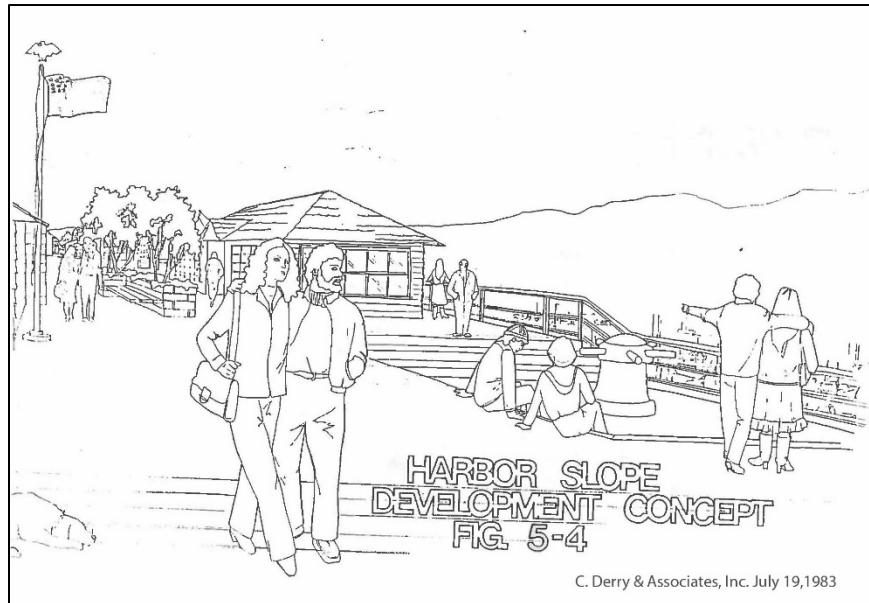


Port & Harbor Advisory Commission

Regular Meeting
February 28, 2018,
Wednesday
5:00 p.m.



City Hall Cowles Council Chambers

491 E. Pioneer Avenue

Homer, Alaska 99603



**NOTICE OF MEETING
REGULAR MEETING AGENDA**

1. CALL TO ORDER

2. APPROVAL OF THE AGENDA

3. PUBLIC COMMENT REGARDING ITEMS ON THE AGENDA

4. RECONSIDERATION

5. APPROVAL OF MINUTES

- A. January 24, 2018 Regular Meeting Minutes **PAGE 5**

6. VISITORS/PRESENTATIONS

7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

- A. Port and Harbor Director's Report for February 2018 **PAGE 9**
1. Memo to Port & Harbor Advisory Commission on AAHPA Fly-in Board Meeting and Anchorage Boat Show **PAGE 11**
2. Laydowns given to Legislators on AAHPA and Derelict Vessels **PAGE 12**
3. Report Card for Alaska's Infrastructure 2017- American Society of Civil Engineers

8. PUBLIC HEARING

9. PENDING BUSINESS

10. NEW BUSINESS

- A. Overslope Development of the Small Boat Harbor Overlay District **PAGE 21**
- B. Distribution of Parking Citation Funds

11. INFORMATIONAL ITEMS

- A. Ordinance 18-04 RV's on the Spit **PAGE 31**
- B. Resolution 18-016(S) Harbormaster Building Emergency Generator **PAGE 63**
- C. Resolution 18-017(S) Fish Grinder RFP Award **PAGE 65**
- D. Port & Harbor Monthly Statistical Report for January 2018 **PAGE 67**
- E. Water/Sewer Bills Report for January 2017 **PAGE 69**
- F. Crane and Ice Report **PAGE 71**
- G. Deep Water Dock Report **PAGE 73**
- H. Pioneer Dock Report **PAGE 75**
- I. Dock Water Report **PAGE 77**
- J. Commissioner Attendance at City Council Meetings 2018 **PAGE 79**

12. COMMENTS OF THE AUDIENCE

13. COMMENTS OF THE CITY STAFF

14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)

15. COMMENTS OF THE CHAIR

16. COMMENTS OF THE COMMISSION

**17. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR WEDNESDAY, MARCH 28, 2018
at 5:00 p.m. in the City Hall Cowles Council Chambers located at 491 E. Pioneer Ave, Homer,
Alaska**

Session 18-01, a Regular Meeting of the Port and Harbor Advisory Commission was called to order by Chair Ulmer at 5:02 p.m. on January 24, 2018 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONER ULMER, CARROLL, DONICH, HARTLEY, ZEISET, ZIMMERMAN

ABSENT: PORT DIRECTOR/ HARBORMASTER HAWKINS (EXCUSED)
COMMISSIONER STOCKBURGER (EXCUSED)

STAFF: PORT & HARBOR DEPUTY HARBORMASTER CLARKE
DEPUTY CITY CLERK SMITH

APPROVAL OF THE AGENDA

ZEISET/DONICH-MOVED TO APPROVE THE AGENDA

There was some discussion

VOTE. NON OBJECTION. UNANIMOUS CONSENT

Motion carried.

RECONSIDERATION

APPROVAL OF MINUTES

A. December 13, 2017 Regular Meeting Minutes

HARTLEY/DONICH-MOVED TO APPROVE THE MEETING MINUTES

There was no discussion

VOTE. NON OBJECTION. UNANIMOUS CONSENT

Motion carried.

VISITORS/PRESENTATIONS (10 minute time limit)

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/ BOROUGH REPORTS

A. Port and Harbor Director's Report for January 2018

Deputy Harbormaster Matt Clarke is standing in for Harbormaster Bryan Hawkins who is attending the Seattle Boat Show.

Deputy Harbormaster Clarke discussed the following topics:

- Prepared information for the Seattle Boat Show.
- South Trestle Fish Pump RFP.
- Homer Cathodic Protection Project ITB.
- Ramp 2 Restrooms was passed in Ordinance 18-02 by City Council at last night's meeting.
- Fish Grinder RFP.
- Bought a new used truck for Harbor Officers to haul garbage and service the fish cleaning stations.
- The month of December required zero snow removal.
- Cod fleet mobilized and is currently fishing, while the Bering Sea Crab fleet departed.
- Added extra mooring lines to numerous vessels in transient mooring rafts.
- Conducted 6 vessel tows including a 38' sailboat left unattended and believed to be dragging an anchor and the 105' disabled gold dredging vessel for maintenance purposes.
- Theft caught in progress and reported by Harbor Staff.
- Ice Plant winter maintenance is still ongoing.
- The Deep Water Dock security gate had to be reset due to wind.
- Repaired electric pedestals.
- Ordered and received new composite trash can lids for Port & Harbor grounds.
- Adjusted high mass light angles to reduce glare.

Commissioner Zimmerman arrived at 5:21p.m.

Commissioner Zimmerman questioned how much the trash can lids cost and what style the Harbor ended up purchasing.

Deputy Harbormaster Clarke stated that the lids cost approximately \$70 each and the style they chose is a dome-shaped lid made out of composite material. The dome shaped lids control the size/amount of garbage that can be put into the trash can, and that was a very important reason why they chose the dome-shaped lids.

Commissioner Hartley questioned how the lids will be attached to the trash cans. He is worried that the lids will start to disappear if they aren't tethered down.

Deputy Harbormaster Clarke stated they have not officially decided on what method would be best to tie the lids down. He imagined that they would use some type of durable line or chain, but they have to make sure that the lids can come off in order to change the trash bags.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

INFORMATIONAL ITEMS

A. Anchorage Daily News Article Re: School Suspensions for Pot by Charles Wohlforth

Commissioner Carroll brought this article to the commission as an informational item. He states that it's important to stay informed on the effects marijuana and alcohol in the state. In this article, the alcohol revenue does not compensate for the damage that it causes or the treatment facilities that are constantly full. This means that the money that is used to pay for these amenities is coming from elsewhere, all while there is minimal tax on alcohol. Commissioner Carroll worries that marijuana will have the same effect and he is not happy with "footing the bill" for someone else to cause damage.

The commission briefly discussed the article and the effects of legalized marijuana on the economy.

- B. Port & Harbor Monthly Statistical Report for December 2017
- C. End of Year 2017 Statistical Report
- D. Water/Sewer Bills Report December 2017
- E. Crane and Ice Report
- F. Deep Water Dock Report
- G. Pioneer Dock Report
- H. Dock Water Report
- I. End of Year 2017 Load and Launch Statistics
- J. End of Year 2017 Parking Statistics
- K. Commissioner Attendance at City Council Meetings 2018

Deputy Harbormaster Clarke commented that because high mast light #7 has its own transformer, the harbor staff can track the usage on that light without contacting Homer Electric Association. During the months of September- December 2016, high mast light #7 used 21,057 kilowatts, during the same months in 2017, the light only used 11,248 kilowatts. This means the electricity usage has been cut in half since installing the new LED high mast lights on the spit. He feels that replacing the lights was a successful project because the usage of electricity went down and the light quality drastically improved.

The commission discussed and assigned attendance at City Council meetings for the year of 2018.

COMMENTS OF THE AUDIENCE

COMMENTS OF CITY STAFF

Deputy Harbormaster Clarke thanked the commission for taking it easy on him.

COMMENTS OF THE COUNCILMEMBER *(If one is assigned)*

COMMENTS OF THE CHAIR

Chair Ulmer thanked Deputy Harbormaster Clarke for the good work that the Port & Harbor Staff does.

COMMENTS OF THE COMMISSION

Commissioner Zimmerman asked Deputy Harbormaster Clarke what the Harbor pays the Parking Officer and how many citations were issued this year.

Deputy Harbormaster Clarke stated that positions wages are approximately just under \$20,000 for the season and that he estimates around 300 citations were given out this year at \$25 apiece.

Commissioner Zimmerman believes since the Port & Harbor pays for the Parking Officer and spends the most time dealing with the public on parking citation issues, that they should receive at least a percent of the parking revenue, instead of it going into the City's general fund. He suggested that this item should be put on the February 28th agenda.

ADJOURN

There being no further business to come before the Commission the meeting adjourned at 5:47 p.m. The next regular meeting is scheduled for Wednesday, February 28, 2018 at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

HAYLEY SMITH, DEPUTY CITY CLERK

Approved:_____



City of Homer

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Port and Harbor

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FEBRUARY 2018 PORT & HARBOR STAFF REPORT

1. Administration

Staff met with:

- Carey Meyer and other City staff- for the Cathodic Protection bid opening
- Public- for the Seattle Boat Show, tourism and harbor promotion
- James Gwynn and Matthew Dura P.E., S.E., Nelson Engineering P.C - Ramp 2 Restroom Project
- Carl Uchytel (teleconference)- AML Winter Meeting
- Kate Mitchel- to discuss a Homer historical project
- Jennifer Karnik, Program Coordinator Alaska Clean Harbors (teleconference)- board meeting
- Russell Cooper, General Manager Operations, Petro 49, Inc- lease signing
- Homer Marine Trades Association- plans for anchorage boat show
- Carey Meyer and other City staff- for the Emergency Back-Up Generator bid opening
- Lease Advisory Meeting- Overslope RFP
- AAHPA- board meeting and legislative effort in Juneau
- Public- for Anchorage Boat Show
- Kenai Peninsula Borough Assembly Meeting- presentation about Marine Trades Association
- Staff from the Alaska Gasline Development Corp. including Rosetta Alcantra, VP of Communications- as part of their Homer community meetings on their upcoming projects.

2. Operations

January and February brought about an extended period of cold weather causing significant ice congestion in the small boat harbor. Temporary berthing assignments located near the harbor entrance were provided to several vessels engaged in commercial operations to provide ease of access. The demand for shore power electricity increased accordingly with over 60 vessels currently participating in the winter metered power program.

Seeking shelter from the cold, harbor officers commenced on a variety of indoor projects including refurbishing several Kids Don't Float PFD lockers, renewing our Alaska Clean Harbor certification, outfitting the new (used) harbor assistant utility truck, and product testing three handheld PDAs for potential use in harbor moorage operations with the new Total Marina Software program.

The following vessels conducted landings at the port facility: Todd Prophet & Edward Itta, Tustumena, Pacific Wolf & DBL55, Perseverance, Bob Franco, and Stimson.

Other notable events:

- On 1/15, operations staff towed a 100' disabled gold dredge from B float to JJ float.
- On 1/16, harbor officers assisted a 45' recreational vessel operating with restricted maneuverability depart from the harbor for repairs.

- On 1/19, harbor officers assisted a customer report the theft of propane tank and a hand truck to HPD.
- On 1/23, a tsunami warning was issued for Alaska. The graveyard shift officer and HPD commenced in evacuation of the port & harbor. The deputy harbormaster assisted with ICS at HFD. At 0430, the state of Alaska officer of emergency management downgraded the tsunami warning to a watch and the fire chief issued an all clear for the port & harbor. A subsequent facility-wide inspection for damage was conducted.
- On 1/31, harbor officers assisted a 175' landing craft depart the harbor during strong northeasterly winds.
- On 2/2, the USCG Hickory reported damage to its fendering system.
- On 2/7, a 45' salvaged fishing vessel was towed to the harbor from Kodiak. The vessel was in a compromised state of seaworthiness, with damage to its bow reinforced by several gallons of spray foam. The vessel departed the harbor days later seeking repairs at Northern Enterprises.
- On 2/12, harbor officers took advantage of the warming trend by washing down several float systems that had become polluted by marine mammal and bird feces during the extended freeze.

3. Ice Plant

Spring is just around the corner and the Ice Plant will open for the 2018 season on March 17th. In spite of a particularly nasty flu season, our accomplishments in the winter maintenance program this last month include

- Collaborated with local welder on Intercooler Float Tree replacement
- Replaced fan bearings on Condenser #1
- Replaced outdated pressure relief valves on Ice Machines and Oil Pots
- Replaced Solenoid Valves and Pressure Regulators on evaporators 1 & 3
- Inspected heat trace on all evaporator drain lines
- Started annual painting projects

4. Port Maintenance

From mid-January to mid-February Port Maintenance:

- Trouble-shot problems with the salt water well at the fish grinder shed, including pulling the pump multiple times.
- Assisted USCG Hickory with berth fender issues.
- Telephonically attended the Pacific Coast Congress of Harbormasters and Port managers Board and Training and Education committee meetings.
- Plowed snow and sanded as needed.
- Assisted AMH crew with installation of solar flood lights on the Pioneer Dock #1 dolphin.
- Performed a post-earthquake inspection of the Pioneer Dock and Deep Water Dock from the patrol skiff. No issues noted.
- Repaired damage to F float fire line caused by a vertical floating log, with assistance from divers and Operations.
- TWIC renewal for Glidden.
- Assisted Homer Volunteer Fire Dept. with vehicle placement for extrication training.
- Power pedestal troubleshoot and repair.
- Ice removal from Load and Launch Ramp.



Memorandum

TO: PORT AND HARBOR ADVISORY COMMISSION
FROM: BRYAN HAWKINS, PORT DIRECTOR / HARBORMASTER
DATE: FEBRUARY 20, 2018
SUBJECT: 2018 FLY-IN AAHPA IN JUNEAU AND ANCHORAGE BOAT SHOW

The AAHPA board has started meeting each year in Juneau for the purpose of promoting our states Port and Harbor's agenda with our legislators. This year's agenda items of focus are the Municipal Harbors Grant Program and SB92 on Derelict Vessels sponsored by Senator Micciche

This was a whirl-wind trip but effective and on point thanks to Carl Uchtyl, our president.

Schedule:

February 14th

- Arrived 0930
- Met with Governor Walker at 1100
- Met with DOT commissioner Mark Luiken at 1200
- Testified at the Senate hearing on SB92 at 1530
- Had good hallway meetings after the senate hearing
- Attended the Juneau docks and harbors meeting at 1800

February 15th was a day totally committed to the legislators meetings with the purpose of promoting our agenda

- 0800 AAHPA board meeting at the Juneau Port Director's office.
- 1130 met with Representative Paul Seaton
- 1300 met with Senator Stevens
- 1330 met with Representative Chenault
- 1500 met with Representative Edgmon
- 1530 met with Representative Stutes
- 1600 met with Representative Rauscher

We then met at the local yacht club for dinner and Rachel Lord gave a presentation on SB92

February 16th I departed Juneau for Anchorage, arrived at 0930, and by 1000 had switched gears and joined the Homer Marine Trades association at the Anchorage Boat Show. The weekend was spent working to promote the Homer Harbor and the Marine Trades of Homer to the Anchorage boaters. The show ended Sunday at 1800 and I returned to Homer Monday.



Alaska Association of Harbormasters and Port Administrators

Serving and promoting Alaska's ports and harbors since 1972

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Founded in 1972, the Alaska Association of Harbormasters & Port Administrators (AAHPA) is an association of 43 municipal ports and harbors throughout Alaska and the Fisherman's Terminal in Seattle. Our statewide membership includes small fishing communities in SE Alaska and the Aleutians to the Port of Anchorage. We are a 501(c)(6) organization committed to our memberships' total needs in managing and improving our public harbor facilities.

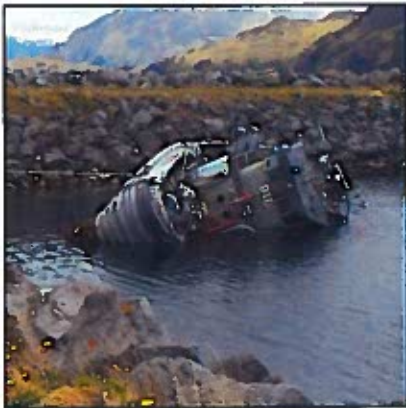
With 33,000 miles of coastline, ports & harbors across Alaska provide services that support critical economic activities. Our facilities play a vital role in the communities they serve by providing local employment opportunities, promoting economic diversification, and meeting cultural and subsistence lifestyles. In 2015, \$28B and 40.8 million tons of goods were moved via marine transport out of state; and, \$4.8B and 3.4 million tons of goods into the state via marine transport. Ports & harbors ensure a thriving commercial fishing industry exist with over \$1.7B of fish product landed in Alaska in 2014, including six of the top ten fishing ports by volume in the US. Tourism plays a significant role in several communities with over 1.1 million passengers expected to arrive via cruise ships in 2018. Other harbors rely on summer independent travelers who use facilities for recreational or charter fishing and mooring floats necessary to attract yacht cruisers.

ADOT Municipal Harbor Matching Grant AAHPA asks that the funding for this critical funding program be returned to the Capital Budget for FY19. Over the past 30 years the State of Alaska has transferred ownership of nearly all harbor facilities to local municipalities, except for 25 still owned by the State. At the time of transfer, many of these facilities were at or near the end of their service life. Across the state, municipalities took over this important responsibility even though they knew that these same harbor facilities were in poor condition due to the state's challenges to keep up with deferred maintenance. During the past decade, the backlog of projects necessary to repair and replace these former State-owned harbors has increased to over \$100,000,000. In 2006 the Governor and the Alaska Legislature passed legislation to create the Municipal Harbor Facility Grant program (AS 29.60.800). This program, which prioritizes previously state-owned harbors, competitively ranks project applications on established criteria and requires municipalities to fund 50% of their proposed project. For FY2019, the municipalities of the City of Anchorage, the City and Borough of Juneau, the City of Ketchikan, the City and Borough of Sitka, the City of Whale Pass, and the City of Whittier have offered to



Nearly 40 projects from communities across the State have participated in the Municipal Harbor Grant program from FY08 to FY18. Slide courtesy of Mike Lukshin, ADOT

contribute \$9,820,141 in local match funding towards eight harbor projects of significant importance. AAHPA has significant concerns regarding funding this program through Alaska Economic Recovery Plan as outlined in the Governor's proposal. This creates an all or nothing proposition to our Association and reneges on the original legislative intent of the Harbor Grant program. The crafters of the legislation believed establishing the Harbor Grant Program would provide reasonable assurance that the State would provide match funding to recapitalize aging infrastructure as municipalities assumed greater responsibilities for upkeep. Continued maintenance and investment in our harbor infrastructure is critical to our fishing industry, tourism, and for sustainable communities throughout coastal Alaska. AAHPA respectfully requests that the 2019 Harbor Grant Program funding be moved from the Alaska Economic Recovery Plan into a program which will be funded on a continual and predictable cycle as envisioned in 2006, with the passage of SB291.



Please support SB92 and help stop the dumping of old boats along our coast and rivers. Top: Two ex-Navy tugs, privately owned and abandoned on state waters near Adak. Bottom: Over thirty large barges are abandoned on the Kuskokwim River and Steamboat Slough outside of Bethel.

SB92: Abandoned & Derelict Vessels It is currently illegal to abandon a boat in Alaska, but our 1976 statute (AS 30.30) is outdated and ineffective. AAHPA strongly supports SB92, a fully vetted overhaul of our derelict vessel laws, and urges the Legislature to pass this critical bill. When someone abandons a boat on state or municipal waters, there is a huge and expensive liability passed on to the public. Hundreds of derelict vessels currently litter Alaska's coastline and harbors and these numbers will increase every year unless action is taken to address aging fleets. Examples continue to show the immense costs of dealing with these vessels to the state, municipalities, and the federal government, including the recently scuttled F/V Akutan off of Dutch Harbor, two ex-Navy tugs in Adak, over 30 abandoned barges in

Steamboat Slough near Bethel, and the tug M/V Challenger that sunk off Juneau in 2016. Neighboring states have dramatically strengthened their derelict vessel laws in the past five years, creating the unintended consequence of making Alaska an attractive to dump old boats. In 1990 the Alaska legislature passed a resolution acknowledging the need to better understand and address the existing and growing problem of derelict vessels around the state. Our current statutes regarding derelict

vessels lack the ability to track vessel owners, limit agency enforcement authority, and do not provide for statewide coordination of response, funding or vessel insurance requirements. In 2014 the AAHPA supported the creation of the ad-hoc derelict vessel task force which includes representatives from state and federal agencies as well as the Alaska Association of Harbormasters and Port

Administrators, regional tribal representatives, federal and state legislative offices, and private industry. AAHPA supports SB92 to dramatically improve the management and prevention of derelict vessels throughout Alaska.

AAHPA is a resource for Legislators Port directors, harbormasters, municipal staff, engineering and architectural design consultants, and marine contractors comprise the 200+ membership of AAHPA and have a wealth of knowledge on issues facing Alaskan ports and harbors. Feel free to call upon our resources at any time.





Alaska Association of Harbormasters and Port Administrators

Derelict Vessels



Abandoned and derelict vessels pose significant economic, environmental and navigational threats to harbors and waters throughout Alaska. The AAHPA has been pro-active on this issue, helping to catalyze the formation of the statewide ad-hoc ADV Task Force.

If you know of a vessel of concern, please report it using this joint agency [Vessel of Concern Reporting Form](#).

The Task Force, with the help of the law firm Birch Horton Bittner and Cherot, developed a [workbook of templates for municipalities to help with impounding vessels](#).

For more information on the ADV Task Force, [please see their website](#).

Current News: February 2018

On March 10, 2017 Senator Peter Micciche introduced Senate Bill 92 (SB92) in Juneau. This Bill takes the recommendations from the Derelict Vessel Task Force and offers the opportunity for a huge step forward in the management and prevention of derelict vessels around Alaska. [Read the full text and see its progress on the Alaska Legislature's website](#). Note that the Resources Committee will be hearing an amendment to the original bill which **removes** the insurance requirement provision.

**The Senate Resources Committee will take up SB92 again on Monday, February 12, 2018 at 3:30PM.
Some legislators don't believe derelict vessels are a problem across Alaska. Your voice of support is needed!**

Email the Senate Resources Committee with your support of SB92:

Senator.Cathy.Giessel@akleg.gov, Senator.John.Coghill@akleg.gov, Senator.Natasha.vonImhoff@akleg.gov,
Senator.Bert.Stedman@akleg.gov, Senator.Kevin.Meyer@akleg.gov, Senator.Bill.Wielechowski@akleg.gov,
Senator.Click.Bishop@akleg.gov

SB 92 Talking Points:

- **Comprehensively** addresses the statewide and increasing problem of derelict and abandoned boats along our coast and rivers.
- Uses commonsense and protects our state waters, our harbors, and responsible boat owners, and holds people accountable who try to walk away from old, risky boats.
- Streamlines derelict vessel response and prevention, increasing efficiency and improving communication between local, state and federal partners.
- Sets the stage for pro-active work to encourage hauling, scrap and salvage opportunities to address the real need to dispose of old boats when they are no longer economical to operate and before they are abandoned or sunk.
- Protects Alaska. It provides greater security to boat owners, protects local communities and the state, and holds those who abandon their boats accountable.

Support SB92 for commonsense protections to keep Alaska's coast and rivers from becoming the old boat dumping ground for the West Coast.

For more background on derelict vessels in Alaska, read our [briefing on SB92](#) and the derelict vessel issue around the state (7.7MB PDF).

[Download talking points](#) to help discuss the highlights of SB92.

Want to receive email updates on SB92? [Email Rachel](#) to be added to the list!

The AAHPA passed a resolution in support of pro-active changes to 30.30 to improve our statewide prevention and management of derelict vessels during our fall 2016 and 2017 meetings. You can read these, and see similar resolutions and further updates, on our [Resolutions page](#).

To serve and promote Alaska's ports and harbors.

Alaska Association of Harbormasters and Port Administrators is a 501(c)(3) nonprofit organization. info@alaskaharbors.org

REPORT CARD FOR ALASKA'S INFRASTRUCTURE

2017

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

Alaskans think about infrastructure a little bit differently than the rest of the United States. Alaska's infrastructure is truly unique, covering a vast area of over 663,000 square miles and supporting a population of just over 730,000. For transportation systems, there is no one mode of transport in Alaska, and sometimes the route is different depending on the time of year. Some homes do not have access to indoor plumbing, and while sometimes that's by choice, too often it's not. Many of Alaska's remote communities are still in need of water and wastewater systems that are safe, efficient, and sustainable, while even our most populated areas are still learning how best to handle every day solid waste in a subarctic environment.

Alaska's infrastructure investment is crucial to our way of life and the success of the economy. With declining oil prices and federal funding sources that cannot keep up with the demand for projects and operations and maintenance needs of current systems, the American Society of Civil Engineers (ASCE) Alaska Section wants to ensure Alaska's leaders have the best information available about the current conditions of Alaska's infrastructure. As Alaska legislators address budget challenges, the Alaska Report Card – developed for Alaska, by Alaskans – demonstrates the importance of infrastructure investment.

There are solutions to Alaska's poor infrastructure grades! Together with the information provided in the Report Card for Alaska's Infrastructure, it is ASCE Alaska Section's hope that Alaska's Civil Engineers can work together with state leaders to plan, design, build, operate and maintain safe, efficient and sustainable infrastructure for all Alaskans.

HOW YOU CAN GET INVOLVED

1

Get the full story behind this Report Card at www.infrastructurereportcard.org/alaska

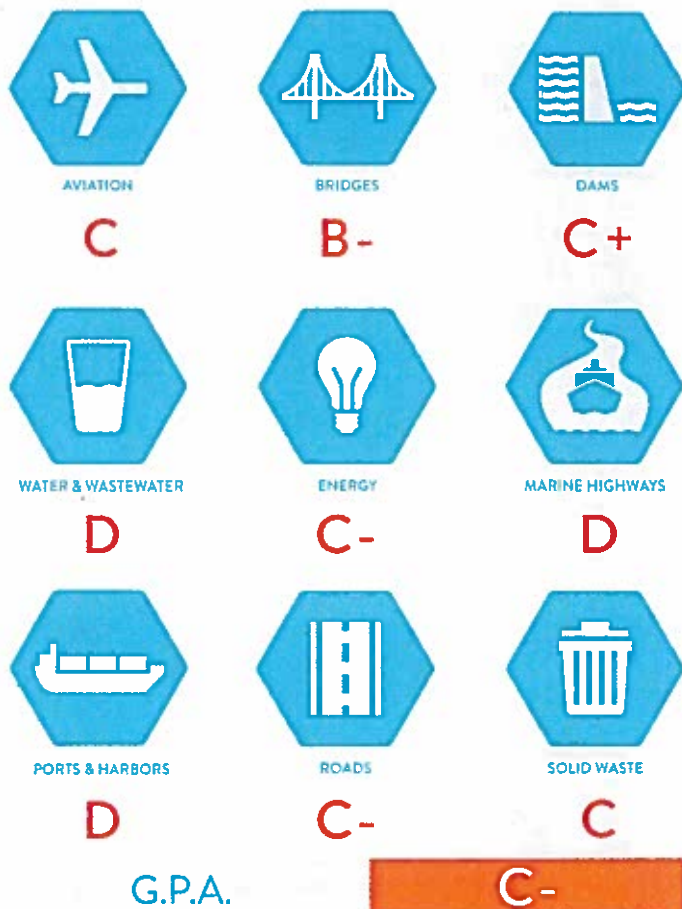
2

Find out the condition of the infrastructure near you on the Save America's Infrastructure app available on iTunes and GooglePlay.

3

Ask your elected leaders what they're doing to make sure your infrastructure is reliable for the future. Use your zip code to find your list of elected officials at www.infrastructurereportcard.org/take-action.

RAISING THE GRADES



4 KEY SOLUTIONS

- 1 Have a Plan and Fund for the Future:** All infrastructure owners and operators should create and fund capital replacement plans for both immediate and long-term needs.
- 2 Maintenance is Key for Alaska:** Maintenance is the everyday work that has to be done to keep things moving, and Alaska's infrastructure needs it. Sometimes it's all about the basics, and maintenance is the basic first step to good infrastructure.
- 3 Keep Up Infrastructure Improvement Efforts:** Elected officials need to lead the efforts to improve Alaska's infrastructure for today and in the future. Alaska has some challenging times ahead, but kicking the can down the road will only cost Alaskans more in the future.
- 4 Innovate As We Replace:** Alaska should support and encourage innovative solutions to infrastructure funding. The key to keeping up with rising needs is to keep replacing failing infrastructure with longer lasting and smarter solutions.

ABOUT THE GRADES

Infrastructure is graded based on eight criteria: **capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.** ASCE grades on the following scale and defines these grades as:

A	Exceptional
B	Good
C	Mediocre
D	Poor
F	Deteriorating

ABOUT ASCE-ALASKA

As civil engineers, we are committed to maintaining and improving Alaska's infrastructure. Founded in 1951, the Alaska Section of the American Society of Civil Engineers (ASCE) represents about 850 civil engineers in Alaska. We understand that infrastructure is vital to our economy, health, and natural environment. With our commitment to serve and protect the public in mind, civil engineers throughout the state graded each infrastructure category according to the following eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience, and innovation.

CONTACT US

- 800-548-ASCE (2723)
- reportcard@asce.org
- www.infrastructurereportcard.org/alaska

2017 REPORT CARD FOR ALASKA'S INFRASTRUCTURE

The 2017 Report Card on Alaska's Infrastructure gave the state an overall G.P.A. of C-. Alaska's civil engineers studied 9 categories. Of those 9 categories, 2 are in good condition, 4 categories are in mediocre condition, and 3 are in poor condition.

The good news is there are solutions to all these challenges, and we can raise Alaska's infrastructure grades. By learning more today about the conditions of the infrastructure you use every day, you too can help raise the grades.



C Aviation in Alaska is a huge economic engine, contributing approximately \$3.5B annually to the state's economy. The people of Alaska are eight times more likely to use aviation as

transportation than people in the rest of the country. With more than eight in 10 of the state's communities only accessible by air or water, much of the state is dependent on aviation for access to fresh foods, mail, and healthcare. Alaska Department of Transportation and Public Facilities owns and operates 240 of the 400 public use airports in Alaska. Ted Stevens Anchorage International Airport (ANC), Alaska's largest airport, serves approximately 5.4 million passengers annually. ANC is also a cargo airport second only to Memphis in the U.S and among the top five globally. In 2008, the Alaska Aviation System Plan estimated a total of about \$100M in deferred maintenance.



B- Alaska has about 1,400 bridges, the majority of which are less than 50 years old, making them younger than bridges in most other states. Of the 972 permanent bridges graded, 82 (8.4%)

are structurally deficient, requiring repair and more frequent inspection and maintenance. While less than 10% of Alaska's state and local bridges are rated as being in poor condition, the critical and economical time to maintain this key infrastructure is before problems arise. The current rate that Alaska's bridges are improved could be accelerated, though a number of bridges have improvement projects in planning or underway. A

strategic funding approach to maintain bridges before problems arise and replace bridges that are functionally or structurally inadequate is needed.



C+ There are currently 178 dams in Alaska, including 20 hydroelectric dams regulated by the Federal Energy Regulatory Commission (FERC) and 28 with high hazard potential. The Alaska

Dam Safety Program is managed as a cooperative effort between the Alaska Department of Natural Resources and stakeholders in design, construction, and operation of dams in Alaska. Regulations require emergency action plans for high and significant hazard potential dams, and periodic safety inspections for all dams under federal or state jurisdiction, with the state employing two full time engineers to ensure the safety of these dams. Currently, 25 of Alaska's 28 high hazard potential dams have emergency action plans, and 18 of the high hazard potential dams are in good or fair condition. At least 9 dams have been removed in the last two decades, and planning is in progress to remove the Lower Eklutna Dam.



D Alaska's water and wastewater systems can be generally divided into two categories: municipal and rural. Most municipal systems that serve more densely populated areas are stable and

have good management and funding to operate and maintain those systems. However, many homes in these communities still rely on individual well and septic systems due to the high cost of expanding existing systems. The state has over 280 rural communities, 31 of which have no centralized water or wastewater system and must rely on hauling water from rivers, lakes and ice to meet their needs and on outhouses for wastewater disposal. For those rural communities that have water and wastewater systems, their systems are degrading due to the high cost of energy, lack of population to support higher than average maintenance costs, and a shortage of experienced operators to maintain the systems. Alaska has a total estimated funding need of \$1.5 billion for water and wastewater systems based on current conditions.



C- Alaska's power generation systems are generally in excellent condition in the larger, urbanized and highway-accessible areas of the state; transmission systems, however, have not

kept pace, and portions of the system do not provide sufficient capacity for efficient and economic power delivery. Moreover, there are significant gaps in the connectivity of power systems on several major highways. In the remote areas that are not accessible on the main highway system, many energy facilities (including generation units and bulk fuel tank farms) are in fair to poor condition, with operations and maintenance being a key challenge.



D The Alaska Marine Highway System (AMHS) supports commerce throughout the state, providing 1,700 jobs and an estimated \$273 million in direct and indirect spending. Alaska

has 6,640 miles of coastline, and the AMHS serves 33 communities using 11 ferries. In 2015, AMHS served 288,133 passengers and 100,547 vehicles, two-thirds of which were Alaska residents. Fewer ferries and more downtime on the system would result in increased cost of goods, significantly increasing the cost of living in coastal communities. For every dollar of General Fund money budgeted to AMHS, there is \$2.30 more economic activity in Alaska.



D There are 125 small boat harbors in Alaska serving diverse maritime users, including commercial fisherman, recreational boaters, freight and fuel tug operators, tourism-related charters

and Alaskan Native subsistent hunters and fishers. The conditions of the small boat harbors vary significantly based on the economic viability of the municipality, with numerous facilities unable to maintain and repair aging infrastructure due to the lack of local funding. Waning state revenues is an impediment to providing grant funding and capital investment to both municipal-and state-owned harbors. The Port of Anchorage, which receives 85% of all consumer goods entering the state, is unable to

adequately fund a needed modernization project. The lack of a deep-water Arctic port is a barrier to providing the infrastructure necessary to develop Alaska resources and to carry out national strategic goals in the region.



C- The Alaska Department of Transportation & Public Facilities maintains 5,609 centerline miles of roadways, 3,737 miles of which are paved. Along with state-maintained

roads there are roadways maintained by boroughs, cities, villages, and native corporations spread across communities around the state. The pavement conditions of state roadways are "fair" and the state is experiencing a budget deficit, which has led to budget cuts for the highway program. Without an increase in the capital budget, Alaska will not have sufficient funding to preserve existing roadways and for future development, a particular challenge as roads must withstand Alaska's variable climate.



C Alaska's size, extreme weather, small population, and high costs make solid waste management a unique and challenging problem. There are nine Class I Landfills in Alaska serving around

600,000 people – over 80% of Alaska's population. The typical Class I landfill has a remaining life of 20 to 60 years. While Alaska's Class I landfills have sufficient capacity and safety standings and meet public health needs, an increase in funding would allow for increased recycling, innovation, and sustainable practices that would raise the grade. Alaska is the only state that still operates Class III landfills, all of which are located in small rural communities. Collecting waste from Alaska's outermost communities has to be done either by air, sea, or left in the community. While Class II and III landfills is likely worse than the Class I landfills evaluated.

G.P.A.



INFRASTRUCTUREREPORTCARD.ORG/ALASKA

REQUEST FOR PROPOSALS
By the City of Homer, Alaska
For Overslope Development of the Small Boat Harbor Overlay District

The City of Homer, Alaska is requesting proposals from qualified entities for the over slope development of future lots that will be available for lease within the designated Small Boat Harbor Overlay District. Successful proposer will develop and build both an overslope platform and a completed structure with an intended use of a retail or commercial establishment.

The City of Homer is interested in the overslope/boardwalk development of several future land parcels available for lease, opening up new opportunities for retail and commercial establishments on the Homer Spit. Future lots available for lease are located in a well established mixed use development that encourages the link between the marine business and general business sectors of the community. Available lots have water frontage overlooking the harbor and are connected by a pedestrian walking/bike path to public restrooms, parking areas and public spaces as well as harbor ramps and access points. Proposed development must complement the existing amenities of the area and create new ones.

The City reserves the right to accept or reject any or all proposals, to waive irregularities or informalities in the proposals, and to award a contract to the respondent that best meets the selection criteria and the City's needs.

SCOPE OF WORK:

Successful proposer shall provide all labor, expertise, and equipment necessary to fulfill all of the development requirements listed below.

DEVELOPMENT REQUIREMENTS AND OBJECTIVES:

Successful proposer is responsible for the following:

- Developing and constructing an overslope platform that shall be 40 ft. deep, no less than 40 feet wide and no more than 240 ft. wide depending on lot, and that complies with all engineering and building regulations including those standards listed in 21.46.050 of the Homer City Code
- Developing and constructing a retail or commercial business to be established on the new overslope platform that complies with all building regulations including those standards set forth in Chapter 21.46 of the Homer City Code
- Entering into a full term lease with the City of Homer for the parcel of land intended for the proposed development project.
- Successful proposers will own and be responsible for the operation and maintenance of both the overslope platform and associated businesses ensuring they are kept to all building and safety standards. Length of lease, first right of refusal upon renewal of lease and option of lease transfer in the event of sale, conditional on the proposed buyer fulfilling all city requirements and qualifications, are options that will be considered when negotiating the city lease of the proposed property for development.

Required at time of Proposal:

- Conceptual design for both platform and structures including:

- conceptual elevations and renderings that take into account the design guidelines listed in City Code - see Homer City Code Chapter 21.46 for technical assistance and requirements
 - a cross section showing a typical structure
 - a floor plan with associated square footage
 - pedestrian circulation and access to the surrounding community walkways, harbor, and educational signage already in place
 - architectural features and elements
 - plan for providing utilities
- A detailed extended business plan for the proposed business including projected profit margins and costs
 - Detailed project timelines for each phase and planned construction standards to be used
 - Plans to address need for a staging area during construction (if any is needed), and waste removal plans for both the construction and business phases of the project. Sanitation/Parking impact fees may be included/addressed as a lease option for a feasible alternative plan for your long term waste removal needs if you wish to use city waste receptacle facilities instead of dedicating a separate plan and space within your leased lot.
 - Demonstrate financial capacity of developer and development partners, including guarantors.
 - Total projected cost and approach to project financing including sources of funds, amount of debt, equity and public participation (if any), including a detailed construction cost for both the over slope platform along with square footage costs for any structures
 - Describe the developer's relevant project experience for up to 5 projects.

SITE DETAILS

All sites are labeled and designated for reference within this document only. All provided dimensions and measurements are estimates and subject to change with platting and appraisals of the proposed lots for development. All lots listed within this RFP are available singularly or in combination with consideration to the 240 ft. maximum overslope platform length requirement listed in Chapter 21.46.050 of the Homer City Code. Site maps provided as attachments A through D.

Lot 1- Location: N.E. adjacent to KPB Parcel # 18103444, (88-4)

- Dimensions- 120' wide by 40' deep: proposed lot is sloped, ground elevation at top edge of lot bordering the pedestrian path is between 28-30 ft., approximate 25%-35% slope, or 1:3 rise/run, Base flood elevation of the harbor basin is 20ft
- Utilities- City water, sewer, electric, phone and natural gas are provided to the adjacent lot with potential for access/connection
- Water frontage of the harbor
- Nearby amenities- The City's Fish Dock and Ice House, as well as fish processing facilities and buying stations are located along Fish Dock Rd, 180' east of this parcel. The lot is bordered on the south side with a pedestrian walking path that connects access to public parking, restrooms and common public spaces and on the east side by Fish Dock Rd. Nearest harbor access ramp= Ramp 1

Lot 2- Location: N.E. adjacent to KPB Parcel # 18103443, (88-3)

- Dimensions- 69' wide by 40' deep : proposed lot is sloped, ground elevation at top edge of lot bordering the pedestrian path is between 28-30 ft., approximate 25%-35% slope, or 1:3 rise/run, Base flood elevation of the harbor basin is 20ft

- Utilities- City water, sewer, electric, phone, and natural gas are provided to the adjacent lot with potential for access/connection
- Water frontage of the harbor
- Nearby amenities- The City's Fish Dock and Ice House, as well as fish processing facilities and buying stations are located along Fish Dock Rd, 180' east of this parcel. The lot is bordered on the south side with a pedestrian walking path that connects access to public parking, restrooms and common public spaces. Nearest harbor access ramp= Ramp 1

Lot 3- Location: N.E. adjacent to KPB Parcel # 18103442, (88-2)

- Dimensions- 110' wide by 40' deep : proposed lot is sloped, ground elevation at top edge of lot bordering the pedestrian path is between 28-30 ft., approximate 25%-35% slope, or 1:3 rise/run, Base flood elevation of the harbor basin is 20ft
- Utilities- City water, sewer, electric, phone, and natural gas are provided to the adjacent lot with potential for access/connection
- Water frontage of the harbor
- Nearby amenities- The City's Fish Dock and Ice House, as well as fish processing facilities and buying stations are located along Fish Dock Rd, 180' east of this parcel. The lot is bordered on the south side with a pedestrian walking path that connects access to public parking, restrooms and common public spaces including the new Boathouse Pavilion. Nearest harbor access ramp= Ramp 1

Lot 4-7 - N.E. adjacent to KPB Parcel #'s 18103318 through 18103322 respectively

- Dimensions- 100' wide by 40' deep : proposed lot is sloped, ground elevation at top edge of lot bordering the pedestrian path is between 28-30 ft., approximate 25%-35% slope, or 1:3 rise/run, Base flood elevation of the harbor basin is 20ft
- Utilities- Electric and Phone are available from the adjacent parcel with potential for access/connection. Water, sewer and natural gas are available from the access point of the roadway (Homer Spit Rd), an approximant distance of 150ft. from the offered Lot.
- Water frontage of the harbor
- Nearby amenities- These lots are bordered on the south side with a pedestrian walking path that connects access to public parking, restrooms and common public spaces. The adjacent lots to this parcel are currently being used as public parking. Nearest harbor access ramp= between Ramp 3 & 4

Lot 8 - N.E. adjacent to KPB Parcel # 18103324, specifically the area between Ramp 4 and 5 only

- Dimensions- All or any portion of 670' wide by 40' deep : proposed lot is sloped, ground elevation at top edge of lot bordering the pedestrian path is between 28-30 ft., approximate 25%-35% slope, or 1:3 rise/run, Base flood elevation of the harbor basin is 20ft
- Utilities- Electric and Phone are available from the adjacent parcel with potential for access/connection. Water, sewer and natural gas are available from the access point of the roadway (Homer Spit Rd), an approximant distance of 100 to 150ft. from the offered Lot depending on what point along the length of the lot you are bridging.
- Water frontage of the harbor
- Nearby amenities- These lots are bordered on the south side with a pedestrian walking path that connects access to public parking, restrooms and common public spaces. The adjacent lots to this parcel are currently being used as public parking. This lot is nearest of the offered proposed lots to the Northwest end of the Homer Harbor which is the location of the Load and Launch ramp. Nearest harbor access ramp= between Ramp 4 & 5

TERM OF CONTRACT:

Successful proposer will be required to enter into a full term lease with the City of Homer for the property that is the proposed development site no later than December 31, 2018. Lease term and project timeline are negotiable on a case by case basis dependent on the proposed development plan and cost.

INSURANCE:

Prior to commencement of work, the Proposer shall be required to provide proof of insurance and to keep it in full force and effect, at their expense, the following minimum policy limits. Also, the City of Homer shall be named as additional insured during the project's duration.

1. General Liability Insurance in the minimum amount of \$500,000.00 for any one person and not less than \$1,000,000.00 for any one accident or occurrence, for death, bodily injury, personal injury, and/or property damage.
2. Worker's Compensation in accordance with the laws of the State of Alaska, and Employer's Liability Insurance with minimum limits of \$1,000,000/\$1,000,000/\$1,000,000.
3. Property damage liability which shall include any and all property whether or not in control, custody or care of the contractor, in an amount of not less than \$1,000,000.00 on account of any one accident.
4. Automobile Liability Insurance covering owned, non-owned, or hired vehicles used by the firm, with limits not less than \$1,000,000 combined single limit for bodily injury and property damage.

RFP GENERAL REQUIREMENTS:

To achieve a uniform review process and obtain the maximum degree of comparability, it is required that the proposals be organized in the manner specified below. Proposals that do not address the items listed in this request may be considered incomplete and may be deemed non-responsive by the City. Interested firms should submit the completed proposal using the following instructions:

One original and two copies of the completed proposal in an opaque envelope marked as follows:

Overslope development of the Small Boat Harbor Overlay District
Homer, Alaska
PROPOSAL DATED: _____

Hard copy Proposal submittals shall be addressed to:
City of Homer, City Clerk
491 E. Pioneer Ave.
Homer, Alaska 99603

Proposals shall be received at the Office of the City Clerk **no later than 4:30 pm, Thursday April 26th, 2018**. Please direct proposal submission questions to Melissa Jacobsen, City Clerk, at (907) 235-3130. Please direct technical questions regarding this proposal to the Port and Harbor Office in writing at bhawkins@ci.homer.ak.us, or to 4311 Freight Dock Road, Homer, AK 99603.

There will be a **mandatory** meeting/teleconference held prior to the closure of the RFP. This will give all proposers involved the opportunity for questions and answers with City Staff to ensure all information is open and concise. **The Pre-Close RFP meeting/teleconference will be held Tuesday, April 10th at 2:00 pm at the Homer Port and Harbor Office Conference Room, 4311 Freight Dock Rd.** Proposers interested in participating via phone can call in at the following number: Virtual Conference Room: 907-235-8121, Extension #2297. Callers will be on hold until meeting begins.

PROPOSAL FORMAT AND CONTENT:

Letter of Transmittal (one page maximum): The transmittal letter shall briefly state the firm’s understanding of the City’s request, make a positive commitment to provide the end development project specified, and give the name, title, address, and phone number of the person(s) authorized to make representations for the firm. The letter shall be signed by a corporate officer or other individual who has the authority to bind the firm.

Proposal Narrative (five pages maximum): The City encourages all proposals be a maximum of 5 pages to keep proposals concise. For firms that are concerned this is inadequate, additional pages are allowed. The proposal narrative shall provide the following information:

1. Proposed Development Plan and Cost Schedule: Each Proposer shall submit a standard, all-inclusive site development and cost schedule that they propose to use in this contract.
2. Required Equipment/Facilities: This section shall list the necessary equipment the firm must provide to accomplish the requirements outlined in this RFP.
3. Proposed Contract: Specify in detail the firm’s ability to fulfill the Scope of Work, Functional Requirements, Contract Term, and Insurance, that has been outlined in this RFP, including any additional contractual requirements the firm chooses to propose.
4. Proposed Project Development Manager and Team Members: This section shall introduce the contract manager (Single Point of Contact) and members of the firm that will be performing the work under this contract and their experience with this type of work. This also includes listing who you will be using for an Engineering firm should your proposal be accepted. Full resumes are not needed; one or two paragraphs on each member of the team will be sufficient. Any changes to the contract will not be valid unless agreed upon by both parties in writing.
5. References: List the names, titles, and phone numbers of at least three businesses that are familiar with your firm’s experience in maintenance and knowledge in the specified field.

EVALUATION CRITERIA AND SELECTION PROCESS:

The City of Homer reserves the right to reject any and all proposals submitted and shall not be liable for any costs incurred by any proposer in response to this solicitation or for any work done prior to the issuance of a notice to proceed or signed contract.

A selection committee will evaluate the proposals and make a recommendation to the City Council. Evaluators may discuss factual knowledge of, and may investigate proposer’s prior work experience and performance. This includes information referenced in the proposal, available written evaluations, and contacted references that were listed or other persons knowledgeable of a proposer's past performance. Factors such as overall experience relative to the proposed contract, quality of work, cost control, and the ability to meet schedules may be addressed during the evaluation. Submittals will be evaluated and scored in accordance with the following criteria:

- | | |
|---|-----------------|
| 1. Proposed Development Plan and Cost Estimate | 30 points |
| 2. Required Funding | 25 points |
| 3. Proposed Project Manager & Team, & their Experience | 20 points |
| 4. Proposed Business Plan including Business Manager & their Experience | 20 points |
| 5. Proposed Time Line to completion | <u>5 points</u> |
| Maximum Score | 100 points |

The City of Homer reserves the right to award a contract to the highest ranked firm based solely on the written proposal or request oral interviews with a “short list” of the highest ranked firms. The highest ranked proposer will be invited to enter into negotiations with the City of Homer for the purposes of contract award. If an agreement with any proposer cannot be reached, the next highest ranked proposer may be contacted for

negotiations. The City of Homer reserves the right to terminate negotiations with any proposer should it be in the City of Homer's best interest.

PROPOSED TERM CONTRACT AWARD SCHEDULE:

RFP Advertisement	March 1 st and 8 th -Homer News
Mandatory Pre-Closing Meeting	April 10,2018 at 2:00 pm
Proposals Due	April 26,2018 at 4:30 pm
Review of Proposals	April 27- May 11,2018
City Council Award	May 14, 2018

ATTACHMENT A

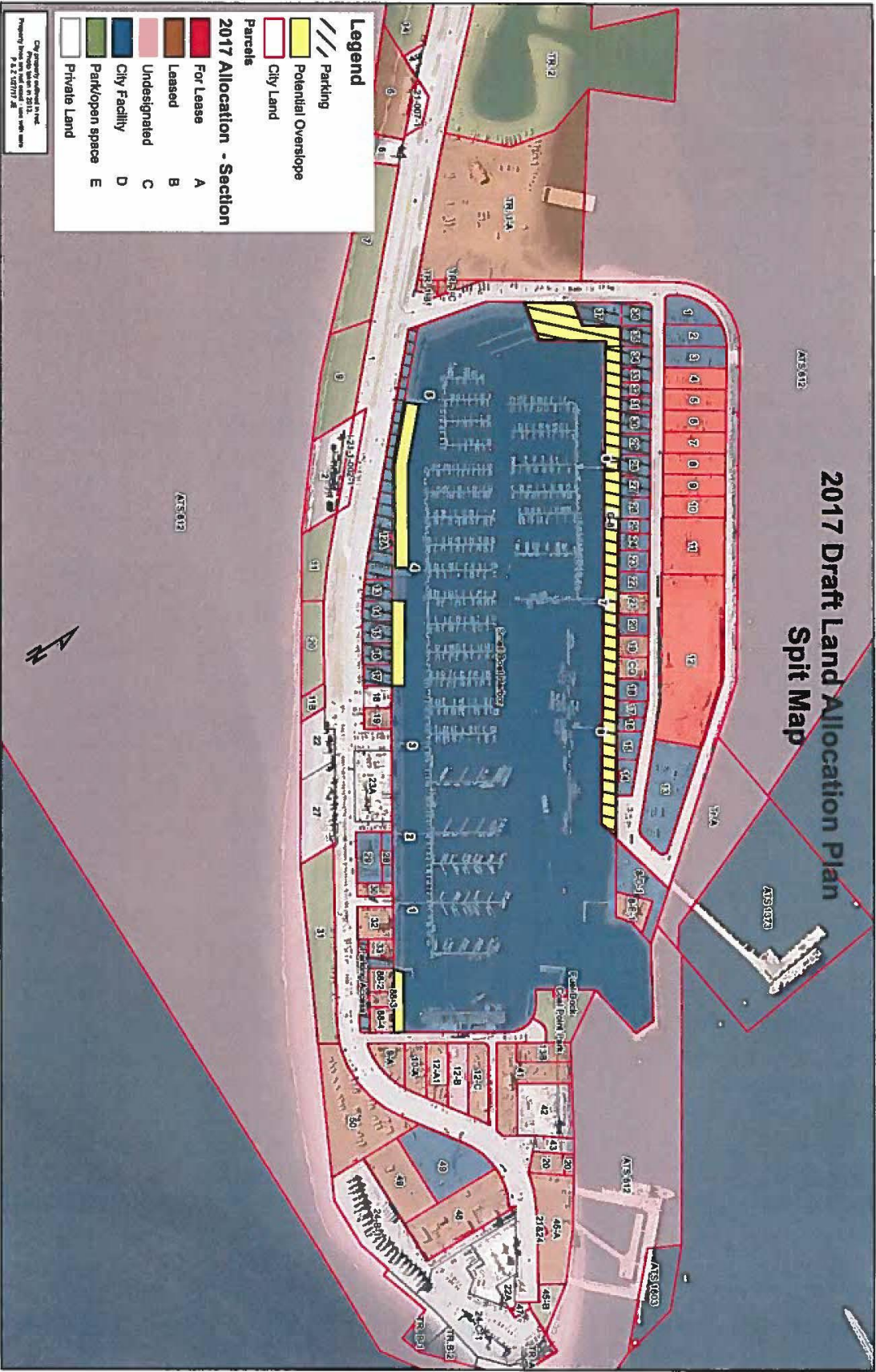


ATTACHMENT B



ATTACHMENT C





**CITY OF HOMER
HOMER, ALASKA**

Smith

ORDINANCE 18-04

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
AMENDING HOMER CITY CODE 21.03.040 TO DEFINE “EMPLOYEE-
OCCUPIED RECREATIONAL VEHICLES” AND AMENDING HCC
CHAPTER 21.54 TO ADD HCC 21.54.325, PERMITTING EMPLOYEE-
OCCUPIED RECREATIONAL VEHICLES IN THE MARINE
COMMERCIAL AND MARINE INDUSTRIAL ZONING DISTRICTS AND
AMENDING HCC 21.54.200 AND 21.54.210 TO REFLECT THE NEWLY
PERMITTED USE IN THESE DISTRICTS.

WHEREAS, there are many commercial and industrial entities which have expressed
interest in locating recreational vehicles on their work premises for the purpose of housing
employees; and

WHEREAS, it is in the City’s best interest to support employer-provided housing so long
as that housing does not place the City of Homer, its residents, and/or its citizens at risk; and

WHEREAS, permitting employee-occupied recreational vehicles in the marine industrial
and commercial zoning districts falls within the purpose of those zoning districts and promotes
the City’s best interest,

NOW THEREFORE, The City of Homer Ordains:

Section 1. Homer City Code 21.03.040 entitled “Definitions used in zoning code” is
amended to read as follows:

21.03.040 Definitions used in zoning code.

As used in this title, the words and phrases defined in this section shall have the
meaning stated, except where (a) the context clearly indicates a different meaning or
(b) a special definition is given for particular chapters or sections of the zoning code.

“Abut” means to touch by sharing a common boundary at one or more points. Two
adjacent lots separated by a road right-of-way do not abut.

“Accessory building” means an incidental and subordinate building customarily
incidental to and located on the same lot occupied by the principal use or building, such
as a detached garage incidental to a residential building.

“Accessory use” means a use or activity that is customary to the principal use on the same lot, and which is subordinate and clearly incidental to the principal use.

“ADT” or “average daily traffic” means the estimated number of vehicles traveling over a given road segment during one 24-hour day. ADT is usually obtained by sampling and may be seasonally adjusted.

“Adverse impact” means a condition that creates, imposes, aggravates or leads to inadequate, impractical, detrimental, unsafe, or unhealthy conditions on a site proposed for development or on off-site property or facilities.

Aggrieved. See “person aggrieved.”

“Agricultural activity” shall mean farming, including plowing, tillage, fertilizing, cropping, irrigating, seeding, cultivating or harvesting for the production of food and fiber products (excluding commercial logging and timber harvesting operations); the grazing or raising of livestock (excluding feedlots); aquaculture; sod production; orchards; Christmas tree plantations; nurseries; and the cultivation of products as part of a recognized commercial enterprise. “Agricultural activity” excludes private stables and public stables.

“Agricultural building” means a building used to shelter farm implements, hay, grain, poultry, livestock, horticulture, or other farm products, in which there is no human habitation and which is not used by the public.

“Aisle” means an area within a parking lot that is reserved exclusively for ingress, egress and maneuvering of automobiles.

“Alley” means a public thoroughfare, less than 30 feet in width, that affords only a secondary means of access to abutting property.

“Alteration” means any change, addition or modification in construction, occupancy or use.

“Animal unit equivalent” is a convenient denominator for use in calculating relative grazing impact of different kinds and classes of domestic livestock. An animal unit (AU) is generally one mature cow of approximately 1,000 pounds and a calf as old as six months of age, or their equivalent. Animal unit equivalents vary according to kind and size of animals.

The following table of AU equivalents applies to the Homer Zoning Code.

Kinds and classes of animals equivalent	Animal-unit
--	--------------------

Slaughter/feed cattle	1.00
Mature dairy cattle	1.40
Young dairy cattle	0.60
Horse, mature	2.00
Sheep, mature	0.20
Lamb, one year of age	0.15
Goat, mature	0.15
Kid, one year of age	

0.10 Exotic species (e.g., llamas, alpaca, reindeer, musk ox, bison and elk) and unlisted species require application to the Planning Commission for determination of AU equivalents.

Apartment House. See “dwelling, multiple-family.”

“Area, building” means the total area, taken on a horizontal plane at the main grade level, of a building, exclusive of steps.

“Area, floor” means the total area of all floors of a building as measured to the outside surfaces of exterior walls, including attached garages, porches, balconies, and other structures when covered by a roof.

“Area, footprint” has the same meaning as “area, building.”

“Area, lot” means the total horizontal net area within the boundary lines of a lot, exclusive of rights-of-way for streets and alleys.

“Area ratio, floor” or “floor area ratio” means the ratio of floor area of all buildings on a lot to the area of the lot.

“Arterial” means a street whose principal function is the transmission of vehicular through-traffic, that performs a major role in serving the transportation needs of the community, and that is identified as a “major arterial” or “community arterial” in the Homer Roads and Streets Master Plan.

“Assisted living home” has the meaning given in AS 47.32.900.

“Auto and trailer sales or rental area” means an automobile related use that may consist of any combination of the following:

1. An open, outdoor display area for automobiles, light trucks or trailers for rent, lease or sale;

2. Buildings for the indoor display and sale or leasing of automobiles, light trucks or trailers, and sale of parts and accessories customarily incidental to the sale of such vehicles; and

3. Buildings at the location of a motor vehicle dealership used for auto repairs customarily incidental to the operation of a dealership.

“Auto fueling station” means any premises used to sell motor fuels and lubrication to motor vehicles. An auto fueling station may include the sale of minor accessories. Auto fueling station does not include auto repair.

“Auto repair” means service and repair of motor vehicles, trailers and similar mechanical equipment, including painting, upholstering, rebuilding, reconditioning, body and fender work, frame straightening, undercoating, engine or transmission rebuilding or replacement, tire retreading or recapping, and the like. It also includes minor service work to automobiles or light trucks including tune up, lubrication, alignment, fuel system, brakes, mufflers, and replacement of small items.

“Basement” means any floor level partly or wholly underground, except when such floor level meets the definition of “story.”

“BCWP district” means the “Bridge Creek Watershed Protection District” described in Chapter 21.40 HCC.

“Bed and breakfast” means a dwelling in which an individual or family resides and rents bedrooms in the dwelling to overnight guests, if the bed and breakfast use is accessory to the principal use of the dwelling as the primary residence of the operator. If the dwelling has six or more bedrooms available for rental to overnight guests it is a hotel and not a bed and breakfast.

“Bluff” means an abrupt elevation change in topography of at least 15 feet, with an average slope of not less than 200 percent (two feet difference in elevation per one foot of horizontal distance).

“Boat storage yard” means a lot used for the indoor or outdoor commercial dry storage of boats.

“Bridge Creek Watershed” means the watershed contributing to the City’s reservoir at Bridge Creek.

“Buffer” means an open space, landscaped area, fence, wall, berm, or any combination thereof used to physically separate or screen one use or property from another so as to shield or block visibility, noise, lights, or other undesirable effects.

“Buffer, runoff” means an area of natural or planted vegetation through which stormwater runoff flows in a diffuse manner so that the runoff does not become channelized and that provides for infiltration of the runoff and filtering of silt and pollutants. The buffer is measured landward from the normal full water elevation of impounded structures and from the top of the bank of each side of a stream, river, ditch, or other channel.

“Buffer, stream” means a runoff buffer of a designated distance on each side of a channel measured perpendicularly from the top of the bank of each side of a stream, river, ditch, or other channel.

“Building” means any structure used or intended for supporting or sheltering any use or occupancy.

“Building construction” means the placing of construction materials in a permanent position and fastened in a permanent manner in the course of constructing or erecting a building.

“Building height” is the vertical distance from grade to the maximum point of measurement of the building, measured according to HCC 21.05.030.

“Building, main” means the building of chief importance or function on the lot.

“Business, open air” or “open air business” means the retail sale or display of merchandise or services, including but not limited to farmers’ markets and flea markets, conducted outdoors or under a canopy for protection from the elements and held on a regular or periodic basis. Open air business does not include (1) outdoor display or sales of goods or services by a retail or wholesale business that is principally located in a building, or (2) sales, services or rentals of any kind of boat or motorized vehicle.

“Business, retail” means a place of business principally engaged in selling goods, substances or commodities in small quantities to the ultimate consumer, and may include rendering services incidental to the sale of such goods, substances or commodities. The term “retail business” does not include, as either a principal or accessory use, automobile oriented uses, the sale, rental, storage, service, or repair of any motor vehicles, or any use separately defined or listed in any zoning district.

“Business, wholesale” or “wholesale” means a place of business principally engaged in selling or distributing goods, substances or commodities in quantity to retailers or to industrial, commercial or institutional users mainly for resale or business use.

“Campground” means a parcel of land where two or more campsites are located that provides facilities for temporary recreational living in any manner other than a permanent building.

“Cemetery” means land used or intended to be used for burial of the dead and dedicated for cemetery purposes, including columbaria and mausoleums when operated in conjunction with and within the boundary of such cemetery.

“Channel protection storage volume” or “Cpv” means the volume used to design structural management practices to control stream channel erosion.

Church. See “religious, cultural, and fraternal assembly.”

“City Engineer” means an engineer within the Homer Department of Public Works designated by the Director of Public Works.

“Clearing” means the removal of trees and brush from the land, but shall not include the ordinary pruning of trees or shrubs or mowing of grass.

“Clinic” means a professional office with facilities for providing outpatient medical, dental or psychiatric services, which may include as incidental to the principal use a dispensary to handle medication and other merchandise prescribed by occupants in the course of their professional practices.

“Coalescing plate separators” or “CPS” are oil/water separators that employ a series of oil-attracting plates. Oil droplets collect and float to the surface, where they can be skimmed off or removed mechanically and separators may be installed above or below ground.

“Coastal bluff” means a bluff whose toe is within 300 feet of the mean high water line of Kachemak Bay.

“Cold storage” means a building equipped with refrigeration or freezing facilities that provides cold or frozen storage or freezing services.

“Collocation” means the placement or installation of wireless communications equipment on an existing wireless communications support structure or in an existing equipment compound.

“Commercial vehicle” means any motor vehicle defined in AS 28.90.990 as a commercial motor vehicle or any motor vehicle with signs or logos exceeding nine square feet in combined area.

“Commission” means the Homer Advisory Planning Commission.

“Community Design Manual” means the Community Design Manual for the City of Homer, adopted by City Council Resolution 04-34, as may be amended from time to time.

Comprehensive Plan. See HCC 21.02.010.

“Construction camp” means one or more buildings, trailers, mobile homes or similar structures used to house workers or employees for logging, mining, off-shore and on-shore construction, development and other projects, installed primarily for the duration of the project or operation and not open for use by the general public as accommodations or for permanent mobile home living.

“Date of distribution” means the date on which a City official mails a written decision or order issued under the zoning code or, if the document is personally delivered, the date of such personal delivery.

“Day care facility” means any establishment for the care of children, whether or not for compensation, excluding day care homes and schools. Such day care facility must also be duly licensed by the State, if so required by State law or regulation.

“Day care home” means the principal dwelling unit of one or more persons who regularly provide(s) care, in the dwelling unit, whether or not for compensation, during any part of the 24-hour day, to eight or less children at any one time, not including adult members of the family residing in the dwelling. The term “day care home” is not intended to include baby-sitting services of a casual, nonrecurring nature, child care provided in the child’s own home, or cooperative, reciprocating child care by a group of parents in their respective dwellings.

“Department” or “Planning Department” means the department or division of the City of Homer under the direction of the City Planner, whose functions and powers include the administration and enforcement of the zoning code as described in Chapter 21.90 HCC.

“Design year” means the year that is 10 years after the opening date of development.

“Detention, extended” means a stormwater design feature that provides gradual release of a volume of water in order to increase settling of pollutants and protect downstream channels from frequent storm events.

“Detention structure” means a permanent structure for the temporary storage of water runoff that is designed so as not to create a permanent pool of water.

“Develop” or “development activity” means to construct or alter a structure or to make a physical change to the land, including but not limited to excavations, grading, fills, road construction, and installation of utilities.

“Development” means all manmade changes or improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as public spaces, plazas and walkways, but does not include natural geologic forms or unimproved land. See also “project.”

“Development activity plan” or “DAP” means a plan, prepared according to standards set forth in this title, that provides for the control of stormwater discharges, the control of total suspended solids, and the control of other pollutants carried in runoff during construction and the use of the development.

“Development, new” means development on a site that was previously unimproved or that has had previously existing buildings demolished.

“Direct discharge” means the concentrated release of stormwater to tidal waters or vegetated tidal wetlands from new development or redevelopment projects in critical habitat areas.

“Dividers” means areas of landscaping that separate from each other structures or improvements, including parking lots or buildings.

“Dog lot” means any outdoor area where more than six dogs over the age of five months are kept.

“Dormitory” means a building or portion of a building that provides one or more rooms used for residential living purposes by a number of individuals that are rented or hired out for more than nominal consideration on a greater than weekly or pre-arranged basis. A building or structure that provides such rooms on less than a weekly basis shall be classified as a “hotel” or “motel,” “rooming house,” or other more suitable classification. “Dormitory” excludes hotel, motel, shelter for the homeless and bed and breakfast.

“Drainage area” means that area contributing water runoff to a single point measured in a horizontal plane, which is enclosed by a ridge line.

“Dredging/filling” means an activity that involves excavating along the bottom of a water body for the purpose of channeling, creating a harbor, mineral extraction, etc., and the subsequent deposition of the dredge material to build up or expand an existing land mass or to create a new one.

“Drip line” means the outermost edge of foliage on trees, shrubs, or hedges projected to the ground.

“Drive-in car wash” means automated or manual car wash facilities and equipment used for retail car wash services enclosed within a building, which may include accessory vacuum cleaning and other equipment for car interior detailing outside of a building.

“Driveway” means the aisle area within a parking lot which abuts designated parking spaces and which is reserved exclusively for ingress, egress and maneuvering of automobiles in and out of those spaces.

“Dwelling” or “dwelling unit” means any building or portion thereof designed or arranged for residential occupancy by not more than one family and includes facilities for sleeping, cooking and sanitation.

“Dwelling, duplex” means a building designed or arranged for residential occupancy by two families living independently, the structure having only two dwelling units.

“Dwelling, factory built” means a structure containing one or more dwelling units that is built off-site, other than a manufactured home, and: (1) is designed only for erection or installation on a site-built permanent foundation; (2) is not designed to be moved once so erected or installed; and (3) is designed and manufactured to comply with a nationally recognized model building code or an equivalent local code, or with a State or local modular building code recognized as generally equivalent to building codes for site-built housing.

“Dwelling, multiple-family” means a building or a portion thereof designed for residential occupancy by three or more families living independently in separate dwelling units.

“Dwelling, single-family” means a detached dwelling unit designed for residential occupancy by one family.

“Easement” means a grant or reservation by the owner of an interest in land for the use of such land for a specific purpose or purposes, and which must be conveyed or reserved by an instrument affecting the land.

Educational Institution. See “school.”

“Employee-occupied recreational vehicle” means a recreational vehicle utilized by an employee or employer for housing.

“Entertainment establishment” means a public or private institution or place of business providing live or pre-recorded shows or performances for entertainment.

“Equipment compound” means the area occupied by a wireless communications support structure and within which wireless communications equipment is located.

“Extractive enterprises” means uses and activities that involve the removal of ores, liquids, gases, minerals, or other materials or substances from the earth’s surface or subsurface.

“Extreme flood volume” or “Qf” means the storage volume required to control those infrequent but large storm events in which overbank flows reach or exceed the boundaries of the 100-year floodplain.

“Family” means an individual or two or more persons related by blood, marriage or adoption, or a group not to exceed six unrelated persons living together as a single housekeeping unit in a dwelling unit.

“Farmers’ market” means a location where the primary activity is the sale of goods:

1. Grown upon the land that the seller controls, in the case of fruits, nuts, vegetables, other plant products, or other processed agricultural products;
2. Bred, raised, cultivated or collected by the seller, in the case of animal, poultry, viticulture, vermiculture, aquaculture, eggs, honey and bee products;
3. Cooked, canned, preserved, or otherwise significantly treated by the seller, in the case of prepared foods; or
4. Created, sewn, constructed, or otherwise fashioned from component materials by the seller.

Fence Height. See HCC 21.05.030(d).

“Financial institution” means banks, credit unions, saving and loan companies, stockbrokers, and similar businesses.

“Flow attenuation” means prolonging the flow time of runoff to reduce the peak discharge.

“Garage, parking” means any building (including an underground structure), except one described as a private garage, used principally for the parking or storage of motor vehicles.

“Garage, private” means a building, or a portion of a building, in which motor vehicles used only by the occupants of the building(s) located on the premises are stored or kept.

Garage, Public. See “auto repair.”

“Gardening, personal use” means gardening for personal purposes as an accessory use to the primary residential use of a lot.

“Glare” means direct light emitted by a luminaire that causes reduced visibility of objects or momentary blindness.

“Grade” in reference to adjacent ground elevation means the lowest point of elevation of the existing surface of the ground within the area between the structure and a line five feet from the structure.

“Grading” means any act by which soil is cleared, stripped, stockpiled, excavated, scarified, or filled, or any combination thereof.

“Group care home” means a residential facility that provides training, care, supervision, treatment or rehabilitation to the aged, disabled, infirm, those convicted of crimes or those suffering the effects of drugs or alcohol. The term “group care home” does not include day care homes, day care facilities, foster homes, schools, hospitals, assisted living homes, nursing facilities, jails or prisons.

“Guest room” means a single unit for the accommodation of guests without kitchen or cooking facilities in a bed and breakfast, rooming house, hotel or motel.

“Guesthouse” means an accessory building without kitchen or cooking facilities and occupied solely by nonpaying guests or by persons employed on the premises.

“Helipad” means any surface where a helicopter takes off or lands, but excludes permanent facilities for loading or unloading goods or passengers, or for fueling, servicing or storing helicopters.

“Heliports” means any place including airports, fields, rooftops, etc., where helicopters regularly land and take off, and where helicopters may be serviced or stored.

Highway. See “street” and “State highway.”

“Home occupation” means any use customarily conducted entirely within a dwelling or a building accessory to a dwelling, and carried on by the dwelling occupants, that is clearly incidental and secondary to the use of the dwelling for dwelling purposes and does not change the character thereof, and includes no display of stock in trade, no outside storage of materials or equipment and no commodity sold upon the premises. “Home occupation” does not include bed and breakfast.

“Hospital” has the meaning given in AS 47.32.900.

“Hostel” means any building or portion of a building containing dormitory-style sleeping accommodations for not more than 15 guests that are used, rented or hired out on a daily or longer basis.

“Hotel” or “motel” means any building or group of buildings containing six or more guest rooms that are used, rented or hired out to be occupied for sleeping purposes by guests. “Hotel” or “motel” also means any building or group of buildings containing five or less guest rooms that are used, rented or hired out to be occupied for sleeping purposes by more than 15 guests. The terms “hotel” and “motel” exclude bed and breakfast, rooming house, dormitory, shelter for the homeless, and hostel.

“Impervious coverage” means an area of ground that, by reason of its physical characteristics or the characteristics of materials covering it, does not absorb rain or surface water. All parking areas, driveways, roads, sidewalks and walkways, whether paved or not, and any areas covered by buildings or structures, concrete, asphalt, brick, stone, wood, ceramic tile or metal shall be considered to be or have impervious coverage.

“Impound yard” means a lot, establishment, area, facility or place of business used for the temporary custody of abandoned or junk vehicles, as defined in HCC 18.20.010, or other abandoned or illegally stored personal property pending determination of possessory or proprietary rights therein. If impounded property is held in custody longer than six months, it shall be classified as a junk yard and not an impound yard.

“Independent business” means a business establishment that operates independently of other business establishments. If retail and wholesale business establishments have common management or common controlling ownership interests, they are not operated independently of one another.

“Infiltration” means the passage or movement of water into the soil surface.

“Islands,” when used to describe landscaped areas within parking lots, means compact areas of landscaping within parking lots designed to support mature trees and plants.

“Itinerant merchant” means a “transient or itinerant merchant” as defined in HCC 8.08.010.

“Joint use parking area” means a parking lot that contains required off-street parking spaces for more than one lot.

“Junk” means any worn out, wrecked, scrapped, partially or fully dismantled, discarded, or damaged goods or tangible materials. Junk includes, without limitation, motor vehicles that are inoperable or not currently registered for operation under the laws of the State and machinery, equipment, boats, airplanes, metal, rags, rubber, paper, plastics, chemicals, and building materials that cannot, without further alteration or reconditioning, be used for their original purpose.

“Junkyard” means any lot, or portion of a lot, that is used for the purpose of outdoor collection, storage, handling, sorting, processing, dismantling, wrecking, keeping, salvage or sale of junk.

“Kennel” means any land and any buildings thereon where three or more dogs, cats, or other animals at least four months of age are kept for boarding, propagation or sale. If a use meets the definitions of both dog lot and kennel, it shall be classified as a dog lot.

“Kitchen” means any room or part of a room intended or designed to be used for cooking or the preparation of food. The presence of a range or oven, or utility connections suitable for servicing a range or oven, shall be considered as establishing a kitchen.

“Landscaping” means lawns, trees, plants and other natural materials, such as rock and wood chips, and decorative features, including sculpture.

“Level of service” or “LOS” means a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Six levels of service, from A to F, are used to represent a range of operating conditions with LOS A representing the best operating conditions and LOS F the worst.

1. “LOS A” means the LOS at which vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream, passing demand is well below passing capacity, drivers are delayed no more than 30 percent of the time by slow moving vehicles.

2. "LOS B" means the LOS at which the ability to maneuver a vehicle is only slightly restricted; passing demand approximately equals passing capacity, and drivers are delayed up to 45 percent of the time; the level of physical and psychological comfort provided to drivers is still high.

3. "LOS C" means the LOS at which the ability to maneuver a vehicle is noticeably restricted and lane changes require more care and vigilance on the part of the driver; percent time delays are up to 60 percent; traffic will begin to back up behind slow moving vehicles.

4. "LOS D" means the LOS at which speeds begin to decline with increasing traffic flow, density begins to increase somewhat more quickly, passing demand is very high while passing capacity approaches zero, and the driver experiences reduced physical and psychological comfort levels; the percentage of time motorists are delayed approaches 75 percent, even minor incidents can be expected to back up traffic because the traffic stream has little space to absorb disruptions.

5. "LOS E" means the LOS at which roadway is at capacity; the percentage of time delay is greater than 75 percent, passing is virtually impossible, as there are virtually no usable gaps in the traffic stream; vehicles are closely spaced, leaving little room to maneuver, physical and psychological comfort afforded to the driver is poor.

6. "LOS F" means the LOS at which traffic is heavily congested with traffic demand exceeding traffic capacity, there is a breakdown in vehicular flow, and vehicle delay is high.

"Light trespass" means light emitted by a luminaire that shines beyond the boundaries of the property on which the luminaire is located.

"Living ground cover" means low growing, spreading, perennial plants that provide continuous coverage of the area.

"Living plant life other than ground cover" means plants, including, but not limited to, trees, flower beds, rock gardens, shrubs and hedges.

"Loading space" means an off-street space on the same lot with a building or contiguous to a group of buildings, designated or intended for the use of temporarily parked commercial vehicles while loading and unloading, and that abuts upon a street, alley or other appropriate means of access.

“Lodging” means any building or portion of a building that does not contain a dwelling unit and that contains no more than five guest rooms that are used, rented or hired out to be occupied for sleeping purposes by guests.

LOS. See “level of service.”

“Lot” means a single parcel of land of any size, the boundaries of which have been established by some legal instrument of record, that is recognized and described as a unit for the purpose of transfer of ownership. It may shown on a subdivision plat map, or record of survey map, or described by metes and bounds and recorded in the office of the District Recorder. “Lot” includes tracts and parcels of land of any size or shape.

“Lot, corner” means a lot situated at the intersection of two or more streets having an angle of intersection of not more than 135 degrees.

“Lot depth” means the horizontal distance between the front and rear lot lines measured on the longitudinal centerline.

“Lot, interior” means a lot other than a corner lot.

“Lot line, front” means the shortest lot line that is a street line. In the case of (1) a square, or nearly square-shaped, corner lot, or (2) a through lot, the owner may choose which street to designate as the front of the lot by giving written notice to the Department. Once the choice of frontage has been made, it cannot be changed unless all requirements for yard space with the new front lot line are satisfied.

“Lot line, rear” means a lot line that is opposite and most distant from the front lot line and, in case of an irregular or triangular lot, a line 10 feet in length within the lot, parallel to and at the maximum distance from the front lot line.

“Lot line, side” means any lot boundary line that is not a front lot line or rear lot line.

“Lot, through” means a lot having a frontage on two parallel or approximately parallel streets.

“Lot width” means the width of a lot calculated according to HCC 21.05.050.

“Luminaire” means a complete lighting unit, including a lamp or lamps together with parts to distribute light.

“Luminaire, cut-off” means a luminaire that allows no direct light from the luminaire above the horizontal plane through the luminaire’s lowest light emitting part, in its mounted form either through manufacturing design or shielding.

“Luminaire, height of” means the vertical distance from the ground directly below the centerline of the luminaire to the lowest direct light emitting part of the luminaire.

“Ministorage” means one or more buildings containing units available for rent for the purpose of the general storage of household goods and personal property in which each unit (1) is separated from all other such units, (2) is fully enclosed, and (3) does not have an area greater than 600 square feet.

“Mitigation plan” means a plan designed to mitigate the effect of impervious cover on water flow and loss of ground cover, and may include systems of water impoundment, settling ponds, grease and sand traps, and leach fields among others.

“Mobile commercial structure” means a structure constructed as a movable or portable unit, capable of being transported on its own chassis or wheels, that is designed for nonpermanent uses and placed on a nonpermanent foundation and is used in any activity that promotes, supports or involves a land use permitted outright in the zoning district in which the mobile commercial unit is to be placed.

“Mobile food service” has the meaning defined in HCC 8.11.020 and, for purposes of the zoning code, is treated as a temporary business.

“Mobile home” or “manufactured home” means a structure, transportable in one or more sections: (1) that in the traveling mode is eight feet or more in width or 40 feet or more in length, or when erected on site is 320 square feet or more; and (2) that is built on a permanent chassis and is designed for use as a dwelling with or without a permanent foundation when the plumbing, heating, and electrical systems contained therein are connected to the required utilities. A mobile home shall be construed to remain a mobile home whether or not wheels, axles, hitch or other appurtenances of mobility are removed, and regardless of the nature of the foundation provided. A mobile home shall not be construed to be a recreational vehicle or a factory built dwelling.

“Mobile home park” means one or more lots developed and operated as a unit with individual sites and facilities to accommodate two or more mobile homes.

“Native vegetation” means native plant communities that are undisturbed or mimicked.

“Natural or manmade features” means features in landscaping other than plants, including, but not limited to, boulders, or planters.

Nonconforming Lot. See HCC 21.61.010.

Nonconforming Structure. See HCC 21.61.010.

Nonconforming Use. See HCC 21.61.010.

“Nursing facility” means a facility that is primarily engaged in providing skilled nursing care or rehabilitative services and related services for those who, because of their mental or physical condition, require care and services above the level of room and board. “Nursing facility” does not include a facility that is primarily for the care and treatment of mental diseases or an assisted living home.

“Occupancy” means the purpose for which a building is used or intended to be used. The term may also include the building or room housing such use. Change of occupancy does not result from a mere change of tenants or proprietors.

“Office” means a physical location designed for, or used as, the office of professional, business, administrative, institutional, charitable, personal service or public organizations or persons, but does not include direct retail or wholesale sale of goods except for those sales that are clearly incidental to the principal office use.

“Office, general business” means an office maintained and operated for the conduct of management level administrative services or in which individuals or entities are provided services in office settings in the nature of government, business, real estate, insurance, property management, title companies, investment and financial, personnel, travel, and similar services, including business offices of public utilities or other activities when the service rendered is a service customarily associated with office services. Offices that are part of and are located with a business or industrial firm in another category are considered accessory to that firm’s primary activity. Professional office is excluded.

“Office, professional” means an office maintained and operated for the conduct of a professional business or occupation requiring the practice of a learned art or science through specialized knowledge based on a degree issued by an institute of higher learning, including but not limited to medicine, dentistry, law, architecture, engineering, accounting, and veterinary medicine. General business office and clinic are excluded.

“Off-road vehicle” means any motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, wetland, or other natural terrain, except that such terms exclude (1) registered motorboats, (2) military, fire, emergency, and law enforcement vehicles when used for such military, emergency,

and law enforcement purposes, and (3) any vehicle whose use is expressly approved by the City of Homer.

“Oil water separators” means passive, physical separation systems, designed for removal of oils, fuels, hydraulic fluids, and similar products from water. They are generally large-capacity, underground cement vaults installed between a drain and the connecting storm drain pipe. These vaults are designed with baffles to trap sediments and retain floating oils. The large capacity of the vault slows down the wastewater, allowing oil to float to the surface and solid material to settle out.

“Open space” means an area reserved or developed for recreational uses or preserved for its natural amenities. Open space may include squares, parks, bicycle and pedestrian paths, refuges, campgrounds, picnic areas, playgrounds, and gardens. “Open space” does not include outdoor recreation facilities.

“Overbank flood protection volume” or “Qp” means the volume controlled by structural practices to prevent an increase in the frequency of out of bank flooding generated by development.

“Overlay district” means a defined area with supplementary regulations that is superimposed upon all or part of one or more underlying zoning districts. The boundaries of an overlay district are usually shown on the official map, but may be established by description.

“Overslope development” means an overslope platform and the structures located on the overslope platform.

“Overslope platform” means an elevated horizontal structure designed to support buildings that are located above the slope between an upland lot and the water of the Homer small boat harbor.

“Parking lot” means an off-street, ground level open area, usually improved, containing parking spaces for motor vehicles.

“Parking lot, double-loaded” means all or any portion of a parking lot in which there are parking spaces on both sides of the driving aisle.

“Parking lot, single-loaded” means all or any portion of a parking lot in which there are parking spaces on only one side of the driving aisle.

“Parking space” is a space in a parking lot that is reserved for the parking of a vehicle.

“Parking stall” is synonymous with “parking space.”

“Peak hour” in reference to traffic means a one-hour period representing the highest hourly volume of traffic flow on the adjacent street system during the morning (a.m. peak hour), during the afternoon or evening (p.m. peak hour) or representing the hour of highest volume of traffic entering or exiting a site (peak hour of generator).

“Pedestrian way” means a maintained walkway or path, no less than four feet wide, that connects two or more focal points of pedestrian activity, including other pedestrian ways, trails, transit stops, street or parking area crossings, or building entry points. Sidewalks may be pedestrian ways.

“Performance standards” means minimum requirements or maximum allowable limits on the effects or characteristics of a use.

“Permeable, continuous nonliving ground cover” means landscaping surfaces made up of materials such as, but not limited to, crushed rock, bark and mulch.

“Permit” means any permit, approval or other authorization issued by the City under the authority of the Homer Zoning Code or regulations.

“Person aggrieved” means a person who shows proof of the adverse effect an action or determination taken or made under the Homer Zoning Code has or could have on the use, enjoyment, or value of real property owned by that person. An interest that is not different from that of the general public is not sufficient to establish aggrievement.

“Personal service” means a business primarily engaged in providing services involving the care of an individual or his or her personal goods or apparel.

“Pipeline” means a line six inches or larger, which may include accessory pumps, valves and control devices, for conveying liquids, gases or finely divided solids that are constructed within rights-of-way or easements or from one parcel to another. However, for the purpose of securing a conditional use permit the following are excluded: the mains, hydrants, pumps, services, and pressure stations of the City of Homer water utility; the mains, services, manholes and lift stations of the City of Homer sewer utility and the local service mains, valves and services of a gas utility legally authorized to provide such service within the City.

“Planned unit development” or “PUD” means a residential, commercial, office, industrial, or other type of development, or a combination thereof, approved under the conditional use procedures and applicable provisions of this title and characterized by comprehensive planning for the entire project, the clustering of buildings to preserve

open space and natural features, and provision for the maintenance and use of open space and other facilities held in common by the property owners within the project.

“Planning Commission” means the Homer Advisory Planning Commission.

“Pollutant” in reference to waters means any substance that causes contamination or other alteration of the physical, chemical, or biological properties of waters including change in temperature, taste, color, turbidity, or odor of the waters, or such discharge of any liquid, gaseous, solid, radioactive or other substance into the waters that will or is likely to create a nuisance or render such waters harmful. These substances include, but are not limited to, any dredge, spoil, solid waste, incinerator residue, oil, grease, garbage, sewage, sludge, medical waste, chemical waste, biological materials, heat, petrochemical, and sediment.

“Pollution, nonpoint source” means pollution from any source other than from any discernible, confined, and discrete conveyances and shall include, but not be limited to, parking lots and roof tops and include substances such as pathogens, petrochemicals, sediments, debris, toxic contaminants, or nutrients.

“Pollution, point source” means pollution from any discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, landfill leachate collection system, vessel or other floating craft from which pollutants are or may be discharged.

Principal Use. See “use, principal.”

“Project” means an existing or proposed development.

“Public spaces” means space containing amenities for public use or enjoyment, for example, benches, bike racks, water features, public art, and kiosks that enhance the community.

“Public utility facility or structure,” for the purpose of requiring a conditional use permit, means (1) any facility or structure owned and operated by a public or private utility, or (2) a telecommunications tower or antenna, but it excludes water distribution mains, pressure stations and hydrants, sewage collection lines, manholes and lift stations, underground and overhead electrical, cable and telephone lines and poles, street lights and small wind energy systems.

“Ravine” means a long, deep hollow in the earth’s surface with walls that have a height of at least 15 feet and an average slope of not less than 500 percent (five feet difference in elevation per one foot of horizontal distance).

822 “Recharge volume” or “Rev” means that portion of the water quality volume used to
823 maintain groundwater recharge rates at development sites.

824
825 “Recreational facility, indoor” means a building used for indoor sports, recreation,
826 physical activities or games such as bowling alleys, racquetball courts, skating rinks,
827 and other physical recreation activities.

828
829 “Recreational facility, outdoor” means a lot used for outdoor sports activities or games
830 such as skating rinks, batting cages, sports fields, golf courses, miniature golf, driving
831 ranges, equestrian arenas, open air performing arts centers and similar activities. It
832 does not include sport fishing in the waters of any watercourse, water body, or
833 Kachemak Bay.

834
835 “Recreational vehicle” is a vehicular unit, other than a manufactured home, that is
836 designed and manufactured as temporary lodging for travel, recreational and vacation
837 use, and which is either self-propelled, mounted on or pulled by another vehicle.
838 Examples include, but are not limited to, a travel trailer, camping trailer, truck camper,
839 motor home, and fifth-wheel trailer.

840
841 “Recreational vehicle park” means a parcel of land that has been planned and
842 improved for use by two or more recreational vehicles for transient occupancy.

843
844 “Religious, cultural and fraternal assembly” means a use or building owned or
845 maintained by an organized religious organization or nonprofit entity for assemblies
846 for social, cultural, civic, or philanthropic purposes, or where persons regularly
847 assemble for worship.

848
849 “Reservoir” means a pond, lake, or basin, either natural or artificial, for the storage,
850 regulation, and control of water.

851
852 “Residential districts” or “residential zoning districts” means the rural residential,
853 urban residential, and residential office zoning districts.

854
855 “Retention structure” means a permanent structure that provides for the storage of
856 water runoff.

857
858 “Right-of-way” means the entire width of property dedicated for a public street or
859 private easement providing ingress and egress from property abutting thereon.
860 Road. See “street.”
861

“Roadside stand” means a temporary structure on land adjacent to a street, usually for the attraction of motorists for profit-making purposes. Common roadside stands sell local food, produce, firewood, handcrafted items or imported goods.

“Rooming house” means a dwelling containing not more than five guest rooms that are used, rented or hired out to be occupied for sleeping purposes by guests. A rooming house shall not accommodate in excess of 15 guests. A rooming house shall also include any structures associated with the dwelling, such as guest cabins; provided, that a conditional use permit was obtained for any associated structures, if a permit is required in order to have more than one building containing a permitted principal use on the lot. “Rooming house” does not include bed and breakfast.

“School” means an institution or place for instruction or education, including all structures and land necessary to the accomplishment of educational purposes.

“School, commercial” means a school for the teaching of clerical, managerial, administrative, service or artistic skills. This applies to schools operated privately for profit that do not offer a complete educational curriculum, e.g., beauty school, modeling school and secretarial school. Commercial school does not include trade, skilled or industrial school.

“School, private” means a school that provides a complete educational curriculum and is owned and operated by private educational, religious, charitable, or other institution. It may provide elementary, secondary or post-secondary levels of education.

“School, public” means a school owned and operated or chartered by the Kenai Peninsula Borough or the State or University of Alaska for the purpose of public education.

“School, trade, skilled or industrial” means a school for the teaching of industrial, construction, technical and skilled trades skills, including schools operated by or for labor unions. Examples include welding, carpentry, electrician, and similar training schools.

“Sediment” means soils or other surficial materials transported or deposited by the action of wind, water, ice, or gravity as a product of erosion.

“Senior housing” means attached or detached independent living developments, including retirement communities, age-restricted housing and active adult communities.

Service Station. See “auto fueling station” and “auto repair.”

“Setback” means the required minimum distance between the lot line and a building, measured according to Chapter 21.05 HCC. The setback area establishes a required yard in which structures are prohibited or limited as provided in the zoning code.

“Sewer, community” means that portion of a nonpublic sewerage serving:

1. One or more multifamily dwellings;

2. A mobile home park, a trailer park, or a recreational vehicle park;

3. Two or more:

a. Single-family homes or duplexes;

b. Commercial establishments;

c. Industrial establishments; or

d. Institutions; or

4. Any combination of two or more of the structures listed in subsections (3)(a) through (d) of this definition.

“Sewer, public” means a sewer system operated for the benefit of the public by the City of Homer or a public utility under a certificate of convenience and necessity issued by the Regulatory Commission of Alaska or by its predecessor or successor agency.

“Shelter for the homeless” means a building used primarily to provide on-site meals, shelter and secondary personal services such as showers and haircuts to the homeless and the needy on a nonpermanent basis for no or nominal compensation.
Sign. See HCC 21.60.040.

“Site” means any lot, tract, or parcel of land, or a portion thereof, or any combination thereof that is in one ownership or is contiguous and in diverse ownership, where development exists or will be created as one unit, subdivision, or project.

“Site plan” means a plan, to scale, showing the proposed use and development of a site. The plan generally includes lot lines, streets, points of vehicular access to the site, building sites, reserved open space, existing buildings, major landscape features (both natural and manmade), and the locations of utility lines. Additional information may be required on a site plan by applicable provisions of the zoning code.

“Slash pile” means a row or pile of woody debris from timber harvesting, land clearing, or similar activity.

“Slope” means, with respect to two points on the surface of the ground, the ratio, expressed as a percentage, of the difference between their elevations divided by the horizontal distance between them. Slope is measured as provided in HCC 21.05.040.

“Small wind energy system” means a wind energy system having a rated capacity of less than 25 kilowatts and a total height less than 170 feet, whose primary function is to provide electric power for on-site consumption.

“Stabilization” means the prevention of soil movement by any of various vegetative or structural means.

“Stable, private” means an accessory building in which one or more horses are kept for private use and enjoyment and not for boarding, hire or sale; or in which not more than one horse is kept for boarding, hire or sale.

“Stable, public” means a building in which two or more horses are kept for boarding, hire or sale.

“State highway” means a street designated by the State as a part of the State highway system.

“Steep slope” means an elevation change in topography of at least 15 feet, with an average slope of not less than 45 percent (one foot difference in elevation per 2.22 feet of horizontal distance). A steep slope can occur naturally or can be created by excavation into or filling over natural ground.

“Stormwater management” means:

1. For quantitative control, a system of vegetative and structural measures that control the increased volume and rate of surface runoff caused by manmade changes to the land; and

2. For qualitative control, a system of vegetative, structural, and other measures that reduce or eliminate pollutants that might otherwise be carried by surface runoff.

“Stormwater management, off-site” means the design and construction of a facility necessary to control stormwater from more than one development.

“Stormwater management, on-site” means the design and construction of systems necessary to control stormwater within an immediate development site.

“Stormwater management plan” or “SWP” means a set of drawings or other documents prepared according to the requirements of this title and submitted by a person as a prerequisite to obtaining a stormwater management approval. A SWP will contain all of the information and specifications pertaining to stormwater management.

“Stormwater runoff” means flow on the surface of the ground, resulting from precipitation or snow melt.

“Story” means that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a basement or cellar is more than six feet above grade for more than 50 percent of the total perimeter or is more than 12 feet above grade at any point, such basement or cellar shall be considered a story.

“Story, half” means a story under a gable, hip, gambrel or mansard roof, the wall plates of which on at least two of its opposite exterior walls are not more than two feet above the floor of such story.

“Stream” means any body of flowing water, including a river, creek, tributary, or other watercourse.

“Stream banks” are defined by the steep or sloping ground that borders a stream and confines the water in the natural channel when the water level or flow is normal.

“Stream, intermittent” means a stream that does not flow continuously but stops or dries up from time to time.

“Stream, perennial” means a stream that flows continuously throughout the year, in contrast to an intermittent stream.

“Street” means a public thoroughfare including a public street, road or highway of any description that affords a principal means of access to abutting property. Street does not include alley or driveway.

“Street line” means the line of demarcation between a street right-of-way and the abutting lot(s).

“Stripping” means any activity that removes the vegetative surface cover including tree removal, clearing, grubbing and storage or removal of topsoil.

“Structural alteration” means any change of the supporting members of a building or structure such as bearing walls, columns, beams or girders.

“Structure” means anything constructed or erected that requires location on the ground or that is attached to something having location on the ground.

“Studio” means a room, rooms or building where an artist or photographer does work, a place where dancing lessons, music lessons, or similar artistic lessons are given, or where radio or television programs are produced or where recordings are made.

“Taxi” means any motor vehicle, permitted and licensed by the City, having a manufactured-rated seating capacity of nine passengers or less engaged in the carrying of persons in exchange for receiving fares, not operated over a fixed route, and subject to calls from a central location or otherwise operated for hire to perform public transportation.

“Taxi operation” means a taxi business operated from a fixed location, but not limited in its operation to any particular route, which may include a dispatch office and vehicle fleet parking.

“Timber growing, harvesting and forest crops” means the growing, harvesting, or both, for commercial purposes, of (1) trees including, without limitation, live trees, Christmas trees and tree products in the form of logs, chunks, bark chips or similar items; or (2) minor forest crops such as cones, ferns, greenery, berries and moss.

“Total suspended solids” means the sum of the organic and inorganic particles (e.g., sediment) suspended in and carried by a fluid (e.g., water).

“Tower, amateur radio” means a fixed vertical structure used exclusively to support an antenna used by an amateur radio operator licensed by the Federal Communications Commission, plus its accompanying base plates, anchors, guy cables and hardware.

“Tower, communications” means a fixed vertical structure built for the primary purpose of supporting wireless communications equipment, plus its accompanying base plates, anchors, guy cables and hardware.

“Townhouse” means a building on its own separate lot containing one dwelling unit that occupies space from the ground to the roof and is attached to one or more other townhouse dwelling units by at least one common wall.

“Trip” in reference to traffic means a single one-way motor vehicle movement either to or from a subject property or study area.

“Turbidity” means an expression of the optical property that causes light to be scattered and absorbed rather than transmitted in straight lines through a water sample; turbidity in water is caused by the presence of suspended matter such as clay, silt, finely divided organic and inorganic matter, plankton, and other microscopic organisms.

“Use” means the purpose for which land or a structure is occupied, arranged, designed or intended, or for which either land or a structure is or may be occupied or maintained.

“Use, principal” means the use of a lot or structure that is of chief importance or function on the lot.

“Variance” means any deviation from the requirements of the zoning code authorized by the Planning Commission pursuant to Chapter 21.72 HCC.

“Vehicle fleet” means a group of vehicles operated under unified control.

Vehicle Maintenance. See “auto repair.”

Vehicle Repair. See “auto repair.”

“Visibility or vision clearance” means the assurance of adequate and safe vision clearance particularly for vehicle operators and pedestrians; a specified area of clearance at corners of intersections where no plantings, walls, structures or temporary or permanent obstructions exceeding a specified height above the curb level are allowed.

“Water-dependent” means a use or activity that can be carried out only on, in or adjacent to water areas because the use requires access to the water body.

“Water quality volume” or “WQv” means the volume needed to capture and treat 90 percent of the average annual runoff volume at a development site.

“Water-related” means a use or activity that is not directly dependent upon access to a water body, but which provides goods and services that are directly associated with water-dependent uses or activities.

“Watercourse” means any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash, in and including any adjacent area that is subject to inundation from overflow or floodwater.

“Watershed” means any area of land that water flows or drains under or across ground on its way to a lake, pond, river, stream, or wetland. A watershed can be delineated on a topographical map by connecting the high points of the contour lines surrounding any water body.

“Wetland” means an area of land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wetlands generally include swamps, marshes, bogs, and similar areas.

Wholesale. See “business, wholesale.”

“Wind energy system” means a wind turbine and its supporting wind energy system tower.

“Wind energy system tower” means a fixed vertical structure that supports a wind turbine, including a monopole or lattice tower, plus its accompanying base plates, anchors, guy cables and hardware.

“Wind turbine” means a bladed or other type of rotating mechanism that converts wind energy into electric energy.

“Wireless communications equipment” means the set of equipment and network components used in the provision of wireless communications services, including without limitation antennas, transmitters, receivers, base stations, equipment shelters, cabinets, emergency generators, power supply cables, and coaxial and fiber optic cables, but excluding any wireless communications support structure.

“Wireless communications services” means transmitting and receiving information by electromagnetic radiation, by an operator (other than an amateur radio operator) licensed by the Federal Communications Commission.

“Wireless communications support structure” means a structure that is designed to support, or is capable of supporting, wireless communications equipment, including a communications tower, utility pole, or building.

“Yard” means a required open, unoccupied space on a lot. A yard is unobstructed by any structure or portion of a structure from 30 inches above the general ground level of the graded lot upward, except (1) fences, walls, posts, poles and other customary yard accessories, ornaments and furniture may be permitted in any yard subject to height

limitations and requirements limiting obstruction of visibility, and (2) certain structures may be permitted in certain yards when authorized by code provisions applicable to a particular zoning district.

“Yard, front” means a yard extending across the full width of a lot, the depth of which is the minimum horizontal distance between the front lot line and a line parallel thereto.

“Yard, rear” means a yard extending across the full width of the lot, the depth of which is the minimum horizontal distance between the rear lot line and a line parallel thereto.

“Yard, side” means a yard between a main building and the side lot line extending from the front yard to the rear yard.

“Zoning code” means this title.

“Zoning districts” means those districts established and described in Division II of this title.

Section 2. Section 21.54.200 entitled “Standards for recreational vehicle parks-General” is amended to read as follows:

Section 21.54.200 Standards for recreational vehicle parks-General.

HCC 21.54.200 through 21.54.310~~25~~ establish standards governing recreational vehicle parks, **recreational vehicles in residential zoning districts, and employee-occupied recreational vehicles.**

Section 3: Section 21.54.210 entitled “Spaces and occupancy” is amended to read as follows:

Section 21.54.210 Space and occupancy.

a. Space Size. The space provided for each recreational vehicle shall be a minimum of 600 square feet, exclusive of any space used for common areas, driving lanes, walkways, general use structures, and landscaped areas.

b. Identification. Each recreational vehicle space shall be plainly marked and numbered for identification.

c. Occupancy. Only one recreational vehicle shall occupy a space. Recreational vehicle parks may be open on a year-round basis. **Except as otherwise permitted under this title, n**No recreational vehicle shall be parked for occupancy in a recreational vehicle park for more than 30 continuous days, nor shall a recreational vehicle be parked for

occupancy in a recreational vehicle park for more than 120 days in any 12-month period.

Section 4. Homer City Code 21.54 is amended to add section 21.54.325 to read as follows:

21.54.325 Standards for recreational vehicles in the Marine Commercial District and the Marine Industrial District.

Outside of recreational vehicle parks, the use of recreational vehicles in the marine commercial and industrial zoning districts shall conform to the following standards:

A property owner may have one employee-occupied recreational vehicle per lot. An employee-occupied recreational vehicle must be a self-contained recreational vehicle and must have a receptacle approved by law for collection of liquid and semi-solid wastes. While the employee-occupied recreational vehicle is parked on the property, it must be parked in a manner that will not create a dangerous or unsafe condition on the lot or adjacent properties. Parking in such fashion that the recreational vehicle may tip or roll constitutes a dangerous and unsafe condition. A parked employee-occupied recreational vehicle must be in a condition for the safe and effective performance of its intended function as an operable motor vehicle.

An employee-occupied recreational vehicle may not be placed in a parking space required to comply with the Homer Zoning Code.

An employee-occupied recreational vehicle may not directly hook-up to municipal water and sewer without first obtaining written approval by the Public Works Director or his or her designee. The Public Works Director shall grant approval for direct hook-up to the municipal water and sewer if he or she determines that the applicant is in full compliance with this Title. A permit under this subsection may only be submitted by a property owner or a lessee of the property.

Section 5: This ordinance is of a permanent and general character and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER THIS ___ DAY OF _____, 2017.

CITY OF HOMER

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ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form:

Mary K. Koester, City Manager

Date:_____

BRYAN ZAK, MAYOR

Holly Wells, City Attorney

Date:_____

**CITY OF HOMER
HOMER, ALASKA**

City Clerk/
Public Works Director

RESOLUTION 18-016(S)

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
AWARDING THE CONTRACT FOR THE HARBORMASTER BUILDING
EMERGENCY GENERATOR 2018 PROJECT TO THE FIRM OF
LIBERTY ELECTRIC, INC OF HOMER, ALASKA, IN THE AMOUNT OF
\$22,237 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE
APPROPRIATE DOCUMENTS.

WHEREAS, The City Council approved Ordinance 17-29 accepting and appropriating a
State Homeland Security Program Grant for the design and installation of an emergency
backup generator for the Harbormaster Building; and

WHEREAS, Public Works coordinated the preparation of the generator installation
design and the purchase of the generator in accordance with the City's procurement policies
and the grant conditions; and

WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was
advertised in the Homer News on January 11 and 18, 2018, sent to two in-state plans rooms,
and posted on the City of Homer website; and

WHEREAS, Bids were due February 8, 2018 and five bids were received; and

WHEREAS, Liberty Electric, Inc. of Homer, Alaska, was found to be the lowest responsive
bidder; and

WHEREAS, This award is not final until written notification is received by the firm from
the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the
contract for Harbormaster Building Emergency Generator 2018 Project to the firm of Liberty
Electric, LLC of Homer, Alaska in the amount of \$22,237 and authorizes the City Manager to
execute the appropriate documents.

PASSED AND ADOPTED by the Homer City Council this 12 day of February, 2018.



CITY OF HOMER

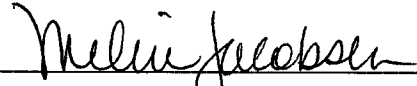
DONNA ADERHOLD, MAYOR PRO TEMPORE

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46 ATTEST:

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A handwritten signature in cursive script, appearing to read "Melissa Jacobsen", is written over a horizontal line.

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MELISSA JACOBSEN, MMC, CITY CLERK

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Fiscal note: Account 415-0940 \$22,237

**CITY OF HOMER
HOMER, ALASKA**

City Clerk/
Port Director

RESOLUTION 18-017(S)

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,
AWARDING THE CONTRACT FOR THE OPERATION AND
MAINTENANCE OF THE PORT & HARBOR FISH GRINDING FACILITY
TO THE ALASKAN FISH FACTORY, OF HOMER, ALASKA IN THE
AMOUNT OF \$32 PER MAN HOUR, AND AUTHORIZING THE CITY
MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, In accordance with the Procurement Policy the Request for Proposals was
advertised in the Homer News on January 4 and 11, 2018, sent to two in-state plans rooms, and
posted on the City of Homer website; and

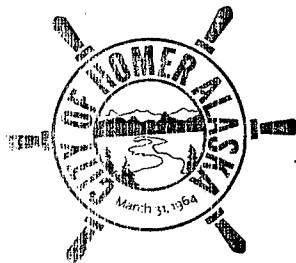
WHEREAS, Proposals were due February 8, 2018 and one proposals was received; and

WHEREAS, The Alaskan Fish Factory's was found to be responsive and proposes an
hourly rate of \$32 per man hour; and

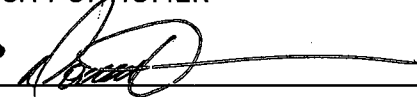
WHEREAS, This award is not final until written notification is received by the firm from
the City of Homer.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the
contract for the Operation and Maintenance of the Port & Harbor Fish Grinding Facility to the
firm of The Alaskan Fish Factor of Homer, Alaska in the amount of \$32 per man hour, and
authorizes the City Manager to execute the appropriate documents.

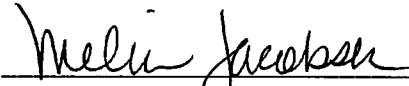
PASSED AND ADOPTED by the Homer City Council this 12th day of February, 2018.



CITY OF HOMER


DONNA ADERHOLD, MAYOR PRO TEMPORE

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: Port and Harbor – Fish Grinder: Equipment Maintenance 400-0606-5208

Port & Harbor Monthly Statistical & Performance Report

For the Month of: **January 2018**

<u>Moorage Sales</u>		<u>2018</u>	<u>2017</u>	<u>Stall Wait List</u>		
Daily Transient		41	40	No. on list at Month's End	<u>2018</u>	<u>2017</u>
Monthly Transient		48	72	20' Stall	15	18
Semi-Annual Transient		1	1	24' Stall	34	16
Annual Transient		8	6	32' Stall	60	58
Annual Reserved		1	5	40' Stall	30	33
				50' Stall	26	21
				60' Stall	5	3
				75' Stall	3	3
				Total:	173	152
<u>Grid Usage</u>		<u>2018</u>	<u>2017</u>			
1 Unit = 1 Grid Tide Use						
Wood Grid		3	0			
Steel Grid		0	1			
<u>Services & Incidents</u>		<u>2018</u>	<u>2017</u>	<u>Docking & Beach/Barge Use</u>		
Vessels Towed		1	0	1 Unit = 1 or 1/2 Day Use	<u>2018</u>	<u>2017</u>
Vessels Moved		2	4	Deep Water Dock	11	20
Vessels Pumped		2	6	Pioneer Dock	28	27
Vessels Sunk		0	0	Beach Landings	0	1
Vessel Accidents		0	0	Barge Ramp	3	9
Vessel Impounds		0	0			
Equipment Impounds		0	0	<u>Marine Repair Facility</u>	<u>2018</u>	<u>2017</u>
Vehicle Impounds		0	0	Vessels Hauled-Out	1	0
Property Damage		0	1	Year to Date Total	1	0
Pollution Incident		0	2			
Fires Reported/Assists		0	1	<u>Wharfage (in short tons)</u>		
EMT Assists		0	3	In Tons, Converted from Lb./Gal.	<u>2018</u>	<u>2017</u>
Police Assists		4	3	Seafood	0	891*
Public Assists		18	19	Cargo/Other	119	642
Thefts Reported		2	0	Fuel	16,160	41,358
<u>Parking Passes</u>		<u>2018</u>	<u>2017</u>	<u>Ice Sales</u>	<u>2018</u>	<u>2017</u>
Long-term Pass		7	8	For the Month of January	*	*
Monthly Long-term Pass		1	0	* closed for season		
Seasonal Pass		0	0	Year to Date Total	0	0
<u>Crane Hours</u>		<u>2018</u>	<u>2017</u>	<u>Difference between</u>		
		58	69.7	<u>2017 YTD and 2018 YTD:</u>	<u>0 tons</u>	

Port & Harbor Water/Sewer Bills									
Service Period : January, 2018				Meter Reading Period:12/15/17-1/23/18					
Meter Address - Location	Acct. #	Meter ID	Service/ Customer Charge	Water Charges	Sewer Charges	Total Charges	Previous Reading	Current Reading	Total Usage (gal)
810 FISH DOCK ROAD - Fish Grinder	1.0277.01	84810129	\$9.50	\$192.93	\$0.00	\$202.43	-	17,700	17,700
4244 HOMER SPIT RD - SBH & Ramp 2	1.0290.01	84872363	\$19.00	\$0.00	\$0.00	\$19.00	12,978,100	12,978,100	-
4166X HOMER SPIT RD - SBH & Ramp 4	1.0345.01	70291488	\$19.00	\$0.00	\$0.00	\$19.00	23,957,000	23,957,000	-
4166 HOMER SPIT RD- SBH Restrooms	1.0346.01		\$9.50	\$27.25	\$58.00	CR	172,800	175,300	2,500
4171 FREIGHT DOCK RD - SBH & Ramp 6	1.0361.01	71145966	\$19.00	\$0.00	\$0.00	\$19.00	1,832,200	1,832,200	-
4690C HOMER SPIT RD - Pioneer Dock	1.0262.01	70315360	\$19.00	\$167.86	\$0.00	\$186.86	3,293,600	3,309,000	15,400
4690A HOMER SPIT RD - Pioneer Dock	1.0261.01	70315362	\$19.00	\$0.00	\$0.00	\$19.00	515,200	515,200	-
4666 FREIGHT DOCK RD - Deep Water Dock	1.0357.01	70564043	\$19.00	\$52.32	\$0.00	\$71.32	9,170,200	9,175,000	4,800
4448 HOMER SPIT RD - Steel Grid	1.0230.01	80394966	\$9.50	\$0.00	\$0.00	\$9.50	-	-	-
795 FISH DOCK ROAD - Fish Dock/Ice Plant	1.0180.01	70291512	\$19.00	\$66.49	\$13.92	\$99.41	868,048,600	868,054,700	6,100
4147 FREIGHT DOCK RD - SBH & Ramp 6 Restroom	1.4550.01	70315668	\$19.00	\$18.53	\$39.44	CR	103,100	104,800	1,700
4147X FREIGHT DOCK RD - Ramp 6 Fish Cleaning	1.0457.01	80856895	\$9.50	\$0.00	\$0.00	CR	184,000	184,000	-
4001 FREIGHT DOCK RD - L&L Ramp Restrooms	10.4550.01	70364713	\$19.00	\$17.44	\$37.12	CR	101,200	102,800	1,600
4667 HOMER SPIT RD L - Port Maintenance	1.0109.01	70257255	\$19.00	\$30.52	\$64.96	\$114.48	7,400	10,200	2,800
4667 HOMER SPIT RD - Bldg Near Water Tank	1.0100.02	70315820	\$9.50	\$0.00	\$0.00	\$9.50	320,400	320,400	-
4667 FREIGHT DOCK RD - DWD Restroom	1.0495.01	84920900	\$19.00	\$14.17	\$30.16	\$39.23	23,300	24,600	1,300
4311 FREIGHT DOCK RD - Port & Harbor Office	5.1020.01	83912984	\$19.00	\$17.44	\$25.12	\$61.56	72,600	74,200	1,600
4000 HOMER SPIT RD - Ramp 5 Restroom	5.1250.01	86083228	\$19.00	\$171.13	\$246.49	\$436.62	203,600	219,300	15,700
4425 FREIGHT DOCK RD - Sys 5 & Ramp 8	5.1050.01	86094861	\$19.00	\$132.98	\$0.00	\$151.98	654,800	667,000	12,200
Overall Charges:						<u>\$1,458.89</u>	Overall Water Usage:		<u>83,400</u>

Water/Sewer Monthly Comparison									
CY 2013 to 2017									
	2014		2015		2016		2017		2018
January	\$3,545.49	288,500	\$2,526.35	183,700	\$1,216.22	68,800	\$2,142.85	122,300	\$1,458.89 83,400
February	\$4,042.38	322,400	\$2,015.14	140,800	\$1,891.14	122,500	\$1,287.76	59,600	
March	\$3,968.26	320,400	\$3,339.49	253,700	\$2,341.13	162,300	\$4,076.62	292,100	
April	\$5,792.92	452,200	\$4,997.38	467,700	\$3,532.78	256,700	\$1,726.84	113,100	
May	\$12,019.73	973,600	\$6,982.27	541,900	\$9,770.89	709,300	\$7,807.49	413,000	
June	\$13,396.30	1,106,200	\$14,116.19	1,134,100	\$21,628.74	1,800,700	\$14,594.69	1,282,900	
July	\$16,516.50	1,348,000	\$12,038.01	919,900	\$19,490.97	1,583,400	\$15,450.93	1,152,500	
August	\$15,883.21	1,279,500	\$15,033.97	1,197,000	\$22,468.25	2,189,100	\$12,947.70	1,060,600	
September	\$13,105.89	1,073,100	\$15,661.07	1,307,300	\$19,710.24	1,651,300	\$11,419.68	968,000	
October	\$3,874.68	266,000	\$5,445.90	406,300	\$8,887.32	708,200	\$8,631.96	591,490	
November	\$3,658.86	283,400	\$1,917.85	106,100	\$2,582.53	167,600	\$1,852.34	176,000	
December	\$1,748.09	111,900	\$1,284.30	30,100	\$1,154.76	44,900	\$1,053.70	68,600	
YTD Total	\$97,552.31	7,825,200	\$85,357.92	6,688,600	\$114,674.97	9,464,800	\$82,992.56	6,300,190	\$1,458.89 83,400

2018 Ice & Crane Report						
Date To	Crane Weekly	Crane Month	YTD Crane	Ice Weekly	Ice Month	YTD Ice
1/7/2018	17			shut down for maintenance		
1/14/2018	14.3			shut down for maintenance		
1/21/2018	18.2			shut down for maintenance		
1/28/2018	8.5			shut down for maintenance		
Jan Total		58	58		0	0
2/4/2018	17.8			shut down for maintenance		
2/11/2018	21.7			shut down for maintenance		
2/18/2018	42.6			shut down for maintenance		
2/25/2018				shut down for maintenance		
Feb Total		82.1	140.1		0	0
3/4/2018				shut down for maintenance		
3/11/2018						
3/18/2018						
3/25/2018						
4/1/2018						
Mar Total		0	140.1		0	0
4/8/2018						
4/15/2018						
4/22/2018						
4/29/2018						
Apr Total		0	140.1		0	0
5/6/2018						
5/13/2018						
5/20/2018						
5/27/2018						
May Total		0	140.1		0	0
6/3/2018						
6/10/2018						
6/17/2018						
6/24/2018						
7/1/2018						
Jun Total		0	140.1		0	0
7/8/2018						
7/15/2018						
7/22/2018						
7/29/2018						
Jul Total		0	140.1		0	0
8/5/2018						
8/12/2018						
8/19/2018						
8/26/2018						
Aug Total		0	140.1		0	0
9/2/2018						
9/9/2018						
9/16/2018						
9/23/2018						
9/30/2018						
Sep Total		0	140.1		0	0
10/7/2018						
10/14/2018						
10/21/2018						
10/28/2018						
Oct Total		0	140.1		0	0
11/4/2018						
11/11/2018						
11/18/2018				shut down for maintenance		
11/25/2018				shut down for maintenance		
12/2/2018				shut down for maintenance		
Nov Total		0	140.1		0	0
12/9/2018				shut down for maintenance		
12/16/2018				shut down for maintenance		
12/23/2018				shut down for maintenance		
12/31/2018				shut down for maintenance		
Dec Total		0	140.1			

Deep Water Dock 2018

[illegible]

Pioneer Dock 2018

[illegible]

02/21/18				Year to Date Totals:	\$2,500.00	\$156.00
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Ferry Landings 2018

	Pioneer Dock	Deep Water Dock
January	20	0
February		0
March		0
April		0
May		0
June		0
July		0
August		0
September		
October		
November		
December		

2018 HOMER CITY COUNCIL MEETINGS
ADVISORY COMMISSIONS/ BOARD ATTENDANCE

Commissions are invited to report to the City Council at the Council's regular meetings under Item 8. Announcements/Presentations/Borough Report/Commission Reports. This is the Commission's opportunity to give Council a brief update on their work. Generally the Commissioner who will be reporting will attend one of the two meetings for the month they are scheduled to attend.

The following Meeting Dates for City Council for 2018 is as follows:

January 8, 22	_____
February 12, 26	_____ Ulmer, Donich _____
March 12, 27	_____ Zimmerman _____
April 9, 23	_____ Hartley _____
May 14, 29	_____ Carroll _____
June 11, 25	_____ Ulmer _____
July 23	_____ Carroll _____
August 13, 27	_____ Zeiset _____
September 10, 24	_____ Zeiset, Donich _____
October 8, 22	_____
November 26	_____ Hartley _____
December 10	_____ Zimmerman _____