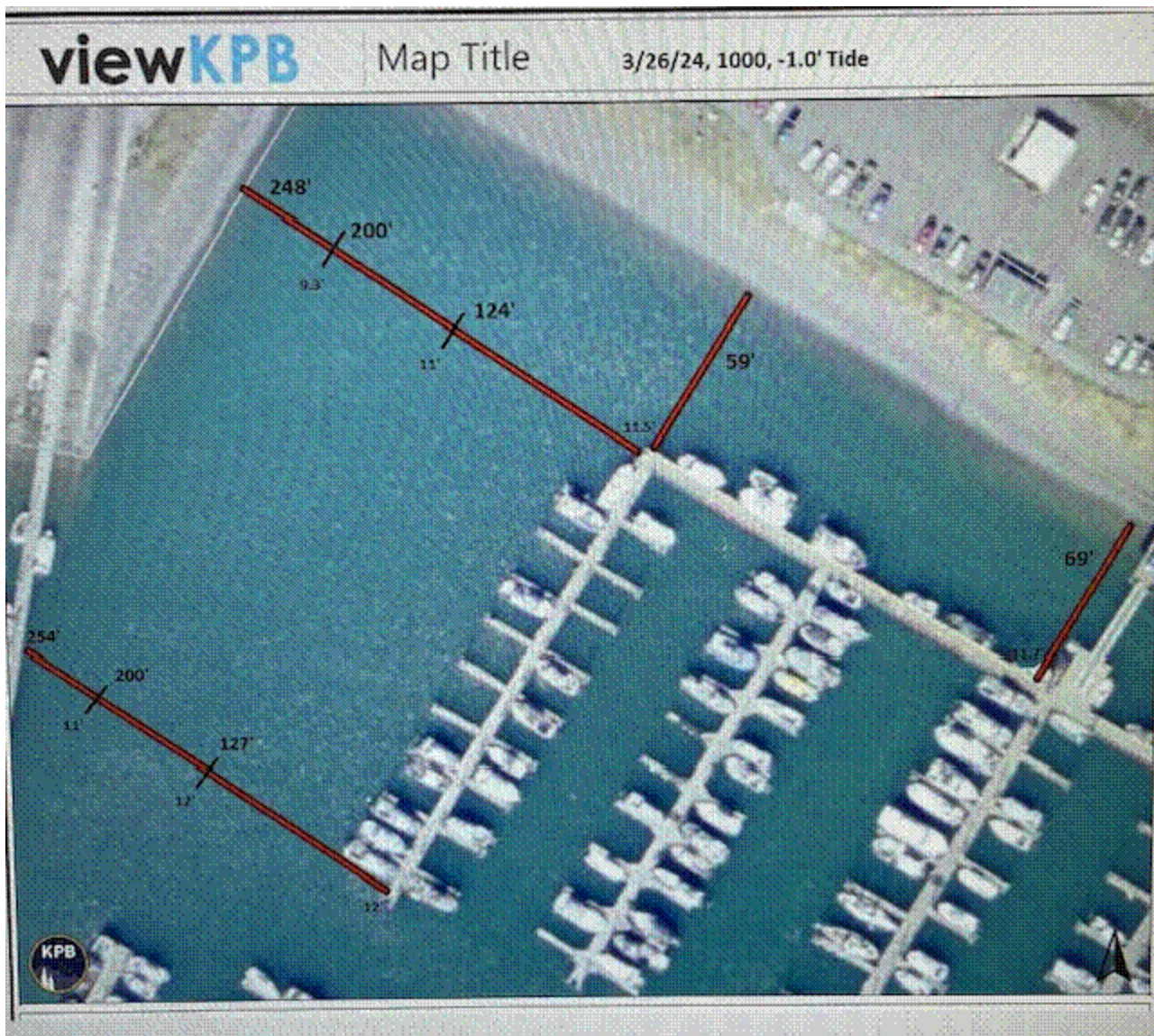
Summary Statement: Consider making a recommendation to Council regarding this request to amend the Land Allocation Plan

Jeff Erickson Presented to the Commission on Wednesday, August 28, 2024 to propose that Home Run Oil engage in a lease with the City for a new fuel float in the Harbor. There is no parcel currently available on the Land Allocation Plan to support a new fuel float, however, the commission was interested in the proposal and would like to learn more.

I spoke with the City's Director of Community Development, Julie Engebretsen, regarding the procedure for addressing a request to lease City property that is not currently listed as available to lease in the Land Allocation Plan. She indicated that there is not a formal policy to her knowledge; however, the Council will be reviewing the Land Allocation Plan in October so the commission can simply direct any feedback to Council as a part of that process and it will be addressed promptly.

The specific area requested by Jeff Erickson is in conflict with future plans for Float System 4. Please see the attached 30% design for the float rebuild. You will observe that the AAA head float extends past CC float towards the launch ramp. The intention is that eventually the Harbor would construct a new BB float with stalls only on the side that faces CC. The distance from the end of the CC finger floats to the end of the extension on AAA is 42'. Below is an overview of the same area in the harbor marked up with depth measurements at several intervals. Harbor Operations staff measured the area at a minus tide earlier this year to identify the distance to the harbor bank and the depths at various intervals, and their findings are recorded here.

Jon Erickson has notified me that he plans to attend our meeting and address the commission. I have provided all the information I have at this time regarding Jeff and Jon's request.



Staff Recommendation: Review the information in this Action Item Report and any additional items provided by Home Run Oil and make a motion to Council to relay any recommendations.

Attachments: System 4 Rebuild 30% design



ACTION ITEM REPORT

Land Allocation Plan – Homer Harbor Overslope

To: Port and Harbor Advisory Commission
From: Amy Woodruff, Administrative Supervisor
Meeting Date: September 25, 2024

Summary Statement: Consider making a recommendation to Council regarding this request to amend the Land Allocation Plan

Mike Yourkowski is a current City tenant who leases a parcel located at 4460 Homer Spit Road. His lease expires in 2025 with no options to renew, and he recently submitted an application requesting a non-competitive new lease that will come before the Commission at our next meeting. He has also asked to increase the area of his lease by adding the portion of the overslope that is just across the Harbor Trail from his leased property. He submitted a written request that is included as an attachment to this Action Item Report.

I spoke with the City's Director of Community Development, Julie Engebretsen, regarding the procedure for addressing a request to lease City property that is not currently listed as available to lease in the Land Allocation Plan. She indicated that there is not a formal policy to her knowledge; however, the Council will be reviewing the Land Allocation Plan in October so the commission can simply direct any feedback to Council as a part of that process and it will be addressed promptly.

Staff Recommendation: Review the information in this Action Item Report and its attachments and make a motion to Council to relay any recommendations.

Attachments: Request from Mike Yourkowski

I would like to encourage the City to approve leasing the overslope in the harbor.

For City Manager, planning director, Economic Development coordinator Julie Englebreton, various commissions and commissioners

How many years has the city and the community wanted to develop the overslope in the harbor? At least the forty years I've been around here. Why hasn't anything happened? The City has relied on private investment to make it happen. Problem is, it is very risky with long term payback periods. Can the City help? Yes and in the process create jobs, tax revenue and business opportunity.

1. Need

Just as Harbor expansion is the future of the harbor, overslope development is the future of tourism related business on the spit. There is already limited space for new businesses, West side development is justifiably on hold. There is a need for employee housing. Overslope development does not take up parking, however, it could create the need for more parking which may make a shuttle more viable. Tangentially, the short tourist season does not justify higher per square foot investment however, creating a longer season with expanded overslope attractions could provide for more jobs, sales tax and investment. Think Riverwalk in San Antonio. (<https://www.thesanantonioriverwalk.com/>) Huge draw from miles around. The spit trail is already built and popular.

2. Funding

The City will qualify for many more grants than individual investors. There are many state and federal economic development grants available and Alaska Industrial Development and Investment Authority funds similar projects. I think it's worth issuing bonds frankly. But I am sure that there are many grants that the City would qualify for. Grants distributed to investors would create a public/private partnership that would benefit the entire community.

3. Leadership

The City needs to take the lead on this, get the funds together and issue performance based grants to lease holders. Right now the City is a roadblock to Overslope development not a catalyst. Currently the city expects developers to jump through expensive hoops before issuing overslope leases. Private developers bear all the risk and the rewards are years away. However, private developers can build far cheaper than the City and City grants with design stipulations would facilitate a uniform final product. There are already a lot of stipulations in the zoning code. One time engineering and architectural costs borne by the City would save developers money. City could waive sewer and water connection fees to facilitate development. The city could provide savings by buying railings and decking in quantity and passing the savings on to developers. For a 100 foot section of overslope 45 feet over the harbor we are estimating 300K\$. A 150K\$ grant plus other savings would make it way more feasible.

4. Staffing

We have a very capable economic development coordinator that needs to take this on now.



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

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Homer, AK 99603

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(p) 907-235-3160

(f) 907-235-3152

Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR
DATE: SEPTEMBER 18 2024
SUBJECT: ANNUAL PORT TARIFF NO. 1 PROPOSED CHANGES

Staff conduct an annual review of our Port of Homer Tariff No. 1 to make sure it reflects our current policies and rates, submitting any prospective changes to the City for review and approval. The following information listed below pertains to this year's proposed edits/changes.

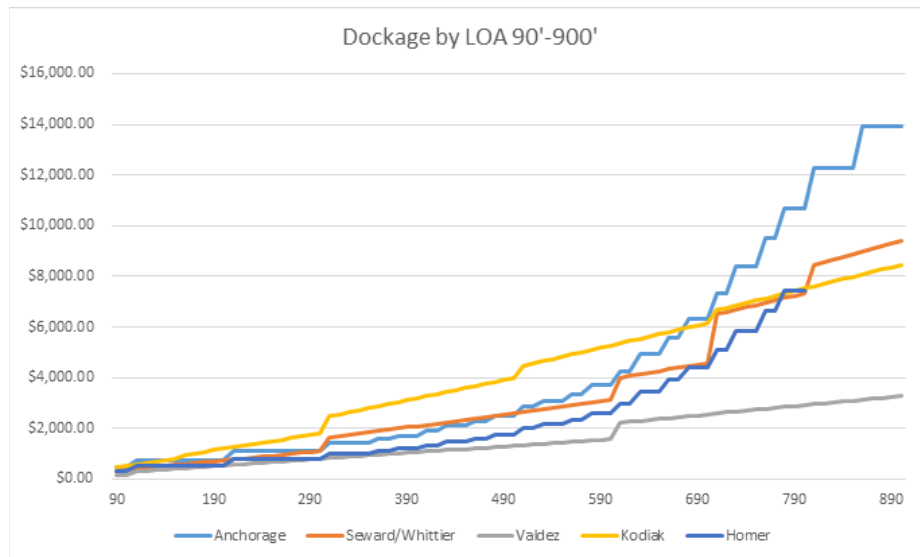
Policies

- Liability, indemnity, Insurance [RULE 5]- The City Lawyers and staff have revised the insurance language sections to clarify and better represent the requirements to protect both users and the City as they utilize harbor facilities.
- Special Terminal Use Permits [Rule 21.01]- For administrative reasons, all Terminal Use Permits have been changed from annual renewal requirements to every 3 years. The proposed language change is to reflect current policy
- Note: Work Skiffs [RULE 28.2]- removal- Removal of the work skiff moorage exception policy was already approved by council Ord. 24-09. Further conversation led to a one-year delay in enforcement until Jan 1 2025. As of this revision of the tariff, council's decision re Ord 24-09 will be honored and all language regarding Rule 28.2 work skiffs shall no longer be present. Work Skiffs will be treated as all other boats within the Homer Harbor.

Fees

- Cold Storage Inspection fee \$50- removing fee- In practice , we don't use this fee.
- Stall Swap Request \$25- increase of fee to \$100- Stall Swap Requests represent individual preferences of a stall permittee who wishes to relocate to another location within their stall size class within the harbor. Unlike stall wait lists, these individual requests take significant staff time and attention in both the initial request period and the later tracking until a match is found. Also, unlike stall waitlists that require an annual fee to remain on the list, the stall swap request is a one time fee and remains on file until a new location fitting the requested perimeters is found. Operations has requested an increase in this fee to \$100 to represent the associated staff time.
- Gangway and Camel Rental Fee -addition- We already rent these items. The addition of these fees in the tariff is intended to match the tariff to current operational administrative policy.

- Dockage, Deep Water Dock & Pioneer Dock- increase fee - We have not adjusted these fees in about a decade and a recent informal rate study conducted with similar nearby harbors has shown that we have been outpaced and our fees are too low to maintain the infrastructure effectively. (see attached graph). Staff recommend a 16% increase this year, with an annual 5% increase (mirroring our moorage rate structure) applied to following years moving forward. This planned increase would get us back to competitive rates by 2027. We also plan to conduct another informal comparison study again in 3-5 years to reassess.



- Dry moorage- Large Vessel Haul Out Facility- add- Due to overcrowding within the harbor basin, during the winter months on System 5, available space at the Large vessel haul out facility has been utilized for dry moorage with preference of use/space always given to those vessels that are conducting work.
- Parking, Monthly pass for vehicles over 20ft, decrease- The decrease from \$85 to \$70 for the monthly parking pass for vehicles over 20ft is necessary with the new online ability to purchase parking passes. A “monthly pass” will now simply be \$70 for ease of both software and human navigation.
- Moorage- increase fee- Adjustments for next year’s commodity rate have been added in preparation for January 1 2025 per the Homer Harbor’s current moorage rate and CPI increase policies.

Recommendation

Move to recommend Council approval of Ordinance 24-xx adopting the proposed changes to Tariff No. 1.

CITY OF HOMER
HOMER, ALASKA

City Manager/Port

ORDINANCE 24-xx

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
ADOPTING THE REVISED PORT AND HARBOR TARIFF NO. 1

WHEREAS, The Port and Harbor Tariff No. 1 is reviewed and updated annually; and

WHEREAS, Staff has completed its annual review and submitted edits, changes, and additions for review; and

WHEREAS, The proposed changes were reviewed by JDOLaw, the city's contracted law firm; and

WHEREAS, The Port and Harbor Advisory Commission also reviewed the revised tariff at their September 2024 meeting and recommended [REDACTED]; and

WHEREAS, The revised Tariff No. 1 accurately represents the Homer Harbor's current and planned operational and fiscal policies.

NOW, THEREFORE, The City of Homer City Council ordains that the revised Port and Harbor Tariff No. 1 be adopted with the following changes as listed below:

Under Rule 5-LIABILITY, INDEMNITY, INSURANCE-

RULE 5 – LIABILITY, INDEMNITY, INSURANCE

5.01. **CARGO** LIABILITY – The City of Homer, its Port personnel, its employees and agents, shall not be held liable ~~are not responsible for~~ any loss or damage to cargo regardless if the loss or damage is the result of ~~caused by~~ fire, frost, heat, dampness leakage, weather damage, evaporation, natural shrinkage, waste, insects, decayed and live animals, 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 is caused by floats, logs, piling or camel logs required in breasting vessels away from wharf, or caused by anything outside the control of the City.

5.02. LABOR ACTIONS OF CIVIL UNREST – The City of Homer shall not be held liable ~~is not~~

responsible for any loss, damage, delays, costs or from any consequences as a result of civil unrest, shortage of or action by labor, riots or strikes of any persons in their employ or in the service of others.

5.03. INDEMNITY

(A) DEFENSE AND INDEMNITY

Users of the City of Homer's Terminal Facilities, as defined in this Tariff, Section 3.02, Port facilities including but not limited to, vessels owners and crew members, their vessel owners and its agents or instruments, shippers or consignees, and shore personnel shall defend, indemnify and hold harmless the City of Homer, its officers, employees, and agents against any and all claims, demands, losses, damages, or expenses 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 and 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.

(B) MOORAGE AT HOMER'S TERMINAL FACILITIES

Vessel owners and operators shall defend, indemnify, and hold harmless the City of Homer, its officers, employees, and agents against any and all claims, demands, losses, damages, or expenses arising from or connected to moorage at the City of Homer's Terminal Facilities brought against the City except for those caused by the City's own negligence. The City shall not be held liable for any loss or damage incurred to the vessel or its associated items or be regarded as a "bailee" or "warehouseman". Vessel owners use the City of Homer's Terminal facilities moorage at their own risk; the City is not responsible for providing products or services to protect vessels from damage.

~~5.04. 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.~~

5.04 INSURANCE – 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. Terminal facility users shall comply with any applicable insurance requirements included in this Tariff and the Homer City Code or Alaska Statutes.

5.05 All vessel owners using the City of Homer's Terminal Facilities are required to carry liability insurance with a minimum of \$300,000 coverage and add the City as a certificate holder. Transient moorage users who do not provide proof of liability insurance will only

be permitted to purchase moorage at the daily rate. Reserved moorage users who do not provide proof of liability insurance will not be permitted to renew their stall permit. Commercial boats-defined as vessels that are operated as part of a business, including but not limited to commercial fishing, charter fishing, vessel-for-hire, freight, tow, and construction are required to carry at a minimum \$1,000,000 of liability insurance, and to add the City of Homer as an additional insured with waiver of subrogation. All reserved stall holders, annual and semi-annual transient moorage users are required to add the City of Homer as a certificate holder. Human-powered vessels are exempt from these insurance requirements.

5.06 ADDITIONAL INSURANCE – The City reserves the right to **require** ~~request~~ additional insurance coverage by users of the Port’s facilities or to be named additional insured at the discretion of the City. The City may request any additional insurance as deemed appropriate for port activities. For vessels that may be hazardous or become a menace to other vessels, their occupants, City facilities, the Port Director 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. The vessel’s owner or agent shall file 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.

Under Rule 16 RATES: Labor, Towing, Pumping, Equipment, Special Services, Sewage, Third Party Billing, Search & Rescue-

16.05. SPECIAL SERVICES – Special services including waste, ~~bulk oil~~, or garbage disposal shall be billed at the City’s actual cost, including City labor costs, plus 125% of City costs for services. This includes the costs for outside services arranged and paid for by the City. **For bulk oil disposal fees see Appendix A Fee Schedule.** Except where otherwise required by law, the Port Director has the authority to provide, arrange for or refuse the provision of services in addition to those set out in this Tariff.

Under Rule 21 DOCK FUELING & BUNKERING AT THE PIONEER DOCK & DEEP WATER DOCK-

21.01. SPECIAL TERMINAL USE PERMIT AND REQUIREMENTS: For Petroleum Product Transfer – Fueling vessels at the Pioneer Dock and the Deep Water Dock by truck or vessel is permitted with the permission of the Port Director and the completion of a Special Terminal Use Permit. The Special Terminal Use Permit shall be completed ~~annually with an annual~~ **every three years with its associated** permit issuance fee. Fee cost can be found in Appendix A fee schedule. In addition, the Permittee shall file timely fuel wharfage reports stating the gallons of petroleum product dispensed with the required payment.

Under APPENDIX A-FEE SCHEDULE-

APPENDIX A- FEE SCHEDULE

The Port Director has authority to protect rates against inflation, raising them by a calculated percentage using the Consumer Price Index –Urban Alaska/Anchorage table, at the Port Director's discretion and with City Council's approval.

PORT & HARBOR FEES

Effective 1/1/2024

Please add 7.85% sales tax to fees unless otherwise noted

FISH DOCK

Note: Vessels left unattended at Fish Dock or obstructing access will be charged \$150.00 per hour

- Fish Dock use permit: \$5.00 per issuance
- Special Terminal use permit: \$200 per issuance
- Annual Crane Card: \$52.00 w/signed Authorization Agreement
- Crane Card Replacement: \$5.00 per card replaced
- Cranes:

0 - 15 minutes	\$22.66	<u>Crane Capacity</u> :
16 - 30 minutes	\$45.32	2½ ton #1, #3, #4, #5, #6, #8
31 - 45 minutes	\$67.98	5 ton #2, #7
46 - 60 minutes	\$90.64	
- Ice:

\$ 130.90 Per Ton
After hours call out for Ice delivery = \$250.00 fee per call out
- Seafood Wharfage: \$4.76 per ton of seafood/fish product across the dock, regardless of species
- Ice/Non Fish Wharfage: \$14.50/ton, Includes ice not purchased from City & transferred Freight NOS over Fish Dock
- Community Fish Grinder: \$5 per tub (approx. 100lbs), \$30 per tote (approx. 1,000lbs); processing plant connection fee to outfall line \$7,000 (can be in 5 annual installments plus 7.5% interest); Annual outfall connection maintenance fee \$2,400.
- Cold Storage:

- Lockers #1 – 8 (8' x 10')	\$334.75 per month
- Locker #9 (10' x 22')	\$920.90 per month
Inspections \$50.00 per hour	

HARBOR

- Harbor Labor: \$200.00 per hour, plus equipment and direct costs (towing)
\$100.00/half hour minimum
- Pumps:

\$40.79/day for electric pump
\$69.97/hour for gas pump, minimum charge of one hour. Includes attendant time
- Tow: skiff with operator 1 hour \$365.00

167 • Load & Launch Ramp: (Fees are inclusive of sales tax)
 168 \$25 per day - (\$13.00 launch fee plus a \$12 parking impact levy for a total of \$25)
 169 \$250 per season (April 1 – Oct. 15) - (\$130.00 launch fee plus \$120 parking
 170 impact levy= \$250)
 171 \$25.00 per hour for unattended vessel/blocking ramps
 172 \$100 penalty for commercial loading @ L&L ramp during peak hours
 173 between 6am-6pm

174 • Insufficient Funds: \$50 insufficient funds check fee

175
 176 GRIDS Required: moorage agreement, grid utilization form, schedule, & pay in
 177 advance for first tide

178 • Wood: Max. 59 feet
 179 0-59 feet \$2.10/ft/tide
 180 • Steel: Max. 200 displacement tons - vessels 60 ft. to 120 ft
 181 60-80 feet \$5.10/ft/tide 101-120 feet \$7.64/ft/tide
 182 81-100 feet \$6.50/ft/tide 121-140 feet \$8.48/ft/tide
 183

184 STALL WAIT LIST Stalls are offered once a year, mid-October
 185 • Stall Wait List: \$30.00 per year per listing; prorated fee to the May Stall Wait List due date
 186 • Stall Swap Request: ~~\$25.00~~ **\$100** per request
 187

188 ELECTRICITY Billing cycle is the 16th to the 15th of each month; Kilowatt cost determined
 189 by public utility

190 • Daily/Flat Rate: 110v \$10.20/calendar day (monthly rate after 15 days)
 191 208v/single phase \$20.12/calendar day (monthly rate after 17 days)
 192 208v/3 phase \$45.20/calendar day (monthly rate after 7
 193 consecutive days)

194 • Monthly Rate: 110v \$152.67
 195 208v/single phase \$341.70
 196 208v/3 phase & 480v \$28.80 + electrical usage charge per kilowatt

197 • Metered Reserved Stalls: \$23.95/month + electrical usage charge per kilowatt
 198 Vacancy notification waiver available

199 • Winter Power: \$28.80 connect/disconnect fee + \$28.80/month + electrical usage charge
 200 per kilowatt

201 Available October 16 – April 15 with signed application

202 Note: A transient vessel connected to power April 16 - October 15 will be charged the daily rate. If a transient vessel
 203 consumes more electricity than would be covered by these flat rates, then such transient vessel shall be charged for
 204 the actual consumption. Charges for kilowatts may be adjusted without advance notice.

205 PORT

206 • Barge Ramp/Beach Use:

207 01'- 36' = \$1.50 per ft based on length overall of vessel + 1 ton wharfage (\$5.14)

208 37' - 49' = \$1.50 per ft based on length overall of vessel + 2 tons wharfage (\$10.28)
209 50'± = \$1.50 per ft based on length overall of vessel (+ wharfage as reported)
210 Annual Pass (Jan 1-Dec 31) for vessels ≤ 36' = (landing + 1 ton wharfage) x 10
211 Annual Pass (Jan 1-Dec 31) for vessels 37' to 49' = (landing +2 tons wharfage) x 10
212 Penalty for going dry on barge ramp/causing restricted access- \$150 per tide cycle
213

214 • Dockage:

215 Note: These charges are applicable to all berthing locations on the Deep Water Dock and Pioneer Dock
216

217 - \$ 963.06 Cruise Ship Service Charge
218 - \$52.00 Dockage Service Charge
219 - Lightering Fee \$1,500, plus \$6.00 per passenger
220 - Passenger wharfage fee (non-regulated) \$0.00 per passenger
221 -Passenger wharfage fee (regulated) \$0.00 per passenger
222 -Gangway Rental- \$100 per day
223 -Camel Fender Rental \$50 per day
224

0' to 100'	\$338	<u>\$392</u>	451' to 475'	\$1,604	<u>\$1,861</u>	651' to 675'	\$3,917	<u>\$4,544</u>
101' to 200'	\$506	<u>\$587</u>	476' to 500'	\$1,762	<u>\$2,044</u>	676' to 700'	\$4,420	<u>\$5,127</u>
201' to 300'	\$788	<u>\$914</u>	501' to 525'	\$1,996	<u>\$2,315</u>	701' to 725'	\$5,119	<u>\$5,938</u>
301' to 350'	\$1,005	<u>\$1,166</u>	526' to 550'	\$2,154	<u>\$2,499</u>	726' to 750'	\$5,858	<u>\$6,795</u>
351' to 375'	\$1,098	<u>\$1,274</u>	551' to 575'	\$2,334	<u>\$2,707</u>	751' to 775'	\$6,644	<u>\$7,707</u>
376' to 400'	\$1,206	<u>\$1,399</u>	576' to 600'	\$2,582	<u>\$2,995</u>	776' to 800'	\$7,459	<u>\$8,652</u>
401' to 425'	\$1,337	<u>\$1,551</u>	601' to 625'	\$2,957	<u>\$3,430</u>			
426' to 450'	\$1,490	<u>\$1,728</u>	626' to 650'	\$3,443	<u>\$3,994</u>			

225
226 *(lightering fees and passenger wharfage fees shall be calculated by full passenger manifest regardless of*
227 *how many passengers disembark)*
228
229

230 • Storage: Open areas, fishing gear \$.12 per square foot/month
231 Open areas, non-fishing gear \$.17 square foot/month
232 Fenced storage yard \$0.22/sq ft/month
233 Deck Shelter Storage- prearranged \$35/per month

- 234 Demurrage - \$.09 per sq ft per day
235 (Haul- Out Facility)
236 Upland Dry Dockage for vessel w/annual moorage= \$.17 per sq ft/month
237 Upland Dry Dockage for vessel w/transient moorage = \$.20 per sq ft/month
238 Upland Dry Dockage for vessel w/ no moorage= \$.25 per sq ft/month
239 **Dry Moorage - \$0 w/ current annual moorage paid (only available for large**
240 **vessels with annual moorage, priority shall be given to Upland Dry Dockage**
241 **needs over Dry moorage)**
242 Dry Dockage admin fee \$50
243 Haul Out facility Vendor Fee \$150
244
245 • **Water:** \$38.81 per 1,000 gal. – minimum 5,000 gals
246 Scheduled delivery – \$102.00 connect/disconnect
247 Unscheduled delivery – \$139.32 connect/disconnect
248
249 • **Wharfage:** \$5.14/ton wharfage on N.O.S. Freight (Not Otherwise Specified) for the Barge
250 Ramp & Beach
251 \$7.96/ton wharfage on N.O.S. Freight for the Deep Water Dock & Pioneer
252 Dock
253
254 *Except as otherwise specifically provided, rates are in*
255 *U.S. dollars (USD) per short ton of 2000 lbs. or per 32 cubic foot. Short ton*
256 *=0.907185 metric tons (mt)*

COMMODITY	WHARFAGE RATE (\$USD)
Aggregate (Gravel, stone, minerals)	\$1.00 per short ton/\$1.10 per mt
Agricultural Products (Grains, corn, legumes, etc.)	\$3.50 per short ton/\$3.86 per mt
Containerized Cargo	\$8.00 per short ton/\$8.82 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1 ≥ 100 Short tons	\$7.96 per short ton/\$8.77 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 101 ≥ 1,000 Short Tons	\$6.00 per short ton/\$6.61 per mt
Freight N.O.S. (Pioneer/Deep Water Docks) 1,001 ≥ 10,000 Short Tons 10,000 + Short Tons	\$5.00 per short ton/\$5.51 per mt \$4.50 per short ton/\$4.96 per mt
Freight N.O.S. (Barge Ramp and Beach)	\$5.14 per short ton/ \$5.67 per mt
Freight N.O.S. (Fish Dock) ICE Fish Dock	\$14.50 per short ton/ 15.98 per mt \$14.50 per short ton/ 15.98 per mt

Hazardous materials, as established by Dept of Transportation materials commodity List. At location designated for loading, unloading or staging by USCG permit	\$8.00 per ton /Min. 1 ton
Livestock (horses, mules, cattle, hogs, sheep, goats, fowl)	\$10.12 per head
Petroleum	\$0.84 \$1.26 per barrel/ \$0.02 \$0.03 per gallon
Poles, Logs, cant or cut	\$3.95 per thousand board feet
Seafood/Fish Products (regardless of species) (all docks)	\$4.76 per short ton/\$5.24 per mt

- Disposal
 - Oil \$50/drum
 - Used Antifreeze \$8.00/gallon
 - Oily Water/Bilge Slop \$5.00 /gal delivered in drums

PARKING

- Fee pay day use parking:
 - Day Use Fee Parking \$10 per calendar day
 - Seasonal permits for day use parking \$150
 - Monthly permits for day use parking \$100.
- Long term parking:
 - Annual parking permit \$150
 - Monthly parking permit >20ft \$70
 - Monthly parking permit <20ft ~~\$85~~ **\$70**
 - Weekly parking permit >20ft \$25
 - Weekly parking permit <20ft \$35
 - Trailer parking (no boat) \$7 per linear ft./month
 - Parking Citation \$25 per citation
 - Failure to pay parking citation \$25 for each month past due

* Parking permits refer to vehicles unless otherwise specified as "trailer". Citations specific to long term parking overstay shall be limited to \$250 per calendar year, with \$150 of the fine credited toward an annual permit if applicable

MOORAGE

Note: Mooring charges commence when a vessel is made fast to a wharf, pier, harbor float or other facility. A vessel moored between 12:01 a.m. and 10:00 a.m. shall be charged a full day's moorage.

- Reserved: ~~[\$63.41~~ **70.77** + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps at 86')
- Annual Transient: ~~[\$63.41~~ **70.77** + (LOA x \$.05)] x LOA, plus a \$50.00 administrative fee. (\$.05/ft caps at 86')
- Semi-Annual Transient: ~~[\$42.48~~ **47.42** + (LOA x \$.05)] x LOA, plus \$33.50 administrative fee (\$.05/ft caps at 86')
- Monthly Transient: ~~[\$10.78~~ **12.03** + (LOA x \$.05)] x LOA, plus \$8.50 administrative fee (\$.05/ft caps at 86')

288 *Vessels that properly register and prepay moorage may deduct \$0.50/foot/month
289 • Daily: [~~\$1.90~~ 2.12+ (LOA x \$05)] x LOA, plus \$1.50 administrative fee (\$.05/ft caps at
290 86')
291 *Vessels that properly register and prepay moorage may deduct \$5.00/day
292

293
294
295 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of _____,
296 2024.

297
298 CITY OF HOMER
299
300 _____
301 KEN CASTNER, MAYOR

302 ATTEST:
303
304 _____
305 RENEE KRAUSE, MMC, CITY CLERK
306

307 YES:
308 NO:
309 ABSTAIN:
310 ABSENT:
311
312 First Reading:
313 Public Hearing:
314 Second Reading:
315 Effective Date:

September 2024 Operations Report

Ice Plant

Halibut and Black Cod landings are average for this time of year. Ice sales have slowed. In addition to normal duties, Ice Plant personnel have been busy with:

- Fish Dock vessel traffic control
- Maintaining ammonia compressors
- Weekly removal of hard ice buildup from rake and evaporators to maintain efficient operation.
- Daily dock cleanup.
- Maintaining bird deterrent equipment.
- Monthly Crane inspections.
- Assorted building and dock maintenance projects

Port Maintenance

Port maintenance personnel are gearing up for winter shutdowns and cleanup, also...

- Ongoing Float maintenance
- High Mast Light inspections
- Ongoing Dock and Float inspections.
- Ongoing electric pedestal Maintenance
- Keeping up with recurring monthly work orders.
- Ongoing used oil collections.
- Deep Water dock ladder and bumper maintenance.

Harbor Operations

- Harbor occupancy is currently around 775 vessels.
- The Labor Day holiday weekend was steady, but not overwhelmingly busy.
- “Fee Pay” parking lots at Ramps 1-4 have been returned to “No Pay” for the fall/winter.
- Pioneer Dock and Deep Water Dock traffic included vessels: Tustumena; Ann T Cheramie; Perseverance; Endeavor; Kate Frances; Millennium Star; cable ship IT Integrity; ATB Island Explorer and barge Sea Tac 300; and cruise ship Seabourn Odyssey.
- Staff responded to several EMS calls, and raised one vessel sunk at the dock.

- Rose Benson has returned from “maternity leave”.
- Jared Brant has joined the operations team as our newest Harbor Officer.

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **August 2024**

<u>Moorage Sales</u>		<u>2024</u>	<u>2023</u>	<u>Stall Wait List</u>		
Daily Transient		445	425	No. on list at Month's End	<u>2024</u>	<u>2023</u>
Monthly Transient		282	305	20' Stall	0	2
Semi-Annual Transient		1	2	24' Stall	49	73
Annual Transient		11	8	32' Stall	189	205
Annual Reserved		211	175	32' A Stall	18	14
				40' Stall	77	72
				50' Stall	40	35
				60' Stall	4	4
				75' Stall	7	8
				Total:	384	411
<u>Grid Usage</u>		<u>2024</u>	<u>2023</u>			
1 Unit = 1 Grid Tide Use						
Wood Grid		10	13			
Steel Grid		0	0			
<u>Services & Incidents</u>		<u>2024</u>	<u>2023</u>	<u>Docking & Beach/Barge Use</u>	<u>2024</u>	<u>2023</u>
Vessels Towed		4	1	1 Unit = 1 or 1/2 Day Use		
Vessels Moved		60	72	Deep Water Dock	32	27
Vessels Pumped		9	16	Pioneer Dock	21	23
Vessels Sunk		0	0	Beach Landings	3	1
Vessel Accidents		1	0	Barge Ramp	231	280
Vessel Impounds		1	1			
Equipment Impounds		1	3	<u>Marine Repair Facility</u>	<u>2024</u>	<u>2023</u>
Vehicle Impounds		0	0	Vessels Hauled-Out	2	1
Property Damage		0	0	Year to Date Total	6	4
Pollution Incident		2	4	Vessels using facility uplands	2	1
Fires Reported/Assists		1	0			
EMT Assists		9	6	<u>Wharfage (in short tons)</u>		
Police Assists		3	1	In Tons, Converted from Lb./Gal.	<u>2024</u>	<u>2023</u>
Public Assists		16	34	Seafood	638	532
Thefts Reported		0	0	Cargo/Other	328	691
				Fuel	*	44,813
				* not available at time of report		
<u>Parking Passes</u>		<u>2024</u>	<u>2023</u>	<u>Ice Sales</u>	<u>2024</u>	<u>2023</u>
Long-term Pass		4	0	For the Month of August	404	425
Monthly Long-term Pass		2	4			
Seasonal Pass		0	0	Year to Date Total	2,055	1,694
<u>Crane Hours</u>		<u>2024</u>	<u>2023</u>	<u>Difference between</u>		
		203.6	243.7	<u>2023 YTD and 2024 YTD:</u>	<u>361 tons more</u>	



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: September 4, 2024
SUBJECT: City Manager's Report for September 9, 2024 Council Meeting

Meetings with the State Hazard Mitigation Grant Program Team

On September 5, Kim Barenburg, the State Hazard Mitigation Grant Program (HMGP) Manager and Rick Dembroski, the State Building Resilient Infrastructure and Communities (BRIC) Program Manager were in Homer for a site visit primarily related to the Raw Water Transmission Line replacement project. They were joined by the FEMA Region 10 HMGP project manager as well. As a reminder, the project utilizes \$2.1M of State and Federal HMGP funds to replace the pipeline that conveys water from the pump house near the Bridge Creek Reservoir to the water treatment plant. The existing transmission line is old cast iron pipe, which has cracked numerous times and is vulnerable to earthquake damage.

During the visit, the HMGP team met with Finance, Administration and Public Works staff to:

- review the City's first round of grant reporting documents (which were rated 'awesome') and answer questions about the next phase of the project, issuing bid documents and contracting for construction services;
- visit the project site, spending time at the reservoir, the pump house and water treatment plant learning about the City's drinking water supply system; and
- invite the City to submit a Change of Scope request to possibly include funding for the fiber optic line installation in the project



The HMGP team also informed staff that they are tracking the Building Code project grant application through the FEMA review process and spent time reviewing projects in the City's All-Hazard Mitigation Plan to identify FEMA funding opportunities. We greatly appreciate the positive relationship the City has had with the State Division of Homeland Security and Emergency Management and with FEMA to help the City mitigate hazards and be more prepared for managing disasters. Thank you!

The Douglas Denman makes a port call to Homer

We want to extend a warm welcome to the *USCG Douglas Denman*! The *Douglas Denman*, moored next to the *USCG Cutter Aspen*, is part of the fleet of Sentinel class cutters built to replace the 110' island class cutters and are being phased in across the state as they come out of the ship yard.

Currently home ported in Ketchikan, the *Douglas Denman* will eventually find her home in Sitka. The *Douglas Denman* has 22 crew on board and is only here for three days for provisioning and shore leave. Port & Harbor staff looked at several mooring options for the ship which included having them come into the harbor and raft out from the *Naushon*, moor at the Deep Water Dock or raft out from the *Cutter Aspen*. The crew choose to first use the deep water dock for refueling then to shift over to the *Aspen* so that they could use the *Aspen's* gangway to get on and off the dock for shore leave.



Cuts in State Programs Funding Libraries

On August 16, the State Division of Libraries, Archives and Museums announced major cuts to the Public Libraries Assistance (PLA) grants. The FY24 grants came to \$7,000 per library, while the FY25 amount is set at \$1,829. Homer Public Library will have to cut back on ordering new materials and delay updates to certain sections, but we'll survive. The smaller libraries around us are in serious trouble. Separately, the amount allocated to the State Library Electronic Doorway (SLED) was cut from \$500,000 to \$369,514. SLED provides 60 of the 68 databases available to patrons through our library website, so the cuts will have significant impacts on our patrons. Several small databases (LearningExpress, Auto Repair Source, Hobbies and Crafts Source, Home Improvement Source and Small Engine Repair Source) will disappear shortly. If no further funds can be obtained, the next resources on the chopping block are BrainPOP and HeritageQuest.

Hickerson Memorial Cemetery

The City has recently received public comments from residents regarding maintenance conditions at the Hickerson Memorial Cemetery. Generally, the cemetery is maintained, however challenges arise from gravesites that families and friends have decorated with oversized monuments, rocks, benches, small fences, and other materials that impede the mowing and upkeep. An informational memo with photos from the Public Works Director is attached to this report. Homer City Code 19.04.090 Monuments, allows for flat light memorial markers on cemetery plots, but no other monuments or plantings are allowed without permission from the City. The Cemetery Policy Manual addresses the

City's right to remove decorations from cemetery sites and dispose of them as deemed appropriate, however with limited staffing, this type of enforcement and cleanup is difficult to accomplish, and has the potential to result in other types of complaints. Conversations will continue at the staff level on how to address the concerns that have been raised.

Election Information

City and Borough elections are right around the corner! Election day is Tuesday, October 1st. Absentee Voting opens on September 16th and will be available Monday-Friday 8:00 a.m. to 4:00 p.m. in the Cowles Council Chambers through Monday, September 30th. The State and Federal General Election is Tuesday, November 5th. As of this report the voter registration deadline has passed for the local elections, and there is still time to update your information for the General Election in November. Voter registration is available online at <https://elections.alaska.gov> or at the City Clerk's office and the Homer Public Library. Please contact the Division of Elections at 866-948-8683 or email at electionsr1@alaska.gov if you have questions about voter registration.

A new employee has joined the City Manager's office!

Susie Inglis stepped into the role of Special Projects Assistant in early September. Working part-time, Susie will be supporting Special Projects & Communications Coordinator Carroll. With her diverse background in the arts, film, and political science, Susie is a valuable addition to our team.

Attachments:

- Memorandum from Public Works Director re: Hickerson Memorial Cemetery
- City of Homer Job listings at <https://cityofhomerak.applicantpro.com/jobs/>
- September Anniversaries
- Job Listings
- Worksession, Visitor Calendars



MEMORANDUM

To: Melissa Jacobsen, City Manager
From: Daniel Kort, Public Works Director
Date: May 28, 2024
Subject: Hickerson Memorial Cemetery

Background:

The memorials left at the Hickerson Memorial Cemetery (Cemetery) have been an ongoing and persistent issue that inhibits the City staff and the City's contractor from properly mowing and maintaining the grounds of the Cemetery. On August 17, 2024, the Public Works Department received a letter from a local resident speaking about the lack of maintenance at the Cemetery. And at the August 26, 2024 City Council Meeting, another resident voiced the same concerns.

Public Works Department staff went out to further investigate the claims made and to try to come up with a logical solution to the issue.

Discussion:

The Public Works Department has a long history surrounding difficulties surrounding maintenance at the Hickerson Memorial Cemetery. The findings from this investigation are as follows.

Backfilling Cemetery Plots

The City has been working with a local person who hand digs and backfills grave sites. This person has no means of carting away the excess soil displaced by the casket, and therefore has been mounding the soil over the grave site for a lack of any other options.

Over time, this grave site will begin to grow grass/weeds and the mounded surface is not maintainable.

Cemetery Plot Boarders



In many instances, first generation relatives and friends of the deceased create improvements to these grave sites by placing wood boarders or rocks around them as shown in the following photo.



This second example is a complex of 4 grave sites (all with boarders) that has fallen into disrepair or neglect because the family and friends no longer maintain the sites. The City does not have the capacity to maintain these other than to mow around the perimeter.

The last example of a boarder is a combination boarder and homemade headstone that has fallen into neglect and disrepair.



Cemetery Plot Decorations

Numerous grave sites are adorned with decorations which means the maintenance becomes the responsibility of the descendants of the deceased. The City does their best to mow around these sites. Examples of decorations are presented in the following photo's.







Cemetery Plot Plantings

There are several locations where flower gardens, alders, or spruce trees have been planted to honor their friends or family. This is another situation where City staff and contractors are challenged to work around these objects. The following are examples of these plantings.



Cemetery Plot Rock Gardens

There are a number of rock gardens over grave sites. Some are still maintained by family, while others are neglected and barely visible. Below are example photos of these sites.





Cemetery Memorial Benches

Benches appear to be a recent addition to some grave sites. There were none observed that have fallen into disrepair yet, however these obstacles prevent normal maintenance. The following are photo examples of benches.





Recommendation:

The Public Works Department recommends evaluating whether the City Council and administration would like to take a stronger stance towards enforcing existing rules in regards to Cemetery Plot decorations, monuments, etc.

[Documents](#) [Job Openings](#) [Helpful Links](#)

Current Job Listings

[Jobs \(/jobs/\)](/jobs/) [Login \(/account/login.php\)](/account/login.php)

Below is a list of the current openings with our company. Click on the job title to learn more about the opening.

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Number of Jobs: 3

Building Maintenance Tech I or II (<https://cityofhomerak.applicantpro.com/jobs/3470589>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3470589>)

Building Maintenance | Homer, AK, USA | Full Time | \$22.26 - \$28.63 per hour
Posted: Aug 20, 2024 Closing Date: Sep 17, 2024

Part-Time Community Development Associate (<https://cityofhomerak.applicantpro.com/jobs/3476585>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3476585>)

Planning | Homer, AK, USA | Part Time | \$27.33 - \$31.41 per hour
Posted: Aug 26, 2024 Closing Date: Until Filled

Treatment Plant Operator I or II (<https://cityofhomerak.applicantpro.com/jobs/3476751>)

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3476751>)

Water & Sewer | Homer, AK, USA | Full Time | \$22.38 - \$27.53 per hour
Posted: Aug 26, 2024 Closing Date: Sep 22, 2024

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City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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Homer, Alaska 99603

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(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: September 9, 2024
SUBJECT: September Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Aaron Glidden	Port	20	Years
Ryan Browning	Police	14	Years
Tracie Whitaker	Police	10	Years
Lisa Linegar	Police	9	Years
Charles Benson	Police	3	Years
Jessica McGuire	Finance	2	Years
Dawn Brooks	Library	1	Year
Chad Felice	Public Works	1	Year

Council Meeting Dates	Visitor
Monday, August 12	<i>J & H Consulting City Lobbyists Derotha Ferraro/Ryan Smith</i>
Monday, August 26	
Monday, September 9	<i>Kachemak Bay Recovery Connection Head Japanese Consul, Mr. Kiyohiko Hamada</i>
Monday, September 23	<i>1. CARTS Presentation – Jodi Stuart, Board President Jessica Schultz, Executive Director 2. Shelly Wade Agnew Beck Update Comp Plan Rewrite</i>
Monday, October 14	<i>Kenai Peninsula Youth Website Project Update – Ginny Espenshade</i>
Monday, October 28	
Monday, November 12	
Monday, November 25	<i>Brad Anderson, Chamber of Commerce Annual Report</i>

WORK SESSION

AGENDA CALENDAR 2024

Council Meeting Dates	Work Session Topic
Monday, January 8	<i>Exempt Employee Wage Scale</i>
Monday, January 15 Off-cycle	<i>Joint Session with Parks Art Recreation & Culture Advisory Commission</i>
Monday, January 22	<i>Homer Harbor Expansion Baseline Conditions Report Overview – Ronny McPherson & KC Kent HDR</i>
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Monday, February 26	<i>Ord 23-61 Amending HCC Title 5 to add Chapter 5.48 Short Term Rentals</i>
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Monday, March 18 Off-cycle	<i>Joint Session with ADA Advisory Board Rescheduled to August</i>
Tuesday, March 26	<i>3:00 start Comp Plan Meeting with Agnew:Beck and Planning Commission (tentative)</i>
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Monday, November 25	



Public Workshop 2

The Kenai Peninsula Borough, along with the Cities of Homer, Kenai, Seldovia, Seward, and Soldotna, is developing the first ever Safe Streets and Roads for All Comprehensive Action Plan, funded through a grant from the U.S. Department of Transportation. Feedback from all users of our transportation routes is vital - we want to hear from you!

Please join the team at one of the upcoming public workshops, and visit the plan website at <https://kpb.us/safestreets> to learn more.

- **September 10, 2024;** 5-7 PM, Seward Library, 239 6th Ave, Seward - Community Room
- **September 11, 2024;** 5-7 PM, Challenger Center, 9711 Kenai Spur Hwy, Kenai - North Star Classroom
- **September 12, 2024;** 5-7 PM, Kachemak Bay Campus, 533 E Pioneer Ave, Homer - Pioneer Room 201/202
Virtual; TBD



<https://kpb.us/safestreets>



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Memorandum

TO: Mayor Castner and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: September 18, 2024
SUBJECT: City Manager's Report for September 23, 2024 Council Meeting

City Hall Fiber Optic Install Complete

City Hall has successfully cut over to a new Internet link using the underground fiber optic cable that was installed in July. The link from City Hall provides internet to most of the City's operating locations, and about 80% of City staff. This kind of upgrade not only makes daily work for staff easier, it dramatically changes what the City can do with our internet link and re-calibrates strategic decisions like whether to utilize software as a service (SaaS or "cloud" services) vs continuing to make capital-intensive investments in on premise hardware to provide most data services. A few other notes about the project:

- The project to install buried fiber optic cable to City Hall was part of the FY24 capital budget, with help from the State of Alaska Community Assistance Program funding (Ordinance23-43(S)).
- The bandwidth increase is nearly 10x what was available from the previous connection, a jump from 35 mbps to 300 mbps.
- The monthly service cost represents an increase of only about 25% over our previous monthly service.



Cruise Ships

Council passed Resolution 24-048 in April regarding cruise ships coming to Homer. The Port and Harbor Commission has completed their work and the Economic Development Advisory Commission expects to complete their tasks in October. On September 12, Port Director Bryan Hawkins, Community Development Director Julie Engebretsen and Councilmember and Homer Tours owner Shelly Erickson participated in a Chamber luncheon on the topic. Panelists shared experiences working with cruise ships, heard from Chamber members on their views and observations, and informed the audience about upcoming Comprehensive Plan events. Staff expects to wrap up the project and report back to Council in the latter half of October.

SS4A – Safe Streets 4 All, transportation partnership with Kenai Peninsula Borough

Community Development Director Engebretsen and Council Members Aderhold and Davis attended the open house held at the college on Thursday September 12th. Project team R&M Consulting provided an overview of the borough wide survey held earlier this year on the transportation safety concerns of residents. They also provided an in-depth analysis of crash data, encompassing 2018-2022. A data dashboard with data and results will be publicly available shortly. The draft plan will be out for public review early in 2025, concurrent with a third and final open house in Homer. Adoption is anticipated in June of 2025. This plan will make other funding sources available for transportation safety improvement projects, for all modes of transportation. The next round of funding will be announced in March next year. To fund the SS4A project, the Borough received a large federal grant. Five Cities within the Borough are participating by providing matching funds or in kind services (Resolution 22-063). Each City's share of match is based on population. At this point it is unlikely the project will require enough City of Homer staff time to meet the match. Staff will be providing council an ordinance for the calculated remainder of the Homer's required match.

Homer Landslide Assessment

Way back in 2018, FEMA awarded funding for a project to complete a comprehensive landslide hazard assessment for the City of Homer. The project included working with the State of Alaska Department of Natural Resources Geological & Geophysical Surveys (DGGs) and the University of Fairbanks. Field work was conducted, and the Planning Commission was given a presentation of the draft findings before the pandemic. Fast forward to fall 2024, and the study is finally ready for public release. More information and the study will be forthcoming in October.

Ben Walters Sidewalk Project Update

East Road Services recently wrapped up all the drainage work, storm drains, curbs, and gutters for the new Ben Walters sidewalk. The paving crew started work September 12 and will be continuing through early the next week. Traffic control and lane reduction are in place. Residential and business access will be restored as soon as the new pavement cools. Once paving is complete, the contractors will replace fire hydrants, construct the new pressure reducing valve building and plumbing assemblies, and other items through the end of September.



Homer Airport Terminal Sidewalk Replacement

Folks flying in or out of Homer Airport will notice some temporary detours to the terminal doors and in the parking lot because the terminal sidewalk replacement project is underway. Currently the existing sidewalk, planters, curb, and pavement in front of the terminal building are being removed. After that contractors will be installing the sub-grade materials, including insulation board and heating tubes which will help reduce ice build up on the sidewalk in the winter months. Over the following three weeks, new sidewalks, curbs, and ramps will be constructed.



Visit from the US Coast Guard Sector Western Alaska & US Arctic

On September 11, members of the U.S. Coast Guard Sector Western Alaska and US Arctic paid a visit to the City to discuss enhancing our Coast Guard City partnership and understanding local needs. Sector Western Alaska & U.S. Arctic is the Coast Guard's largest geographic sector, exercising authority in a jurisdiction extending through-out Western Alaska, The North Slope, and the Aleutian Islands through Prince William Sound. We were thrilled they came for a visit! The visit introduced key Coast Guard staff Deputy Sector Commander Scott Farr, Senior Chief Matthew Burns, Chief of Prevention Christine Brown, and Lieutenant Juston Lee with the local Marine Safety Detachment and outlined ways their staff are able to enhance the USCG City relationship through community engagement opportunities. Mayor Ken Castner and Council Member Rachel Lord discussed local needs and reiterated great appreciation for the important role the USCG plays in our maritime community – including search and rescue, pollution prevention & response, waterways management, port security, vessel inspections, and investigations.



Attachments:

- Homer Harbor Expansion Project Monthly Report
- City Council Work Session Schedule
- Cook Inlet Regional Citizens Advisory Council Director's Report
- Conversations with a Council Member Fall 2024 Schedule



MEMORANDUM

City Managers Report
City Council
September 23, 2024

Homer Harbor Expansion Study Monthly Written Update

Item Type: Informational Memorandum
Prepared For: Mayor and City Council
Date: September 18, 2024
From: Jenny Carroll, Special Projects and Communications Coordinator
Through: Melissa Jacobsen, City Manager and Bryan Hawkins, Port Director

Purpose: This memorandum provides the Homer Harbor Expansion Study monthly written update to Homer City Council per Resolution 23-037.

The U.S. Army Corps of Engineers (USACE) Project Development Team (PDT)

Continuing study activities:

- The USACE Environmental Resources team
 - Has another site visit planned for September 20 to continue their series of beach seining and bottom trawls.
 - Resumed monthly coordinating meeting to keep agencies engaged and updated on the status of the study.
 - Plans to re-engage the Environmental Stakeholders Working Group after the field season is finished.
- Building upon previous community input on Local Service Facility (LSF) needs, the USACE Economics and Hydrology/Hydraulics teams continue collecting moorage demand data, maintenance cost data
- Economics team welcomed a senior USACE Economist, J Walter, to the Project Development Team to work with Megan Green. They are planning for meetings with harbor user groups in possibly October/November to help determine the appropriate basin size and local service facilities (LSF) as they pertain to the regional and national economic benefits.

HDR – Owner Representative:

- Geophysical-hydrographic data collection is going well, with most data delivered. One of the sensors malfunctioned, so the contractor had to get it repaired and will return to the site to complete the survey. Completion is estimated for mid to late September.
- Completed the analysis of moorage demand in the current harbor and submitted to the USACE.
- Arranged for the publication of an Opinion piece in the [Homer News](#) and the [Peninsula Clarion](#).
- Developed social media ads and fliers (which were locally distributed by City staff), targeted at raising awareness about the importance of the Homer Harbor in general, and encouraging citizens to engage with the [Homer Harbor Expansion website](#).
- Attended twice-monthly USACE Project Development Team meetings and weekly meetings with City.
- Provides communications support as-needed; keeps [Homer Harbor Expansion website](#) updated.

City of Homer staff:

- Attended biweekly USACE Project Development Team meeting and biweekly meetings with HDR.
- Scheduling a joint meeting with the United States Coast Guard, the USACE project development team and the City to discuss harbor and local service facility design considerations for USCG vessels that moor and layover in Homer Harbor.
- Providing logistical support for USACE meetings with harbor user groups.
- Port Director coordinating with Ronny McPherson at HDR on a Homer Harbor Expansion GI presentation at the Alaska Association of Harbormasters and Port Administrators' annual fall conference to be held in Homer October 21-25, 2024.
- Ongoing communications/outreach: Information and updates about the study are being disseminated through the [Homer Harbor Expansion website](#), the City's quarterly newsletter, the [City of Homer Facebook](#) and [Instagram](#) pages and through HHE email subscriber list as needed.

RECOMMENDATION:

Informational Only.

WORK SESSION

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Monday, November 25	



Carla Stanley, representing the
City of Homer

Update from the Board of Directors

Cook Inlet Regional Citizens Advisory Council

The Cook Inlet Regional Citizens Advisory Council held its regular meeting on Friday, September 6th in Kodiak.

The Council heard presentations that focused on Kodiak area issues and industries. Arron Jones, a Mariculture Technician from Alaska SeaGrant gave an update on the emerging mariculture industry around Kodiak, focusing mainly on kelp and oyster production. Macrosystis kelp beds are being discovered and tracked in the area, and more information about that expansion and the role of kelp production in the local economy are important data points that are informing oil spill response plans. Statewide, 93 permits for kelp farms have been issued, covering more than 1,300 acres. Jones noted the potential upsides to this new industry and some of the conditions unique to Alaska that are suitable to kelp production.

Lexa Meyer, Alaska Mariculture Alliance Liaison for the Kodiak Archipelago Leadership Institute and Owner and Hatchery Manager of Alaska Ocean Farms LLC provided a more detailed look at the local industry at this stage in its development; what challenges remain for local producers and what producers are looking for in terms of regulatory changes that could provide a boost for those local operations.

The Council also heard presentations about updated tsunami inundation maps for south central Alaska and were provided with an overview of tsunami warning systems and protocols. Barrett Salisbury, Ph. D, Earthquake and Tsunami Hazards Program Manager, Geohazards Section, Division of Geological and Geophysical Surveys and Chair of the AK Seismic Hazards Safety Commission, provided examples of tsunami events both in Alaska and in other parts of the world and how those events affected local communities.

Dave Snider, Tsunami Warning Coordinator with the National Tsunami Warning Center in Palmer walked the Council through the tsunami warning process, explaining areas where NOAA and the National Weather Service are working on improvements to the system to better reflect a particular area's actual threat risk.

The Council received an update from Alaska Department of Environmental Conservation Ex-Officio Board member Ytamar Rodriguez, Prevention and Tactical Response Unit Manager for the Department's Spill Prevention and Response (SPAR) division. He reported that central region staffing levels are currently full and employee turnover in the division has decreased.

Finally, the Council set its meeting schedule for 2025, with our annual meeting set for Kenai in April. Our rotating meeting will be in Seldovia in September. The Council will meet next in Anchorage on December 5th and 6th, 2024.



MONTHLY
CONVERSATIONS
WITH A
CITY COUNCIL
MEMBER

CONNECT, REFLECT, AND LEARN TOGETHER!



12:00 - 1:00 pm at Homer Public Library in the Conference Room

Bring your questions, ideas, and lunch (if desired) for an informal conversation with a different Homer City Council Member each month. Join us on the second Tuesday of each month, September - May, at the Homer Public Library.



**Donna
Aderhold**

**Tuesday,
Sept. 10, 2024**



**Rachel
Lord**

**Tuesday,
Oct. 15, 2024**



**Caroline
Venuti**

**Wednesday,
Nov. 13, 2024**

What to Expect :



Informal
Conversations



Idea
Exchanges



Information
Updates



Q & A
Opportunities



info@friendshomerlibrary.org
friendsofthehomerpubliclibrary.wildapricot.org
907-435-3195

